



City Council Agenda

Mayor
Christine Lundberg

City Council
Sean VanGordon, Ward 1
Hillary Wylie, Ward 2
Sheri Moore, Ward 3
Dave Ralston, Ward 4
Marilee Woodrow, Ward 5
Joe Pishioneri, Ward 6

City Manager:
Gino Grimaldi
City Recorder:
Amy Sowa 541.726.3700

City Hall
225 Fifth Street
Springfield, Oregon 97477
541.726.3700
Online at www.springfield-or.gov

The meeting location is wheelchair-accessible. For the hearing-impaired, an interpreter can be provided with 48 hours' notice prior to the meeting. For meetings in the Council Meeting Room, a "Personal PA Receiver" for the hearing impaired is available, as well as an Induction Loop for the benefit of hearing aid users.

To arrange for these services, call 541.726.3700.

Meetings will end prior to 10:00 p.m. unless extended by a vote of the Council.

All proceedings before the City Council are recorded.

September 6, 2016
TUESDAY

6:00 p.m. Work Session
Jesse Maine Room

(Council work sessions are reserved for discussion between Council, staff and consultants; therefore, Council will not receive public input during work sessions. Opportunities for public input are given during all regular Council meetings)

CALL TO ORDER

ROLL CALL - Mayor Lundberg ____, Councilors VanGordon ____, Wylie ____, Moore ____, Ralston ____, Woodrow ____, and Pishioneri ____.

1. Virginia-Daisy Bikeway Project Draft Final Design Concept.
[Emma Newman] (30 Minutes)
2. Main Street Safety Corridor Creation Criteria.
[Brian Barnett] (20 Minutes)

ADJOURNMENT

7:00 p.m. Regular Meeting
Council Meeting Room

CALL TO ORDER

ROLL CALL - Mayor Lundberg ____, Councilors VanGordon ____, Wylie ____, Moore ____, Ralston ____, Woodrow ____, and Pishioneri ____.

PLEDGE OF ALLEGIANCE

SPRINGFIELD UPBEAT

1. Mayor's Recognition
2. Other
 - a. Employee Recognition: Tom Boyatt, 10 Years of Service
[Gino Grimaldi] (05 Minutes)
 - b. Employee Recognition: Brian Humphreys, 20 Years of Service.
[Gino Grimaldi] (05 Minutes)

CONSENT CALENDAR

1. Claims
2. Minutes
 - a. June 13, 2016 – Work Session
 - b. June 20, 2016 – Work Session
 - c. June 27, 2016 – Joint Elected Officials Work Session
 - d. July 18, 2016 – Work Session
 - e. July 18, 2016 – Regular Meeting
3. Resolutions
4. Ordinances
5. Other Routine Matters
 - a. Approval of Liquor License Application for Along Came Trudy, Located at 1486 18th Street, Springfield, Oregon.
 - b. Approval of Liquor License Application for Hop Valley Brewing Company, Located at 980 Kruse Way, Springfield, Oregon.
 - c. Allow Construction Activities Outside of the Hours of 7 a.m. and 6 p.m., in order to Complete Construction Activities in Association with the Hamlin Middle School in and around 326 Centennial Blvd.
 - d. Approve the Proposed Bicycle and Pedestrian Advisory Committee (BPAC) Bylaw Amendment.
 - e. Authorize the City Manager to execute the Funding Approval/Agreement with the Department of Housing and Urban Development (HUD) in order to Receive and Make Available CDBG Funding for Fiscal Year 2017.
 - f. Authorize the City Manager to Execute the Intergovernmental Agreement (IGA) for Human Services with Lane County and the City of Eugene for the Allocation of General Funds in 2016-17.
 - g. Authorize the City Manager to Sign the Amended Executive Session News Media Attendance Policy.

MOTION: APPROVE/REJECT THE CONSENT CALENDAR

ITEMS REMOVED FROM THE CONSENT CALENDAR

PUBLIC HEARINGS - Please limit comments to 3 minutes. Request to speak cards are available at both entrances. Please present cards to City Recorder. Speakers may not yield their time to others.

BUSINESS FROM THE AUDIENCE - Limited to 20 minutes. Please limit comments to 3 minutes. Request to Speak cards are available at both entrances. Please present cards to City Recorder. Speakers may not yield their time to others.

COUNCIL RESPONSE

CORRESPONDENCE AND PETITIONS

1. Correspondence from Jurisdictions within the Central Lane Metropolitan Planning Organization regarding the Congestion Mitigation and Air Quality (CMAQ) Funds w/Attached Memo.

MOTION: ACCEPT FOR FILING AND/OR PROVIDE STAFF DIRECTION/FOLLOWUP.

BIDS

ORDINANCES

BUSINESS FROM THE CITY COUNCIL

1. Committee Appointments
2. Business from Council
 - a. Committee Reports
 - b. Other Business
 - 1) League of Oregon Cities Conference – Voting Delegate Designation.
[Gino Grimaldi] (05 Minutes)

MOTION: APPOINT A MEMBER OF THE COUNCIL TO SERVE AS THE VOTING DELEGATE FOR THE UPCOMING LEAGUE OF OREGON CITIES ANNUAL CONFERENCE, SEPTEMBER 29-OCTOBER 1, 2016.

BUSINESS FROM THE CITY MANAGER

1. Ratification of Contract with Service Employees International Union (SEIU).
[Candace Steffen] (05 Minutes)

MOTION: AUTHORIZE CITY MANAGER TO SIGN RATIFIED COLLECTIVE BARGAINING AGREEMENT WITH SEIU.

2. Other Business

BUSINESS FROM THE CITY ATTORNEY

ADJOURNMENT

AGENDA ITEM SUMMARY

Meeting Date: 9/6/2016
Meeting Type: Work Session
Staff Contact/Dept.: Emma Newman/DPW
Staff Phone No: 541-726-4585
Estimated Time: 30 minutes
Council Goals: Maintain and Improve Infrastructure and Facilities

**SPRINGFIELD
CITY COUNCIL**

ITEM TITLE: VIRGINIA-DAISY BIKEWAY PROJECT DRAFT FINAL DESIGN CONCEPT

ACTION REQUESTED: Conduct a work session discussion with staff on the draft final design concept developed for this project. Prepare for the October 3rd Regular Session final design concept approval.

ISSUE STATEMENT: The Virginia-Daisy Bikeway project has been developed using significant community involvement in the planning process and design concept development. The draft final design concept is the result of design refinement based on neighborhood input, feedback from the Bicycle and Pedestrian Advisory Committee, and guidance from the Planning Commission and City Council.

Staff will review the draft final design concept with City Council in preparation for approval of a final concept during the October 3 Regular Session. Once the final design concept is approved, staff will proceed with detailed engineering design and construction. The goal is to construct the project in summer 2017.

ATTACHMENTS: Attachment #1: Council Briefing Memorandum
Attachment #2: Virginia-Daisy Bikeway Concept Study – Draft Final Report

**DISCUSSION/
FINANCIAL
IMPACT:** The Virginia-Daisy Bikeway Project is funded through an \$800,000 grant from the ODOT Bicycle and Pedestrian Advisory Committee Transportation Enhancement Program, which provides funding to improve biking and walking transportation facilities. \$50,000 of the grant is going toward planning and project development and the balance will fund engineering and construction. Staff has worked to efficiently use funds to accomplish many City goals with one project by integrating bikeway treatments, key safety improvements for all road users, street maintenance, storm water treatment, and ADA upgrades. The Bikeway will integrate and complete Springfield Transportation System Plan projects PB-36: Virginia-Daisy Bikeway and R-38: South 42nd Street/Daisy Street Intersection Improvements for much less cost than the cost of planning and building the two projects separately. The project also helps fulfill the requirements of the municipal separate storm sewer system (MS4) permit and supports the City of Springfield's 7 Key Stormwater Goals.

The Draft Final Report (Attachment 2) provides additional information about the project cost estimate and funding sources on page 39.

MEMORANDUM

City of Springfield

Date: 9/6/2016
To: Gino Grimaldi **COUNCIL**
From: Anette Spickard, Director of Development and Public Works **BRIEFING**
Emma Newman, Senior Transportation Planner
Subject: Virginia-Daisy Bikeway **MEMORANDUM**

ISSUE: Refinement of Virginia-Daisy Bikeway Design Concept

COUNCIL GOALS/**MANDATE:**

Maintain and Improve Infrastructure and Facilities

BACKGROUND: The City Council provided feedback on the Virginia-Daisy Bikeway Preliminary Design Concept at the June 13, 2016 work session. The feedback was responded to as follows:

1. Supported 32nd intersection as proposed with refuge island crossings

Action Taken:

- Design concept maintained.

2. Preferred roundabout option at 42nd St and Daisy St

Action Taken:

- Roundabout design concept selected. Roundabout design was the safest design option available and was preferred by both the Planning Commission and the Bicycle and Pedestrian Advisory Committee as well. See page 19 of Appendix 2 for safety comparison and Appendix 4 for 42nd and Daisy St Safety Technical Analysis Memo.

3. Directed trees to be optional or at the property owner's request and overall less frequent along the corridor.

Action Taken:

- A significant number of trees were removed from the design concept. The draft final design concept states, "Locations are schematic only, but based on existing parking needs and lack of existing tree canopy. Coordination and agreement from fronting property owner will be required prior to implementation." As the project moves into detailed design and engineering, property owners will have the opportunity to request trees.
- During the second open house, staff heard from several neighbors in two locations along the corridor that they would like an additional speed cushion to help with traffic calming instead of trees. Staff and consultants assessed the requests and implemented them in the draft final design concept.

4. Supported stormwater integration elements of project, but wanted predictable and
-

smooth transitions along the corridor with stormwater and traffic calming.

Action Taken:

- Looked into Eugene example location that had been referenced and identified the traffic calming that was not supported as a chicane treatment. This treatment has not been included in the design concept.
 - Located traffic calming at consistent intervals to create a predictable feel along the corridor.
 - Utilized low-profile mini-roundabouts, raised crossings, and speed cushions that allow RVs, emergency vehicles, and other standard vehicles that travel along the corridor to maneuver.
 - Located conceptual trees within the parking lanes so that they would align with parked cars and would not inhibit the travel way at all.
 - The largest proposed stormwater treatment facility is located near south 42nd Place and resides on the very outside of the street, beyond the bike lane, in a configuration that smoothly maintains the automobile travel way.
 - As the project moves into detailed design and engineering, additional engineering assessment will be conducted to decide whether curb or merely striping would be most appropriate for lane delineation in a couple of locations.
 - Smoothed out transitions in a few locations as the bike lanes shift from curb-tight to floating beyond the on-street parking lane.
5. Directed staff to collect additional evening weekend parking utilization counts to ensure treatments complement the current on-street parking patterns.

Action Taken:

- Evening weekend parking utilization counts were conducted at four different times and incorporated into the parking utilization assessment (pages 30 and 31 of Attachment 1: Draft Final Report).
- In the two locations with most significant proposed changes, the current peak parking utilization would equate to 10% (S 42nd to Weyerhaeuser Haul Rd on Daisy St) and 33% (Ridge Dr to Bob Straub Parkway) post implementation. The draft final design concept could be implemented as proposed and still accommodate three times the number of cars parked on-street as have been observed at the most highly utilized times in the locations where the most changes to on-street parking configuration are proposed.

RECOMMENDED ACTION: Support actions taken and/or provide additional feedback about the draft final design concept in preparation for the October 3rd Regular Session final design concept approval meeting.

VIRGINIA - DAISY BIKEWAY CONCEPT STUDY

Draft Final Report

Fall 2016





Acknowledgments

Project Management Team

Emma Newman, City of Springfield Transportation Planner

Michael Liebler, City of Springfield Traffic Engineer

Loralyn Spiro, City of Springfield Communications Coordinator

Project Contributors

Jeff Paschall, City of Springfield City Engineer

Tom Boyatt, City of Springfield Community Development Manager

Brian Barnett, City of Springfield Traffic Engineer

Tom Speldrich, City of Springfield Police Officer

Gilbert Gordon, City of Springfield Fire Marshal

David Reesor, City of Springfield Senior Planner (former)

Andrew Martin, City of Springfield Planning Intern

Caitlin Drost, City of Springfield Engineering Intern

Springfield Bicycle and Pedestrian Advisory Committee

Springfield Planning Commission

Springfield City Council

Springfield Community Members

Consultant Team

Alta Planning+Design

Joe Gilpin, Principal

Mary Stewart, Project Manager

Nick Falbo, Senior Designer

Sacha Barkhuff, Engineer

Prescott Morrill, Designer

Derek Abe, Designer

Bryan Jones, Senior Engineer

CenturyWest Engineering

Jim Pex, Engineer



This project is partially funded by a grant from the ODOT Transportation Enhancement Oregon Bicycle Pedestrian Advisory Committee grant program. The contents of the document do not necessarily reflect views or policies of the State of Oregon.



Table of Contents

Project Overview	5
Network Context.....	5
Project Goals.....	7
Draft Final Design Concept	9
Virginia Avenue	9
Daisy Street	17
Outreach and Community Involvement	33
Next Steps	37
The Path Forward	37
Cost Estimate for Refined Design Concept.....	39
Project Elements	39

Appendices

1. Preliminary Design Concepts Mapbook
2. Refined Design Concept Mapbook
3. 32nd St and Virginia Ave Gap Analysis Memo
4. 42nd St and Daisy St Safety Technical Analysis Memo
5. Communications Plan
6. Written Comment Log
7. Open House 1 Comments
8. Open House 2 Comments
9. Outreach Materials (postcards, media, flyers, FAQ sheet)
10. Cost Estimate





CHAPTER ONE

Project Overview

Network Context

The current roadway network in mid-Springfield offers few safe and convenient options for bicyclists and pedestrians travelling east-west through the city. Main Street is the primary east-west corridor but functions as a principal arterial with high vehicle volumes and speeds that presents many challenges for people walking and bicycling. The nearby Virginia Ave-Daisy Street corridor is designated as a local road and major collector from 32nd Street to Bob Straub Parkway, and features much lower vehicle speeds and volumes. As such, it represents a more ideal candidate for bicycle and pedestrian travel, but requires significant improvements at key intersections and other locations along the corridor.

The City of Springfield was awarded funding through the statewide Oregon Transportation Enhancement grant program to design, develop and construct the Virginia-Daisy Bikeway Project. Combined with federal funding for a roadway overlay project, the Virginia-Daisy Bikeway Project will allow the City of Springfield to provide comfortable, convenient, and safe transportation options for people of all ages and abilities along the Virginia Ave and Daisy Street corridor. **Figure 1** on the next page provides an overview of the Virginia-Daisy Bikeway Project corridor.

Designing for Safety and Access

This multimodal corridor will provide a much needed connection for residents and the broader community travelling by foot or bicycle to local services and amenities, and complement the commercial Main St. thoroughfare to the north.

Safety

Design elements such as striped bicycle lanes, shared lane markings, traffic calming measures, intersection crossing improvements, wayfinding and additional regulatory signage, and improved lighting are planned to improve traffic safety and comfort. Notably, the project will also feature a significant reconstruction of the intersection of 42nd Street, into a low-stress single-lane roundabout.

Equity

The Virginia-Daisy Bikeway Project responds to the access and connectivity needs identified in the Springfield Bicycle Plan by closing gaps in the corridor that have otherwise presented challenges for people bicycling. This carries important social equity implications for residents with limited or no access to vehicles. Currently, 16 percent of area residents are below poverty level, while 20 to 40 percent of area children are below the poverty level. 24 percent of working residents already use non-drive alone transportation options (carpool, bus, bike, walk, etc.) to commute to and from work.¹ Transit service in this area is also limited as Lane Transit District does not currently provide transit service south of Main Street.

Health

Creating a safer, more comfortable walking and biking environment helps to encourage more daily physical activity, which translates to lower stress levels, reduced risk of obesity, diabetes, and heart disease, and overall improved community health.²

Amenities

The Bikeway provides a vital connection to nine nearby schools, local shopping and recreation destinations, and the regional Willamalane Center that serves local area children with after school activities and families with a wide range of recreational opportunities and programs. The project further strengthens the walking and bicycling network by complementing current and future off-street path projects, including Willamalane Mill Race Path, Booth Kelly Road, Weyerhauser Haul Road, the growing Middle Fork Path, and other local accessways.

Environment

In addition to promoting active transportation and healthy lifestyles for local residents, the project will contribute to neighborhood livability by enhancing the overall attractiveness of the corridor by incorporating environmentally focused infrastructure, such as street tree plantings and stormwater management facilities.

Tourism

Cycling tourism is growing regionally. In 2012 bicycle-traveler trip expenditures in the Willamette Valley totaled over \$70 million. Statewide cycling tourism generated \$10.3 billion in direct travel spending.³ Projects like the Virginia-Daisy Bikeway could expect to become part of larger regional or trans-American bike touring rides. The Virginia-Daisy Bikeway will also provide access to the future Thurston Hills single-track mountain bike trails, a potential key bike tourism destination.

Policy

The Bikeway project is closely aligned with the goals and policies set forth in the Springfield Transportation System Plan, Lane County Transportation System Plan, and the Central Lane Metropolitan Planning Organization Regional Transportation Plan related to regional sustainability, economic vitality, and social equity.

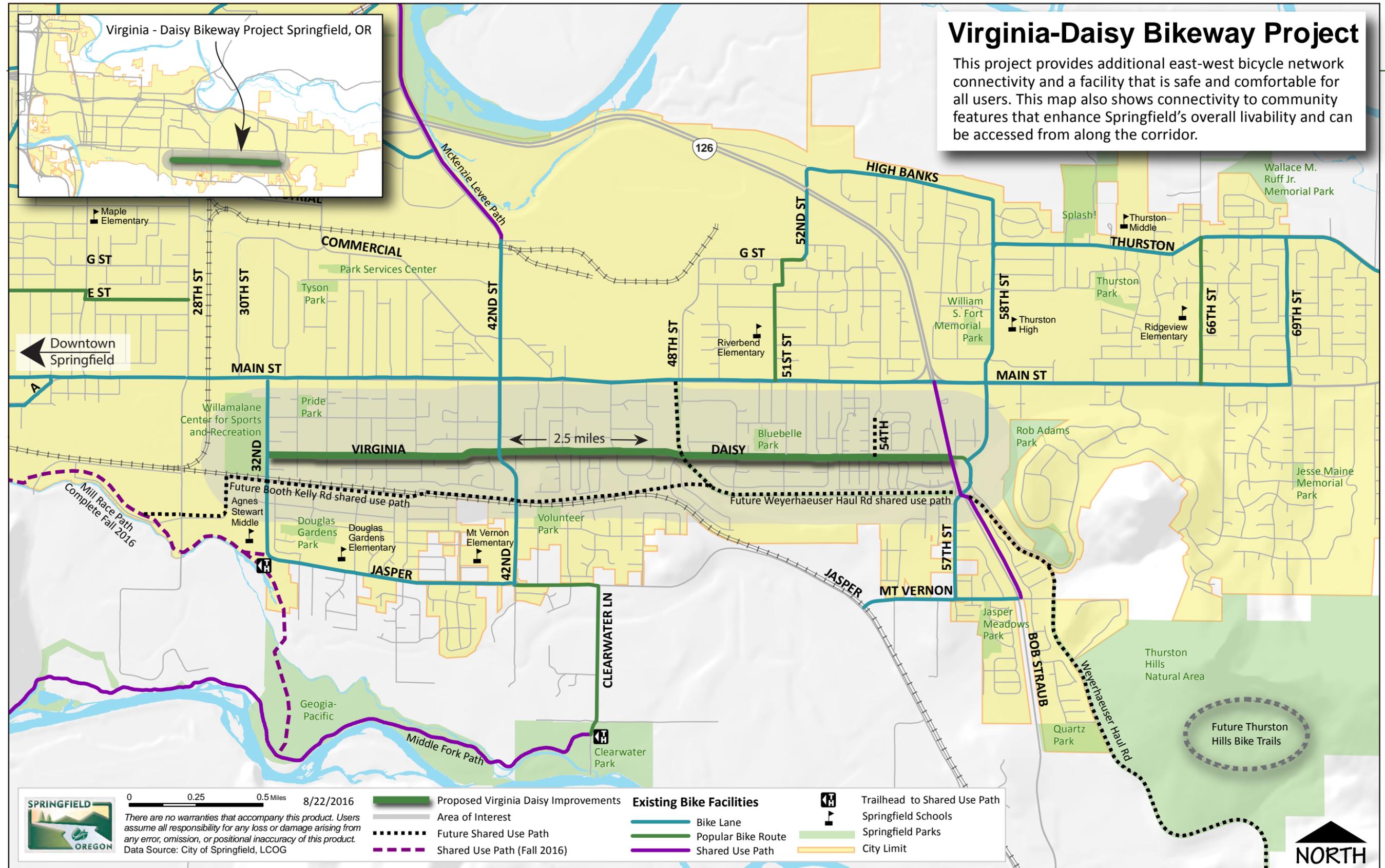
City of Springfield City Council and Project specific goals are presented in the following section.

¹ Springfield, Oregon Profile. <http://City-Data.com/city/Springfield-Oregon.html>

² Equity and Opportunity Assessment: Safety, Health, and Wellness - Body Mass Index. Livability Lane. 2013.

³ Oregon Travel Impacts: 1991-2014, Dean Runyan Associates

Figure 1: Project Corridor Map



Project Goals

1. The project aligns with the City of Springfield’s commitment to providing safe transportation options. The project is an identified need in the Springfield Transportation System and aligns with regional bike network connectivity goals.
2. The Virginia-Daisy Bikeway Project provides a safe and comfortable bicycle corridor that can be used by people of all ages and abilities.
3. The design of the Virginia-Daisy Bikeway enhances the overall appearance of the corridor for all users, improves pedestrian safety and usage, and provides traffic calming for automobiles to emphasize active transportation along the street and enhance the neighborhood feel.

City Council Goals

1. Financially Responsible and Stable Government Services

- A. Implementing street overlay, bikeway enhancement, and stormwater treatments through one project increases efficient use of public funds.

2. Community and Economic Development and Revitalization¹

- A. Investments in bicycling infrastructure are cost-effective and generate an array of direct and indirect health, transportation, environmental, and economic benefits for the City and region.
- B. Constructing bike facilities creates local jobs, increases local tax revenue, and stimulates local spending.
- C. Constructing bike facilities creates local jobs, increases employment tax revenue, and stimulates local spending. People making short local trips by bike tend to make more frequent trips to local stores, and bike tourism and events support the local food, lodging, and recreational industries. This spending on bicycle-related services and amenities generates demand for more bike facilities, creating a positive feedback loop of benefits. Research has also shown that the property values of homes in walkable, bikeable communities are typically higher than

¹ Flusche, Darren. Bicycling Means Business: The Economic Benefits of Bicycle Infrastructure. Advocacy Advance. 2012.

similar homes in areas that do not have access to bike and pedestrian facilities.

3. Enhance Public Safety

- A. Safety will be greatly increased along the corridor with traffic calming and intersection safety improvements, such as the proposed roundabout at 42nd Street and Daisy Street. Roundabouts reduce overall collisions by 37 percent, injuries by 75 percent, fatalities by 90 percent, collisions with pedestrians by 40 percent, and collisions with people biking by 10 percent.²

4. Effectively Create a Positive Environment that Values Diversity and Encourages Inclusion

- A. Provide safe and comfortable transportation options for people walking and bicycling, in addition to people driving.

5. Maintain and Improve Infrastructure Facilities

- A. Perform an overlay treatment along the corridor to preserve the street infrastructure.
- B. Add bicycle facilities and sidewalk infill to improve Virginia Avenue and Daisy Street for all users.

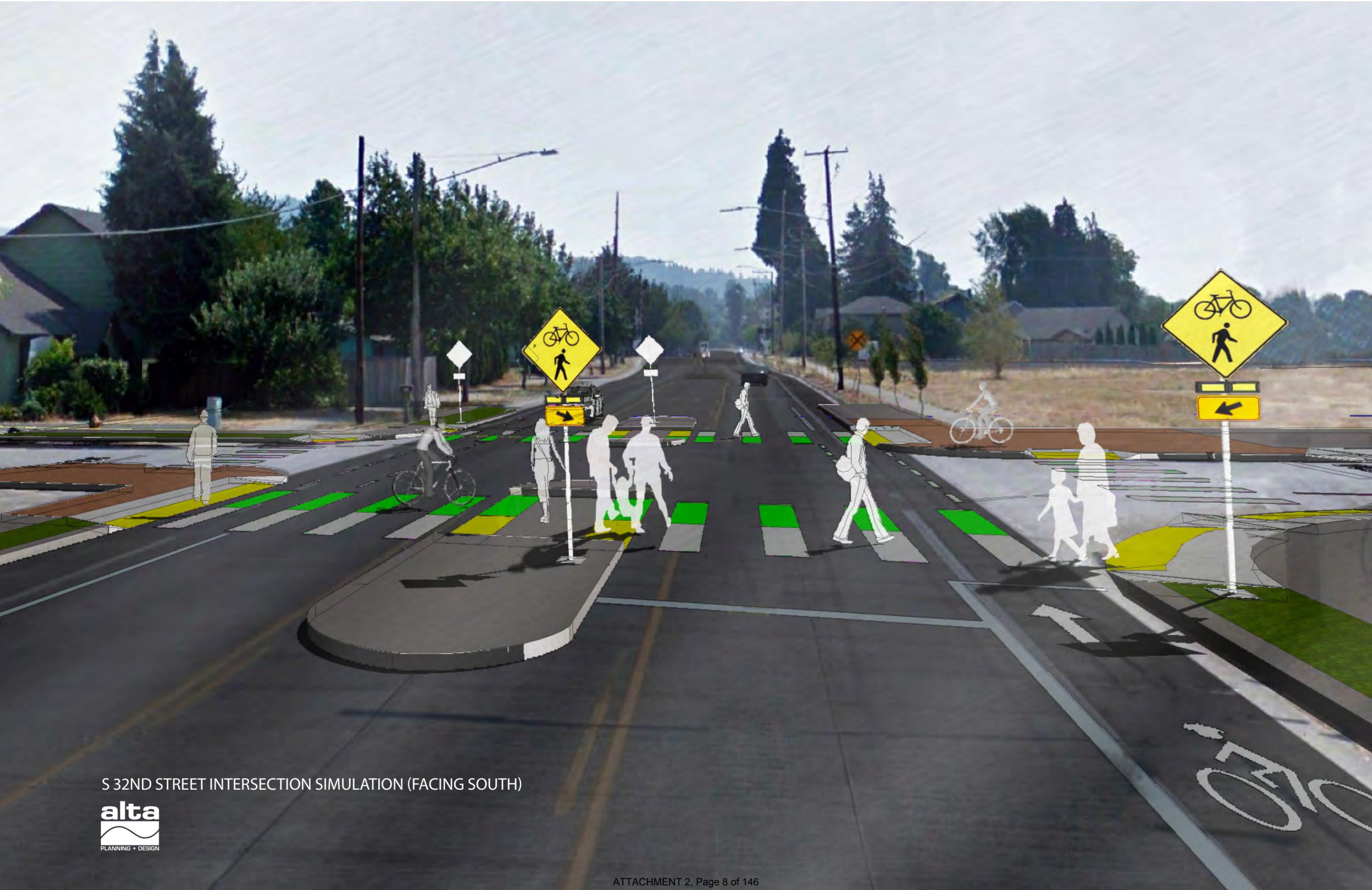
6. Preserve our Hometown Feel, Livability, and Environmental Quality

- A. Install stormwater treatments along the corridor, including bioswales and additional tree canopy.
- B. Construct a design that encourages neighborhood appropriate speeds and enhances the overall appeal of the neighborhood.

² Federal Highway Administration and Insurance Institute for Highway Safety



Existing S 42nd Street Intersection (Facing North)



S 32ND STREET INTERSECTION SIMULATION (FACING SOUTH)



CHAPTER TWO

Draft Final Design Concept

This is a concept only. Detailed design leading up to construction has yet to be completed. Design elements that will be further developed include wayfinding to and from key locations including:

- Mill Race Path
- Middle Fork Path
- Main Street
- Future Booth Kelly Road Path
- Future Weyerhaeuser Haul Road Path
- McKenzie Levee Path
- Thurston Hills Natural Area
- Clearwater Park
- Willamalane Center for Sports and Recreation

Virginia Avenue:

S 32nd Street to S 41st Place



The preferred bikeway type on Virginia Avenue to S 41st Place is a bicycle boulevard with shared lanes. Roadway markings throughout this section of the corridor would consist of frequent shared lane markings. These markings indicate to all users to expect people on bikes in the roadway, and help instruct people bicycling to ride in the center of the roadway to increase visibility and

avoid car doors. No centerline would be provided to encourage people driving to give extra distance while passing people on bikes.

S 32nd Street Intersection Design

Rapid flashing beacons facing S 32nd Avenue would promote yielding to people crossing the street.

People on bicycles on Virginia Avenue would take the ramp up to a shared-use path at the crossing and cross adjacent to pedestrians in the crosswalk. People on bicycles would also have the option to navigate the intersection as a vehicle in the travel lanes.

Median safety islands would provide added safety and comfort for people walking and biking across the street.

Mixing zones would be created on all four corners of the intersection. These are areas where people biking and walking would be able to navigate around the intersection separated from motor vehicle traffic. These areas are delineated with specialty pavement to indicate that these areas are for slow and safe travel.

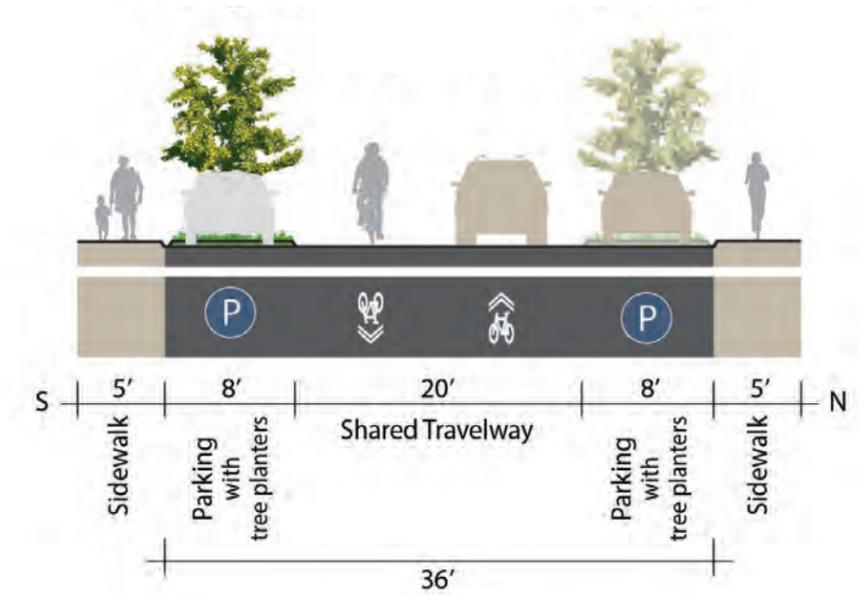
See Appendix 3 for the 32nd St and Virginia Ave Gap Analysis Memo.

Additional Safety Features

Other elements along the corridor designed to create a safer operating environment by slowing speeds, increasing the drivers' field of vision and opportunity to yield, and shortening stopping distances include:

- Curb extensions (shorten the pedestrian crossing distance and visually narrow the roadway to slow traffic)
- On-street planters (capture and treat stormwater runoff and visually narrow the roadway to slow traffic)
- Mini-roundabouts (slow traffic)
- Raised crosswalk (improve driver visibility of pedestrians and slow traffic)
- Pedestrian refuge islands (provide physical protection form motorists and slow traffic)

Recommended Cross Section



Conceptual On-Street Planter





At S 32nd Avenue:

The crossing would be enhanced with high visibility markings and rapid flash beacons to create a low-stress crossing with a high rate of yielding.

See next sheet for intersection design concept.

Added Tree Canopy:

Within the parking lane, tree planting areas would be added to increase canopy and define the edges of the street. Locations are schematic only, but based on existing parking needs and lack of existing tree canopy. Coordination and agreement from fronting property owner will be required prior to implementation. Locations shown are conceptual only.

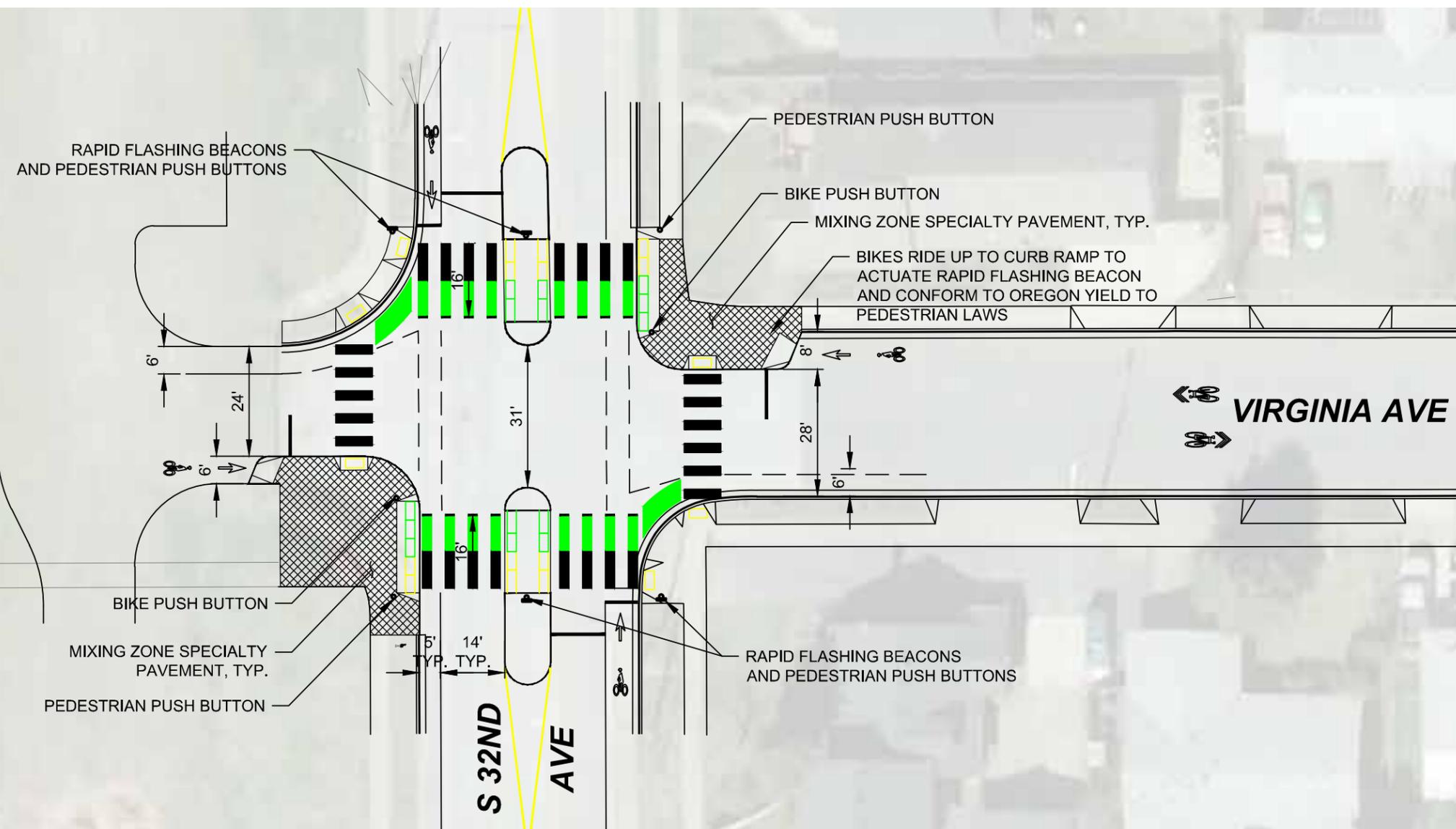
ADA Accessibility:

All curb ramps along the corridor will be evaluated and upgraded for ADA accessibility.

NOTE:

ONCE RAPID FLASHING BEACONS ARE ACTUATED BY A BICYCLIST OR PEDESTRIAN, ALL BEACONS WILL FLASH IN BOTH DIRECTIONS.

EVALUATE LIGHTING AT INTERSECTIONS AND UPGRADE IF NEEDED.



S 32nd Street Intersection Concept Enlargement

Mini Roundabout

Mini-roundabouts provide traffic calming. Low profile mini-roundabouts would not include center landscaping and they would accommodate emergency vehicles and other typical neighborhood oversized vehicles.



Pedestrian Refuge Island

Pedestrian refuge islands provide a two-stage crossing for people walking and shorten crossing distances. Depending on the location, they may or may not include low profile landscaping.



Added Tree Canopy:

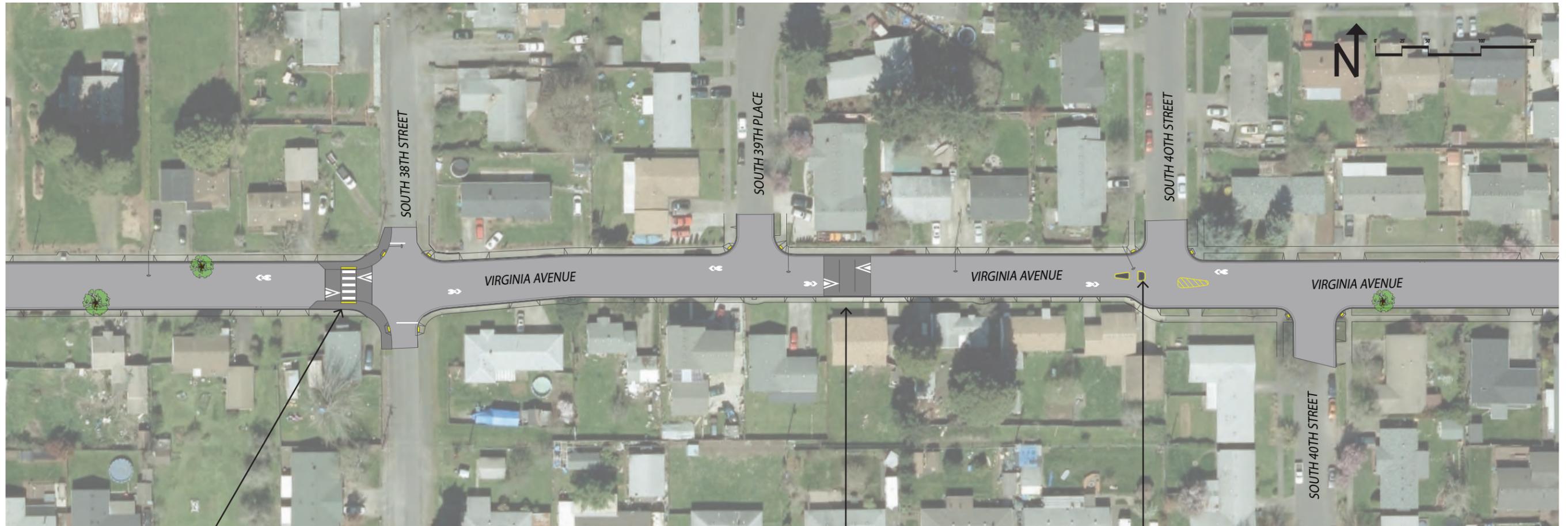
Within the parking lane, tree planting areas would be added to increase canopy and define the edges of the street. Locations are schematic only, but based on existing parking needs and lack of existing tree canopy. Coordination and agreement from fronting property owner will be required prior to implementation. Locations shown are conceptual only.

At S 35th Street:

A mini roundabout would be added as traffic calming to create bicycle-compatible travel speeds.

At S 37th Street:

The stop sign would be flipped to favor Virginia Ave.



At S 38th Street:

The stop sign would be flipped to favor Virginia Ave.

A narrowed raised crossing with curb extensions would be added to promote yielding to crossing pedestrians and to help deter speeding through the neighborhood.

Curb extensions may also function as stormwater planters to capture and treat water before entering channels on S 38th.

Added Speed Cushion:

Where additional tree plantings are less desired, traffic calming would include asphalt cushions to reduce traffic speeds.

At S 40th Street:

Mini median islands would be added to slow traffic and provide refuge for pedestrians crossing the street.



Added Tree Canopy:

Within the parking lane, tree planting areas would be added to increase canopy and define the edges of the street. Locations are schematic only, but based on existing parking needs and lack of existing tree canopy. Coordination and agreement from fronting property owner will be required prior to implementation. Locations shown are conceptual only.

At S 41st Street:

A mini roundabout would be added to create bicycle-compatible travel speeds.

Sidewalk Infill:

New concrete sidewalk added to fill in gaps along corridor.



S 42ND STREET INTERSECTION SIMULATION (FACING NORTH)



Daisy Street:

S 42nd Street to S Weyerhaeuser Haul Road



The preferred bikeway type on Daisy Street to S Weyerhaeuser Haul Road is bicycle lanes. Due to higher traffic volumes, a separated bicycling facility is necessary. Roadway markings throughout this section of the corridor would consist of one consolidated parking lane, bike lane stripes, and bike lane markings to distinguish bike lanes from the general purpose travel lanes. No center line would be provided to encourage motor vehicles to give extra distance while passing people biking. Identification of consolidated parking lane is based on existing parking utilization levels combined with gaps in tree canopy. See the Parking Considerations in Relation to Bikeway Implementation section on pages 30-31 for additional information.

S 42nd Street Intersection Design

A single-lane roundabout would create slow circulation speeds through the intersection for all street approaches and greatly improve the safety of the intersection compared to existing conditions.

People bicycling would be permitted to travel within the roundabout with motor vehicles, or to enter into a shared space with pedestrians and use the crosswalk.

Mixing zones for people walking and biking would be created on all four corners of the roundabout. These are areas where people biking and walking would be able to navigate around the intersection separated from motor vehicle traffic. These areas are delineated with specialty pavement to indicate that these areas are for slow and safe travel.

The roundabout could also incorporate stormwater treatment to aid in controlling flooding, treat stormwater, and recharging ground water.

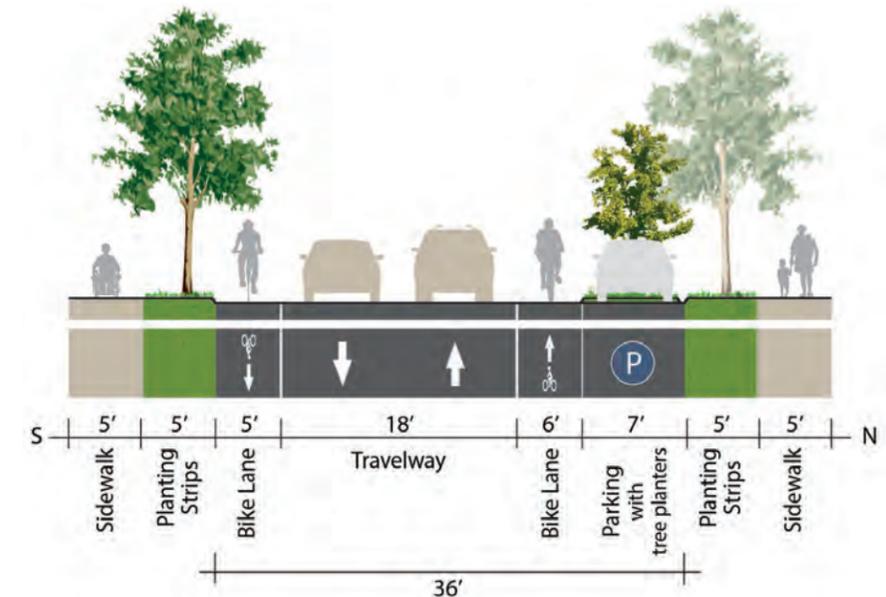
The roundabout proposed for implementation at S 42nd and Daisy St as a part of the Virginia-Daisy Bikeway Project is designed to be uniquely optimized for pedestrian and bicycle circulation, comfort and safety. This is achieved by designing for slow, 15 mph motor vehicle travel speed throughout the roundabout.¹ This slow speed creates low speed differentials for cyclists choosing to travel in-lane, and a high degree of yielding to people walking and bicycling within the crosswalk and slower approach speeds through the reversing curve to the south.

Additional Safety Features

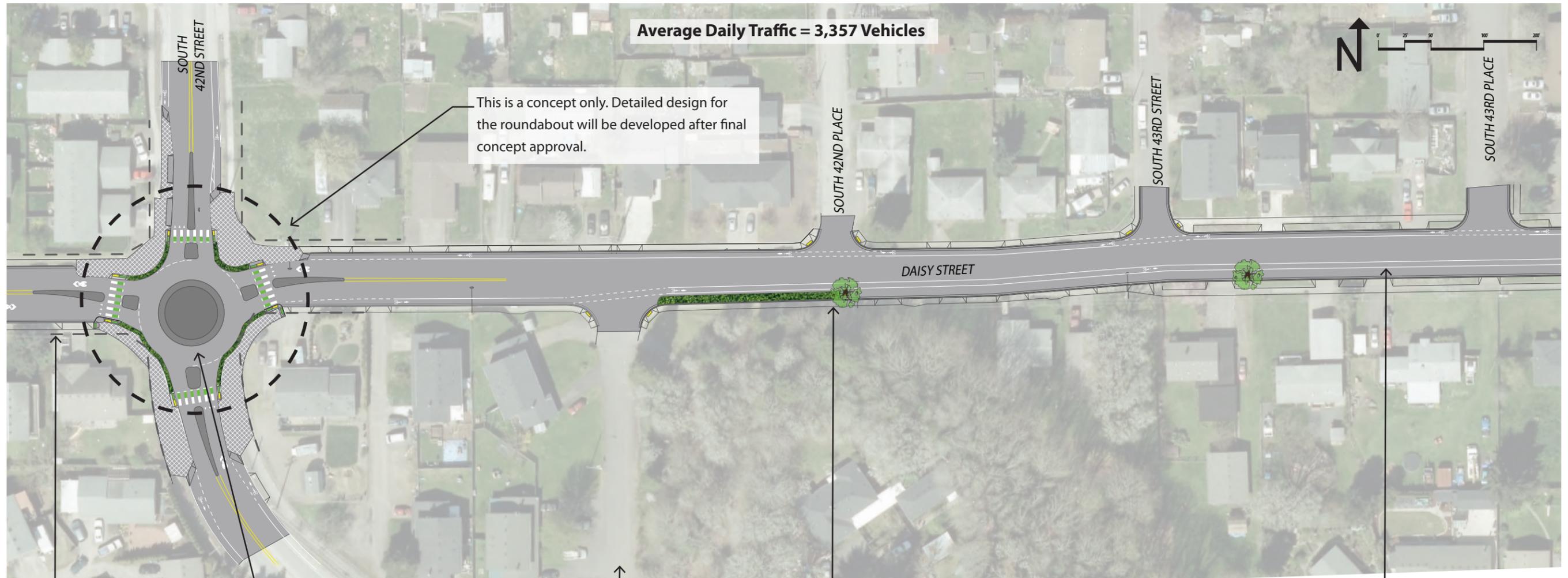
Other elements along the corridor designed to create a safer operating environment by slowing speeds, increasing the drivers' field of vision and opportunity to yield, and shortening stopping distances include:

- Curb extensions (shorten the pedestrian crossing distance and visually narrow the roadway to slow traffic)
- On-street planters (capture and treat stormwater runoff and visually narrow the roadway to slow traffic)
- Raised crosswalk (improve driver visibility of pedestrians and slow traffic)
- Pedestrian refuge islands (provide physical protection from motorists and slow traffic)
- Mini-median islands (slow traffic)

Recommended Cross Section



¹ FHWA, Roundabouts: An Informational Guide, 2000. This guide has largely been superseded by NCHRP Report 672, but the compact urban roundabout type illustrated in the earlier guide is more appropriate for this use.



Property Line

At S 42nd Street:

Intersection design options are proposed to improve safety, yielding and crossing comfort for users.
See enlarged design concept of intersection on the following page.

Accessway:

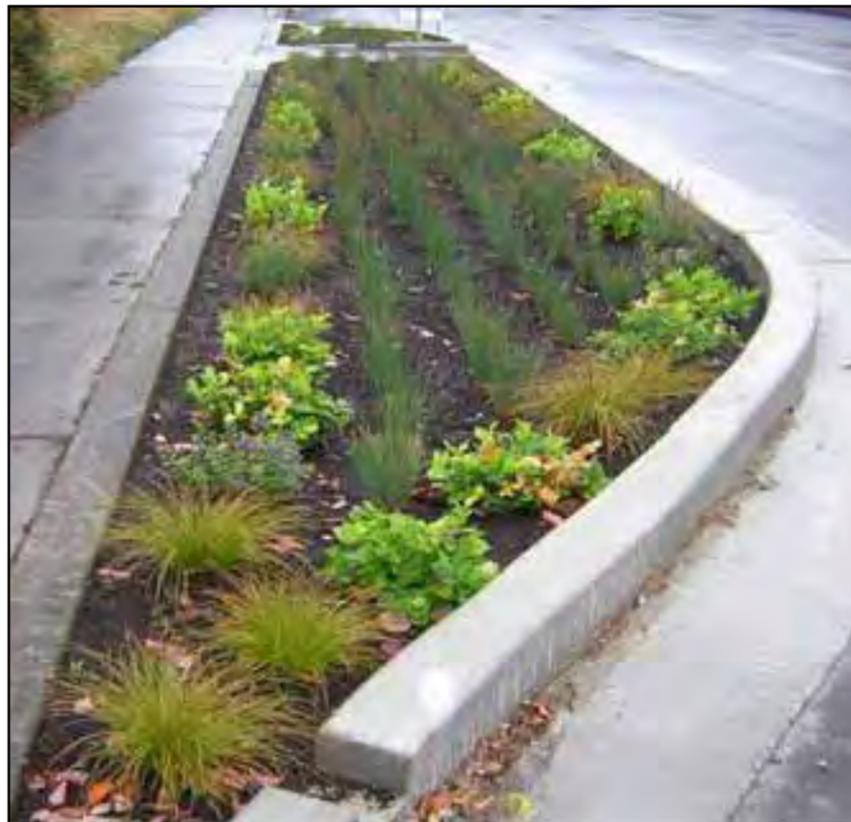
Possible bike accessway improvement for people biking north on S 42nd heading east on Daisy.

Street modification:

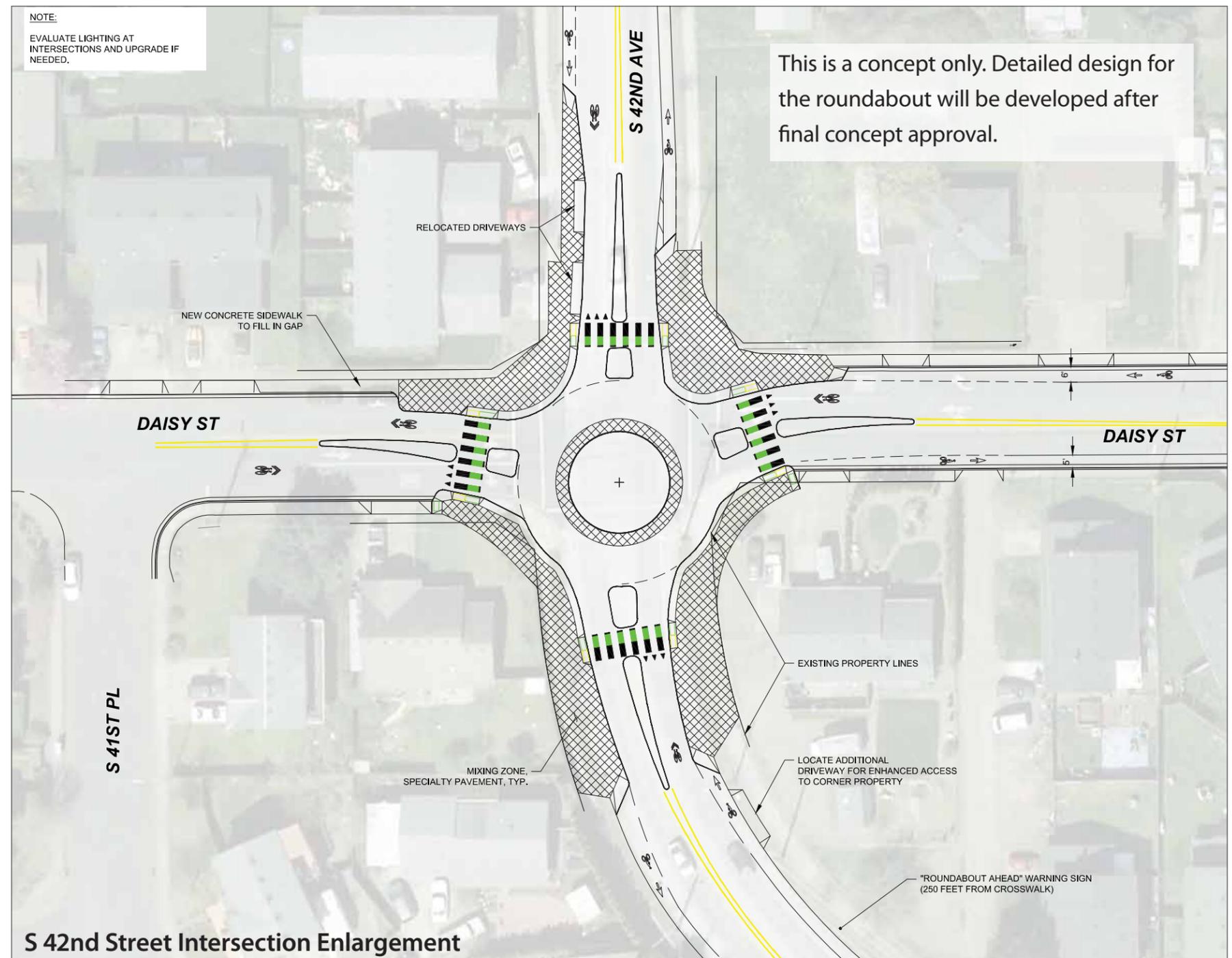
Curb extension with stormwater treatment.
See photo of potential treatment on next page.

Street modification:

Parking would be consolidated to the south side of the street.
Bicycle lanes would be added for the safety and comfort of people bicycling.



Typical Stormwater Treatment





Street modification:

A mini-median island would be added to slow traffic and keep cars in the proper lane through the bend in the roadway.

Street modification:

Parking would be consolidated to the higher-demand side of the street.
Bicycle lanes would be added for the safety and comfort of people bicycling.

Added Tree Canopy:

Within the parking lane, tree planting areas would be added to increase canopy and define the edges of the street. Locations are schematic only, but based on existing parking needs and lack of existing tree canopy. Coordination and agreement from fronting property owner will be required prior to implementation. Locations shown are conceptual only.



At S 46th Street:

A narrowed raised crossing would be added to promote yielding to crossing pedestrians, as well as reduce speeding along the corridor.

Street modification:

Parking would be consolidated to the higher-demand side of the street.
Bicycle lanes would be added for the safety and comfort of people bicycling.

Street modification:

A landscaped center median would be added to slow traffic. Landscaping would be low maintenance and drought tolerant.



Daisy Street:

S Weyerhaeuser Haul Road to S 54th Street Connector Path



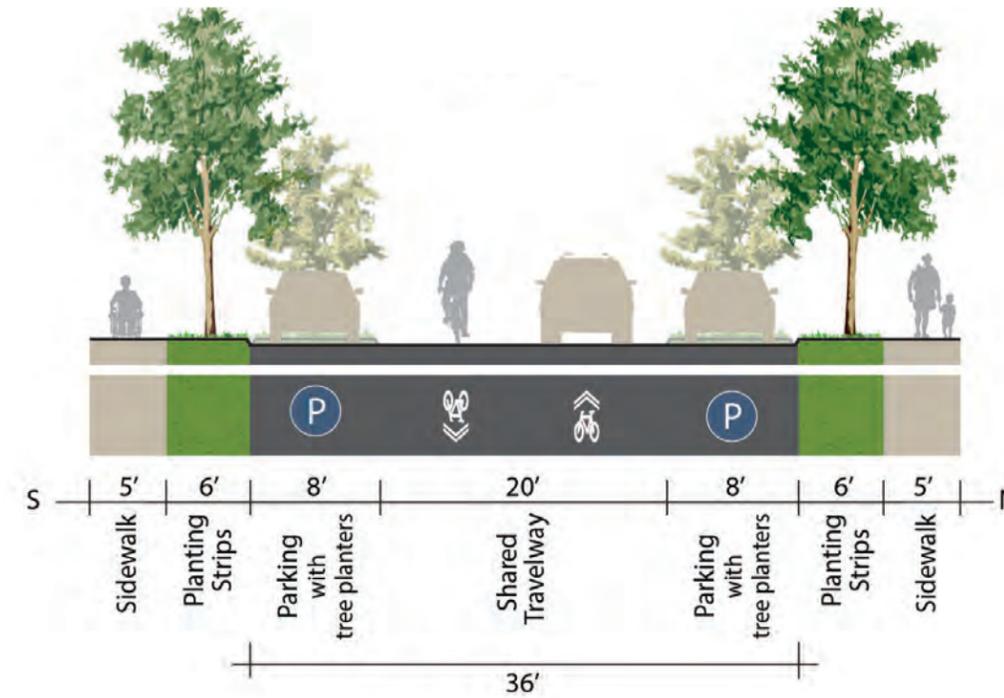
Roadway markings throughout this section of the corridor would consist of frequent shared lane markings. These markings indicate to all users to expect people on bikes in the roadway, and help instruct people bicycling to ride in the center of the roadway to increase visibility and avoid car doors. No centerline would be provided to encourage people driving to give extra distance while passing people on bikes.

Additional Safety Features

Other elements along the corridor designed to create a safer operating environment by slowing speeds, increasing the drivers' field of vision and opportunity to yield, and shortening stopping distances include:

- Curb extensions (shorten the pedestrian crossing distance and visually narrow the roadway to slow traffic)
- On-street planters (capture and treat stormwater runoff and visually narrow the roadway to slow traffic)
- Mini-roundabouts (slow traffic)
- Raised crosswalk (improve driver visibility of pedestrians and slow traffic)

Recommended Cross Section





At S Weyerhaeuser Haul Rd:

Additional coordination and area development required in relation to future 48th St extension to Main St and Willamalane path development.

At S Weyerhaeuser Haul Rd:

A narrowed raised crossing would be added to promote yielding to people on foot and people biking, as well as reduce speeding along the corridor.

Added Speed Cushion:

Where additional tree plantings are less desired, traffic calming would include asphalt cushions to reduce traffic speeds.



Average Daily Traffic = 1,514 Vehicles

Added Tree Canopy:

Within the parking lane, tree planting areas would be added to increase canopy and define the edges of the street. Locations are schematic only, but based on existing parking needs and lack of existing tree canopy. Coordination and agreement from fronting property owner will be required prior to implementation. Locations shown are conceptual only.

At S 49th Place:

A narrowed raised crossing would be added to promote yielding to crossing pedestrians and encourage neighborhood appropriate traffic speeds.



At S 51st Place:

A mini roundabout would be added to encourage drivers to travel at bicycle-compatible speeds.

Curb ramps and concrete sidewalk added to the north east corner.

At S 52nd Street:

Signs would be provided to show existing no parking in narrow area of street.

At S 52nd Street:

Sidewalks would be added to the north side of Daisy St.

At S 53rd Street:

A narrowed raised crossing would be added to promote yielding to crossing pedestrians. This replaces the existing crosswalk to the east.



S 53RD STREET RAISED CROSSING SIMULATION (FACING WEST)



Daisy Street:

S 54th Street Connector Path to Bob Straub Pkwy



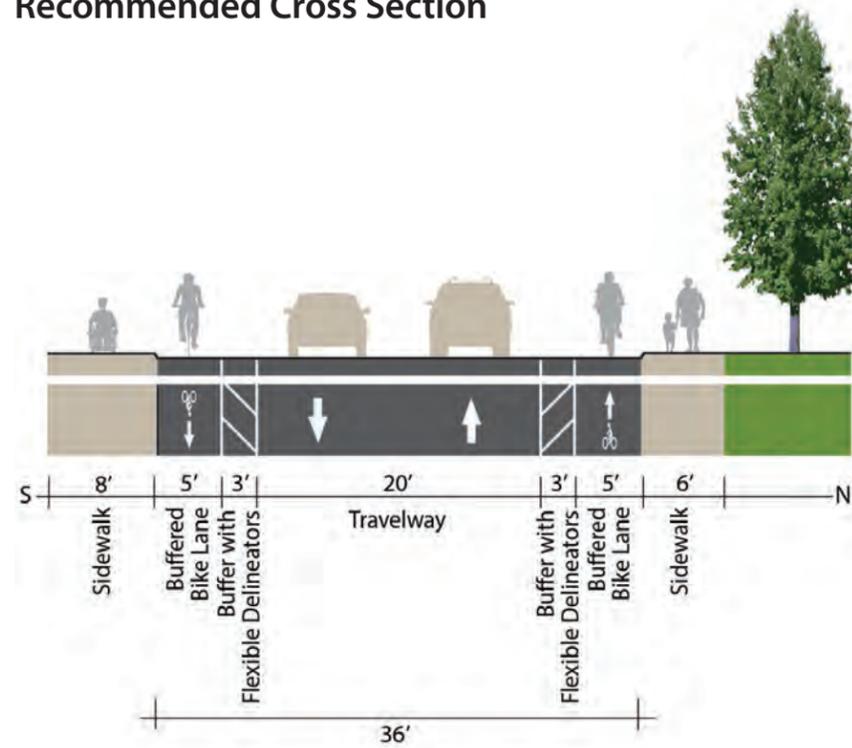
Roadway markings throughout this section of the corridor would consist of buffered bike lane stripes, and bike lane markings to distinguish protected bike lanes from the general purpose travel lanes. No center lane would be provided to encourage people driving to give extra distance while passing people on bikes. Extremely low parking utilization in the block between the S 54th Street Connector Path and 5660 Daisy Street would allow conversion to buffered bike lanes. The block between the 5660 Daisy Street loop would be unbuffered bike lanes to allow on-street parking to remain on the north side of the street.

Additional Safety Features

Other elements along the corridor designed to create a safer operating environment by slowing speeds, increasing the drivers' field of vision and opportunity to yield, and shortening stopping distances include:

- Curb extensions (shorten the pedestrian crossing distance and visually narrow the roadway to slow traffic)
- On-street planters (capture and treat stormwater runoff and visually narrow the roadway to slow traffic)
- Raised crosswalk (improve driver visibility of pedestrians and slow traffic)

Recommended Cross Section





At Future Trail Crossing:

A raised crossing would be added to promote yielding to crossing pedestrians. Additionally, this treatment will enhance safety for all users by reducing speed along this section of the corridor.

Street modification:

Buffered bike lanes would be used to provide a gateway treatment and to slow traffic coming off of Bob Straub Parkway.



At 5660 Daisy Street:

A raised crossing would be added to promote yielding to crossing pedestrians.

Street modification:

Buffered bike lanes would be used to provide a gateway treatment and to slow traffic coming off of Bob Straub Parkway.

Bob Straub Pkwy:

Design will be part of a future project.



Parking Considerations in Relation to Bikeway Implementation

Establishing a new bikeway on the Virginia-Daisy corridor involves changes to the street that include traffic control changes, lane restriping and roadway reconfiguration. One strategy for creating space for dedicated bike lane facilities is to consolidate street parking on only one side of the street.

Underutilized parking lanes can result in higher traffic speeds and unsafe driving behavior due to the appearance of a wide open travel space. Reallocating a portion of underutilized parking lanes as a bike lane can mitigate these issues while providing dedicated space for people biking and maintaining ample on-street parking spaces¹.

Existing Conditions

To support the bikeway design for Virginia-Daisy, the City of Springfield conducted on-street parking counts at ten different times to cover the variety of conditions encountered on the corridor². To supplement this data, the city also performed a count based on visual inspection of previously captured photography.³

Count Summary

Observed usage of the on-street parking lane at any one time on the full Virginia-Daisy corridor ranges from a low of 74 vehicles to a high of 116 vehicles. Specific clusters of parking demand varies on the corridor in response to land uses, community destinations and availability of off-street parking.

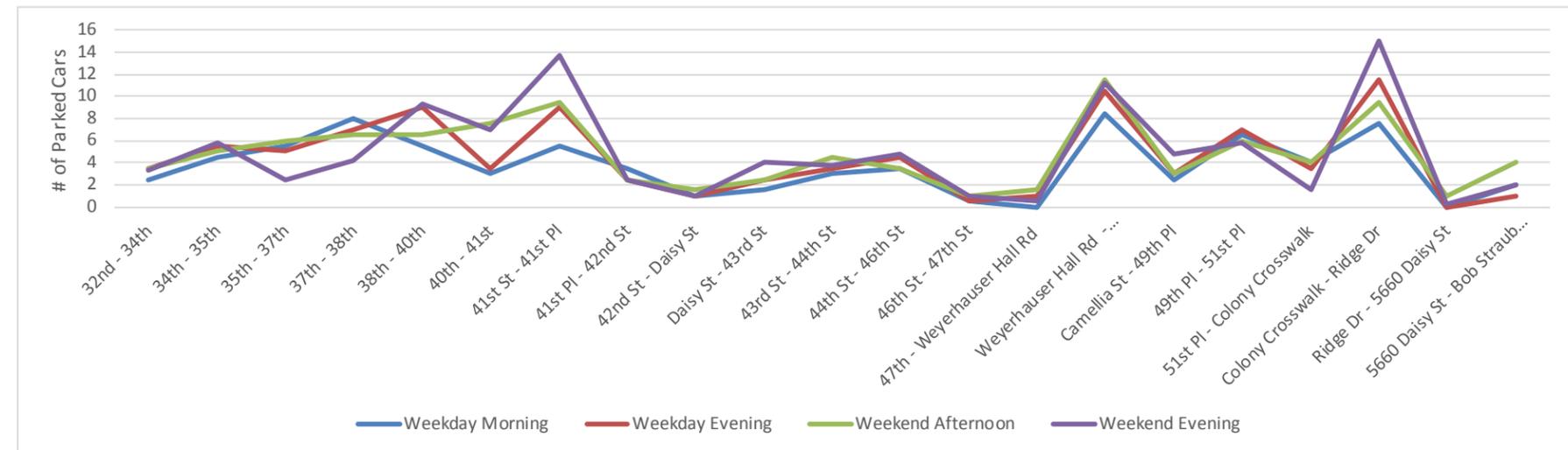
As shown in the table to the right, parking demand is generally consistent from weekday to weekend and morning to evening hours. Special event parking demand (such as a sports event at the Willamalane Center) may exceed the use seen on the average day.

¹ FHWA. Incorporating On-Road Bicycle Networks into Resurfacing Projects. 2016

² Counts were performed Tuesday 1/12/2016 and Tuesday 1/19/2016 at 10am; Tuesday 1/19/2016 and Tuesday 1/26/2016 at 6:30 pm; Saturday 1/16/2016 and Saturday 1/23/2016 at 2:00pm; Saturday 4/02/2016 at 6:00pm; Sunday 4/03/2016 at 5:30pm; Saturday 7/16/2016 at 6:10pm; and Sunday 7/17/2016 at 6:00pm.

³ Google StreetView photography dated September 2011 and August 2008.

Average parking use for each block segment on the corridor based on day and time



Parking Lane Capacity

Parking is allowed on the curbside on both sides of the street along the majority of the Virginia-Daisy corridor. Under some conditions, parking use may be prohibited, restricted or unavailable. These conditions include:

- Parking is prohibited for 30 ft advance of crosswalks . This applies at all crosswalks⁴, including all street corners. On the Virginia-Daisy corridor, currently yellow curbs are only painted on either side of the marked crosswalks by Colony Dr and Ridge Dr.
- Spot parking restrictions such as the residential loop at the far East end of the corridor which has no parking permitted on the street (off of Daisy St).
- On-street parking is not allowed in front of driveways. Many residential units on the corridor provide their own off-street parking for one or two vehicles. Curb cuts provide access to these spaces but also prevent on-street parking in that location.
- On narrow segments without space for parking. Between S 51st and S 52nd St the street is so narrow that parking would block one travel lane. Parking is already prohibited on this segment.

⁴ See. ORS 811.550 – Parking prohibition near crosswalks

Design Considerations

On most streets with parking on both sides, parking demand can be accommodated with parking provided on one side.

Parking may be alternated from one side of the street to the other with proper transitioning. This pattern may cause motorists to reduce their speed.



Proposed Changes

As part of the Virginia-Daisy Bikeway project, some segments of the corridor may feature consolidated parking lanes in order to visually narrow the roadway and provide space to establish a bike lane in higher traffic volume locations. At spot locations across the entire corridor, parking may be restricted in certain locations to allow for trees and crossing enhancements. These spot changes on their own are not expected to have significant impact to parking availability.

There are four distinct segments in the project related to parking lane consolidation:

S 32nd to S 42nd :

In this segment, no parking consolidation is proposed, with no significant effect on parking availability.

S 42nd to Weyerhauser Haul Rd:

This segment proposes parking consolidation on one side of the street. After implementation, this segment will have an estimated 140 parking spaces. This is more than enough to serve the observed weekend peak of 15 parked cars. (10% post implementation utilization).

Weyerhauser Haul Rd to Ridge Dr:

In this segment, no parking consolidation is proposed, with no significant effect on parking availability.

Ridge Dr to Bob Straub Parkway:

This segment proposes the removal of parking on both sides of the street (with the exception of one block on the north side near 5660 Daisy Street/Western Loop). After implementation, this segment will have an estimated 15 parking spaces. This is more than enough to serve the observed weekend peak of 5 parked cars. (33% post implementation utilization). This segment does not have driveways fronting the street since it is located between the backs of two mobile home parks.

Community Benefits

- Reduces conflicts with bicyclists as drivers pull into and out of parking spaces and drivers and passengers open doors of parked vehicles.
- Provides additional roadway space for bicycle facilities.
- Improves sight distance for all roadway users.
- Provides clean water recharge and stormwater management via treatment and flood control.



PLANNING COMMISSION AND BICYCLE & PEDESTRIAN ADVISORY COMMITTEE MEMBERS RIDE CORRIDOR AS PART OF SITE VISIT



CHAPTER THREE

Outreach and Community Involvement

Involving the community in design concept development is critical to a successful project.

The communications goals for the Virginia-Daisy Bikeway Project are as follows:

- Ensure the Springfield community has opportunities to be informed about the project
- Ensure the Springfield community has opportunities to provide input on the project; specifically residents within the project area
- Project communication is effective and efficient
- Included in this section are the following key highlights. Appendices referenced throughout provide additional detailed information about project communication efforts.
- Communications Summary
- Summary of Open Houses
- Committee Guidance

Communications Summary

A Communications Plan (Appendix 5) was developed to support the Virginia-Daisy Bikeway project by setting objectives, strategies, and tactics to increase awareness and understanding of the overall project and specifically inform Springfield residents that live within the project area about the overall goal of the project and opportunities to give input.

The tactics used to date to communicate about the project and involve the community in project planning are summarized below. Additional communication will continue as the project moves from planning into design and construction. Copies of outreach materials are available in Appendix 9: Outreach Materials.

Material Outreach Tactics

- Project Website:
<http://www.springfield-or.gov/dpw/Virginia-DaisyBikewayProject.htm>
- E-updates: 5/23/2016, 6/23/2016, 7/7/2016
- Newsletter articles: SmartTrips Springfield, SmartTrips Thurston, InMotion
- Postcards: 3 postcards, mailed to 4,400 addresses in the project area
- Interested parties email list: 85 subscribers as of August 19, 2016
- TV interview: 6/13/2016 with local channel
- Flyers: distributed across community prior to each open house
- FAQs: available online and at open houses
- Newspaper: Open Houses promoted in Register Guard outdoor calendar
- Design Mapbooks: staff mailed or hand delivered three design concept packets to residents along corridor at their request
- Facebook posts promoting Open Houses by Safe Routes to School

In-Person Outreach

- 2 Open Houses*
- Tabling at Neighborhood Community Events
 1. PeaceHealth Safety Fair at Willamalane Center on May 21, 2016
 2. Willamalane South Hills String Band at Douglas Gardens Park on July 20, 2016
- Presentations: BPAC, Planning Commission, and City Council
- Hand-delivered letters and on-site conversations with residents on the corners of 42nd St and Daisy St
- Bicycle and Pedestrian Advisory Committee Site Visit Ride
- Analytics - E-update - Average open rate of 66%; 67% on Desktop and 33% on a mobile device; Website - 359 unique pageviews with an average viewing time of 4:29 minutes

Feedback from Community**

- 10 emails
- 17 phone calls
- 1 letter

*See Appendix 7 and 8 for summary of open houses.

**See Appendix 6 for log of written comments.

Summary of Open Houses



To engage residents and property owners along the corridor and to receive their input on the bikeway design elements, staff held two open houses. The first was to show the design concepts and the second to show the refined design concepts that included their feedback from the first open house.

Open House #1

Wednesday, May 25, 2016, 6:00 – 7:30PM

Mt Vernon Elementary School Cafeteria

35 attendees

"Support the shared travelway, beacons at 32nd and Virginia Ave, mini-roundabouts at 35th and 41st, bicycle lanes on Daisy all the way, and 42nd/Daisy traffic light, full signal preferred. Adding trees is not necessary, let people do it in front of their house if they want to. Safely crossing 42nd and Daisy on foot or bicycle is concerning currently, as well as 32nd and Bob Straub."

"No trees that the City has to maintain, staff and funds do not exist. Mini-roundabouts are okay if they don't block the view so that neighbors can't see across or down the street. Don't mess with the parking."

"Like the roundabouts with single lanes for slowing traffic and it makes it safer for bikes. Bike boxes are great. Also buffered bike lanes in some places are great for safety. Not enough speed bumps [raised crosswalks and speed cushions]. Great job!"

Open House #2

Tuesday, July 12, 2016 6:00 – 7:30PM

Papa's Pizza on Main St

45 attendees

"I like basically everything, especially all the roundabouts and flipped stop sign. Also the protected bike lanes. Please, please push for the 54th St. connection to Safeway and remove the gate on the Weyerhaeuser trail. Thank you! Keep up the good work."

"I like these refined design concepts: yes, as far as I understand them. My concerns are what kind of trees will be added? And where?"

"I don't want to change the street."

"I like the roundabouts, especially at 42nd and Daisy, bike lanes, shared lane markings, and anything else you can do to inform others of cyclists on the road. Looks great. Remember to design the project like your kids will be using it. My concerns are that generally motorists far exceed the posted speed limit."

"I have nearly been hit on my bike a handful of times trying to cross at 42nd headed south while I'm on my bike. This is the route to Clearwater bike path that my family uses. My daughter is in middle school and I will not let her ride her bike to school (ASMS) due to this bike crossing problem."

Not only would a round-a-bout be helpful for pedestrian and bicycle crossing, it would make traffic slow down for cars too. The corner south of daisy on 42nd street does not have good vision to predict turning times from daisy to 42nd in any direction. Often traffic is speeding around this corner." – 44th and Daisy Resident, email

"I love the idea of a yellow blinking light and crosswalk across 32nd at the end of Virginia to get to Willamalane Center from our neighborhood." – Neighborhood Resident, email

Committee Guidance



Additional details in the following bullet point content.

BPAC Site Visit (9/14/2015) →

BPAC Site Visit:

- Rode the length of the corridor
- Observed the varied characteristics (width, parking utilization, traffic volumes, intersection size, etc.) along the corridor
- Emphasized that crossing improvements at 42nd St and 32nd St were priorities for the project to address and a future crossing improvements at Bob Straub Parkway is needed

Planning Commission (6/7/2016) and City Council (6/13/2016) →

Planning Commission:

- Supported 32nd intersection as proposed with refuge island crossings
- Preferred roundabout option at 42nd St and Daisy St
- Supported sharrows and bike lanes as proposed
- Discussed consistency of treatments along the corridor and throughout the community, including wayfinding signs and roundabouts

City Council:

- Supported 32nd intersection as proposed with refuge island crossings
- Preferred roundabout option at 42nd St and Daisy St
- Supported sharrows and bike lanes as proposed
- Directed trees to be optional or at the property owner's request and overall less frequent along the corridor
- Supported stormwater integration elements of project, but wanted predictable and smooth transitions along the corridor with stormwater and traffic calming
- Directed staff to collect additional evening weekend parking utilization counts to ensure treatments complement the current on-street parking patterns

BPAC Meeting (6/14/2016) →

BPAC Meeting:

- Overall the committee was very supportive of the Preliminary Design Concepts
- Preferred buffered bike lane option for the corridor to the east of 54th on Daisy St
- Preferred roundabout treatment at 42nd and Daisy intersection



CHAPTER FOUR

Next Steps

The Path Forward

The City of Springfield has engaged the Virginia-Daisy neighborhood and broader community in developing the design concepts for the Bikeway. The project will continue to communicate with the neighborhood and Springfield community as the project moves from planning into design and construction.

The project website (<http://www.springfield-or.gov/dpw/Virginia-DaisyBikewayProject.htm>) will continue to be updated, email updates will be shared periodically with the interested parties list (sign-up available on the website), and postcards will be mailed to the project area to keep the community informed.

Project Calendar

September 2016	City Council Work Session
October 2016	City Council Public Hearing
October 2016	City Council Final Concept Approval
October 2016 – Spring 2016	Engineering Design
Summer 2017	Overlay Street and Construct Bikeway

The timeline is subject to change. Please see project website for most updated information or contact Emma Newman, Transportation Planner, at 541-726-4585 or enewman@springfield-or.gov.





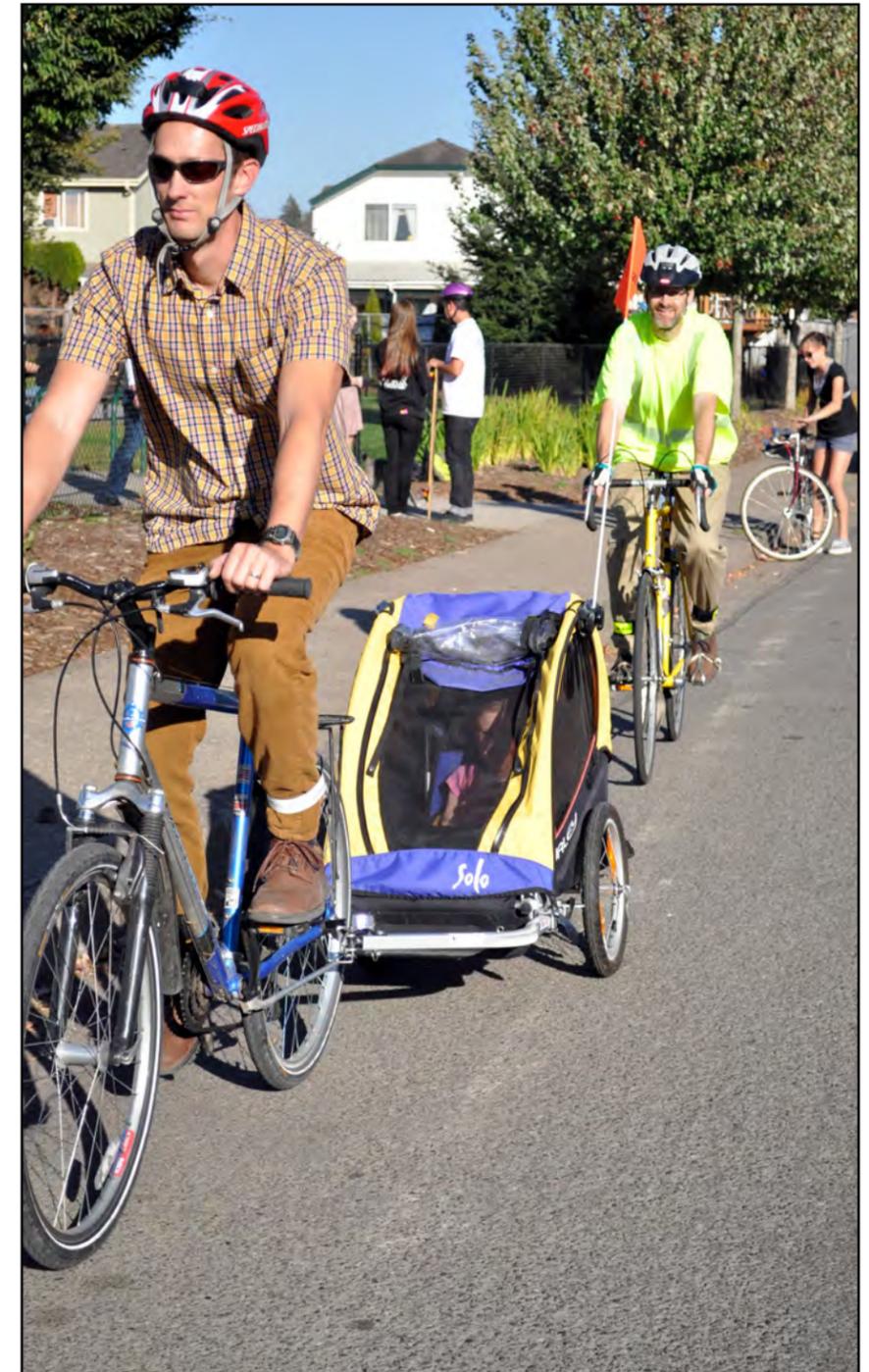
CHAPTER FIVE

Cost Estimate for Refined Design Concept

Project Elements

Cost estimates have been developed for the different elements of the project (see below). For the detailed cost estimate information, please see Appendix 10: Cost Estimate. As the project moves from high level planning concepts into design and construction, some design elements may need to be eliminated if construction costs end up being higher than expected. The intent of the project is to provide as many benefits with the funds available.

Project Element	Cost	Funding Source
Bikeway Treatments	\$806,000	Transportation Enhancement Oregon Bicycle and Pedestrian Advisory Committee Grant Springfield Development Charges
Overlay	\$500,000	Federal Surface Transportation Planning Urban Funds
ADA Ramps and Driveways	\$477,000	To be identified
Stormwater Treatments	\$107,000	Springfield Stormwater funds
Total	\$1,890,000	







Appendices





Appendix 1: Preliminary Design Concepts Mapbook



At S 32nd Ave:

The crossing would be enhanced with high visibility markings and rapid flash beacons to create a low-stress crossing with a high rate of yielding.
See next sheet for intersection design.

Added Tree Canopy:

Within the parking lane, tree planting areas would be added to increase canopy and define the edges of the street. Locations are schematic only, but based on existing parking needs and lack of existing tree canopy.

ADA Accessibility:

All curb ramps along the corridor will be evaluated for ADA accessibility and necessary upgrades.

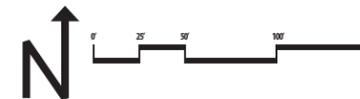
KEY FEATURES

The preferred bikeway type on Virginia Avenue to 34th St is a bicycle boulevard with shared lanes.

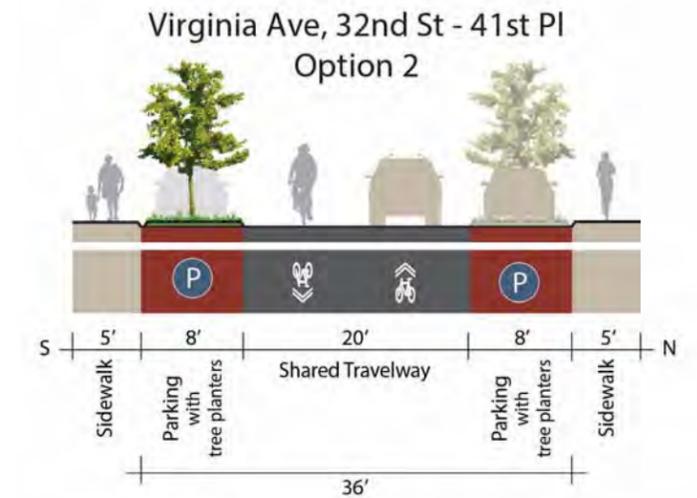
Roadway markings throughout this section of the corridor would consist of frequent shared lane markings. These markings indicate to all users to expect people on bikes in the roadway, and help instruct people bicycling to ride in the center of the roadway to increase visibility and avoid car doors. No centerline would be provided to encourage people driving to give extra distance while passing people on bikes.

Optional design elements could include colored pavement to differentiate the parking lanes from the travel lanes.

Other elements could include curb extensions, raised crosswalks, and mini-roundabouts as needed to create a dynamic operating environment and increase safety by raising user awareness.



On-Street Tree Planters



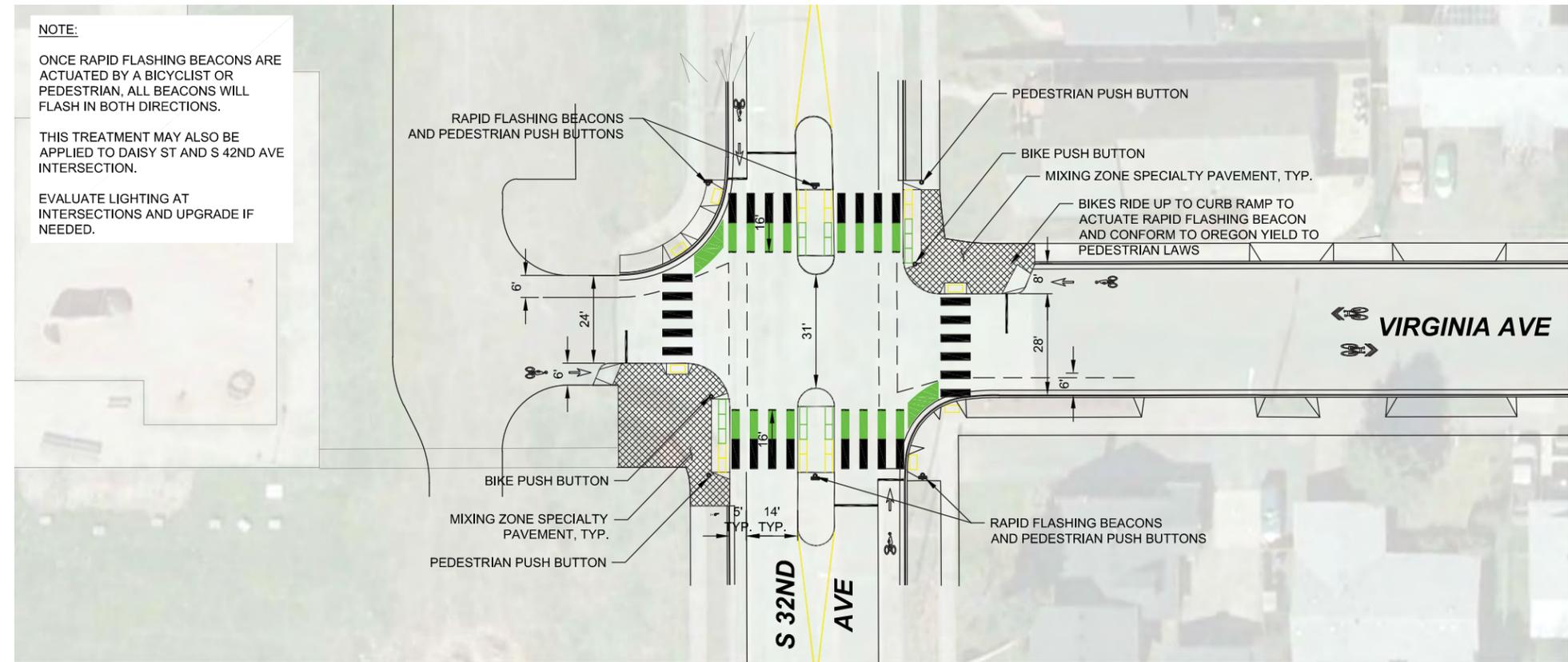
32ND STREET INTERSECTION DESIGN

Rapid flashing beacons facing S 32nd Ave would promote yielding to people crossing the street.

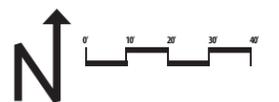
People on bicycles on Virginia Ave would ramp up to a shared-use path at the crossing, and cross adjacent to pedestrians in the crosswalk. People on bicycles would also have the option to navigate the intersection as a vehicle in the travel lanes.

Median safety islands would provide added safety and comfort for people walking and biking across the street.

Mixing zones would be created on all four corners of the intersection. These are areas where people biking and walking would be able to navigate around the intersection separated from motor vehicle traffic. These areas are delineated with specialty pavement to indicate that these areas are for slow and safe travel.



32ND STREET INTERSECTION SIMULATION (FACING SOUTH)





Added Tree Canopy:

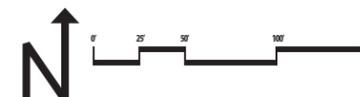
Within the parking lane, tree planting areas would be added to increase canopy and define the edges of the street. Locations are schematic only, but on existing parking needs and lack of existing tree canopy.

At S 35th St :

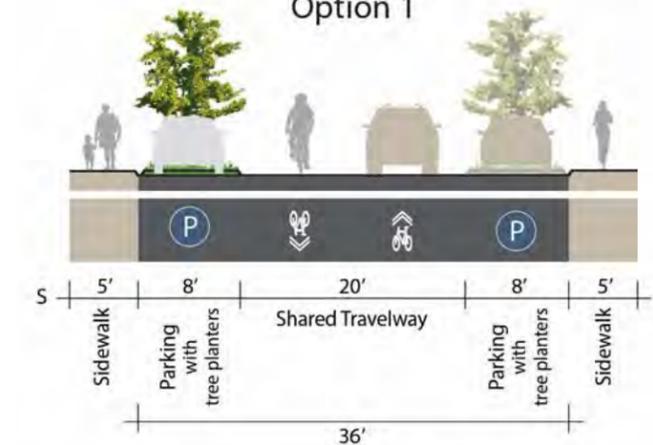
A mini roundabout would be added to create bicycle-compatible travel speeds.

At S 37th St:

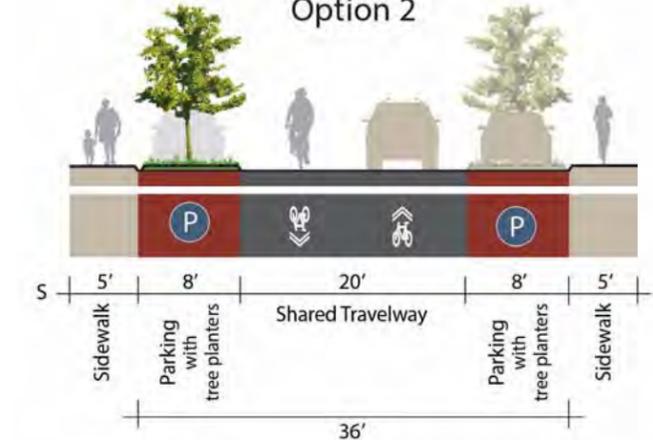
The stop sign would be flipped to favor Virginia Ave.



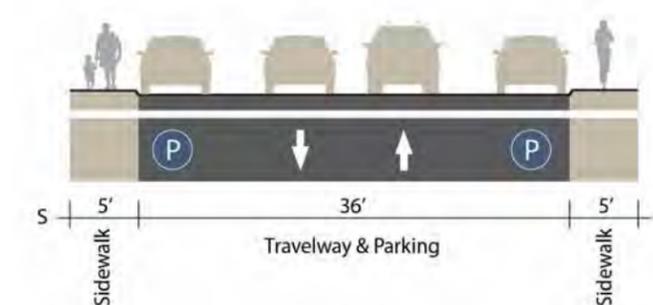
**Virginia Ave, 32nd St - 41st Pl
Option 1**



**Virginia Ave, 32nd St - 41st Pl
Option 2**



**Virginia Ave, 32nd St - 41st Pl
Existing Conditions**



KEY FEATURES

The preferred bikeway type on Virginia Avenue to 37th St is a bicycle boulevard with shared lanes.

Roadway markings throughout this section of the corridor would consist of frequent shared lane markings. These markings indicate to all users to expect people on bikes in the roadway, and help instruct people bicycling to ride in the center of the roadway to increase visibility and avoid car doors. No centerline would be provided to encourage people driving to give extra distance while passing people on bikes.

Optional design elements could include colored pavement to differentiate the parking lanes from the travel lanes.

Other elements could include curb extensions, raised crosswalks, and mini-roundabouts as needed to create a dynamic operating environment and increase safety by raising user awareness.



At S 38th St:

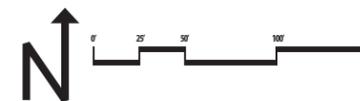
The stop sign would be flipped to favor Virginia Ave. A narrowed raised crossing with curb extensions would be added to promote yielding to crossing pedestrians and to help deter speeding through the neighborhood. Curb extensions could also function as stormwater planters to capture and treat water before entering channels on 38th.

At S 40th St:

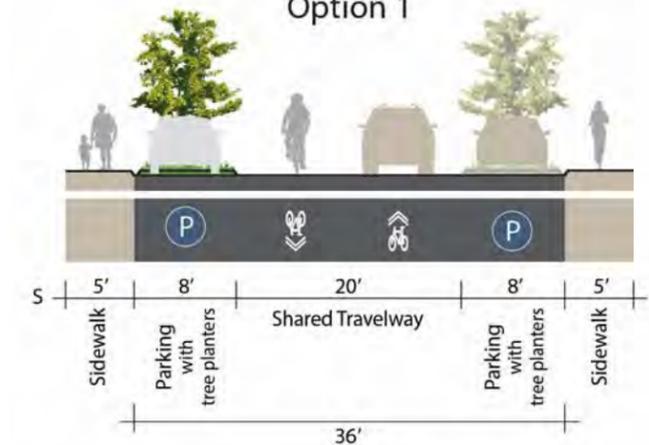
Mini median islands would be added to slow traffic and provide refuge for pedestrians crossing the street.

Added Tree Canopy:

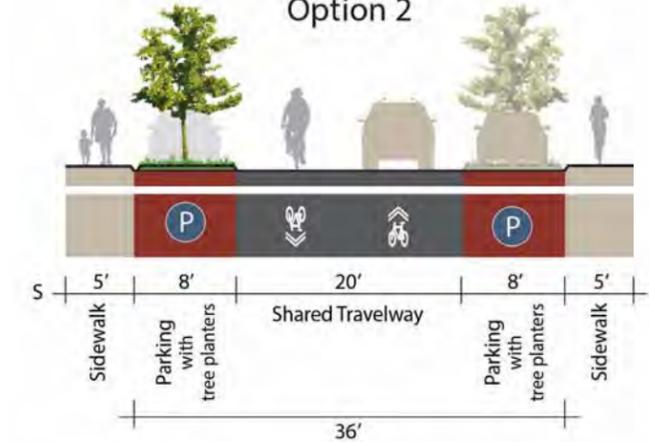
Within the parking lane, tree planting areas would be added to increase canopy and define the edges of the street. Locations are schematic only, but based on existing parking needs and lack of existing tree canopy.



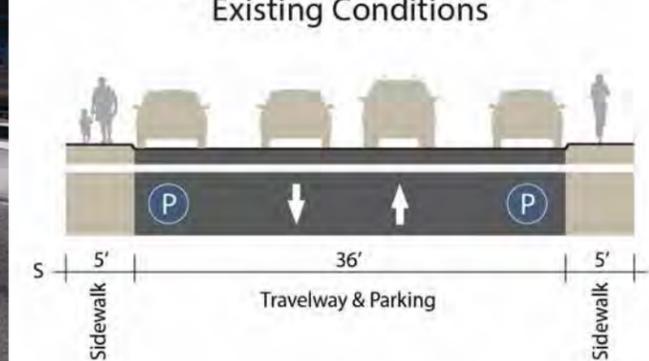
**Virginia Ave, 32nd St - 41st Pl
Option 1**



**Virginia Ave, 32nd St - 41st Pl
Option 2**



**Virginia Ave, 32nd St - 41st Pl
Existing Conditions**



KEY FEATURES

The preferred bikeway type on Virginia Avenue to 40th St is a bicycle boulevard with shared lanes.

Roadway markings throughout this section of the corridor would consist of frequent shared lane markings. These markings indicate to all users to expect people on bikes in the roadway, and help instruct people bicycling to ride in the center of the roadway to increase visibility and avoid car doors. No centerline would be provided to encourage people driving to give extra distance while passing people on bikes.

Optional design elements could include colored pavement to differentiate the parking lanes from the travel lanes.

Other elements could include curb extensions, raised crosswalks, and mini-roundabouts as needed to create a dynamic operating environment and increase safety by raising user awareness.

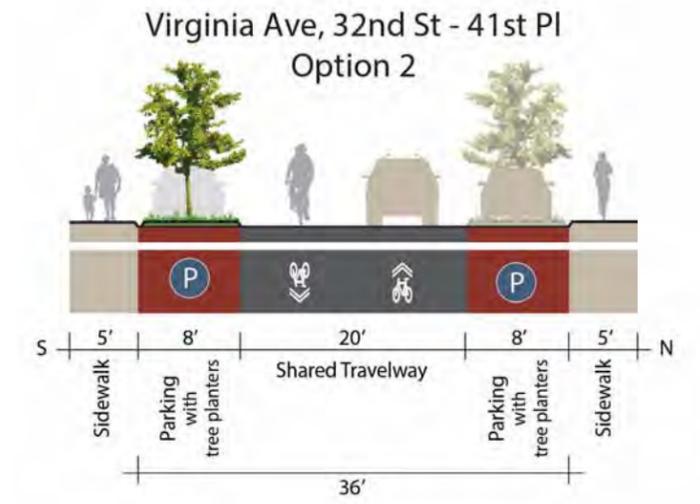
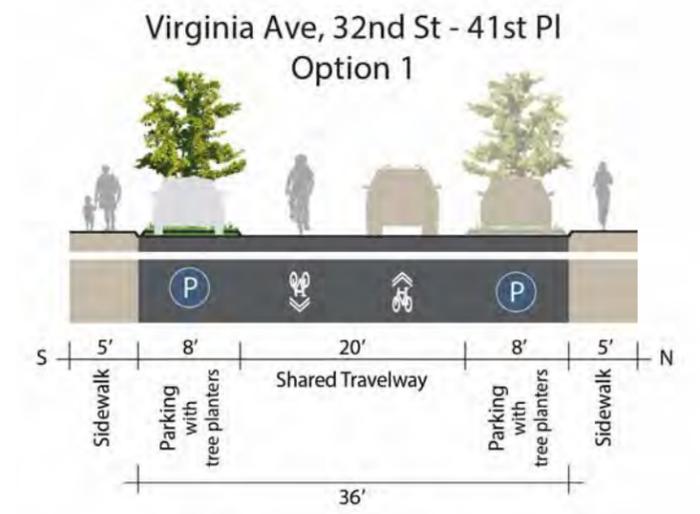




Added Tree Canopy:
 Within the parking lane, tree planting areas would be added to increase canopy and define the edges of the street. Locations are schematic only, but based on existing parking needs and lack of existing tree canopy.

At S 41st:
 A mini roundabout would be added to create bicycle-compatible travel speeds.

Sidewalk Infill:
 New concrete sidewalk added to fill in gaps along corridor.



KEY FEATURES

The preferred bikeway type on Virginia Avenue to 41st Pl is a bicycle boulevard with shared lanes.

Roadway markings throughout this section of the corridor would consist of frequent shared lane markings. These markings indicate to all users to expect people on bikes in the roadway, and help instruct people bicycling to ride in the center of the roadway to increase visibility and avoid car doors. No centerline would be provided to encourage people driving to give extra distance while passing people on bikes.

Optional design elements could include colored pavement to differentiate the parking lanes from the travel lanes.

Other elements could include curb extensions, raised crosswalks, and mini-roundabouts as needed to create a dynamic operating environment and increase safety by raising user awareness.





Average Daily Traffic = 3,357 Vehicles

Property Line

At S 42 St:

Intersection design options are proposed to improve safety, yielding and crossing comfort for users.

See detailed designs of intersection options on the following pages.

Accessway:

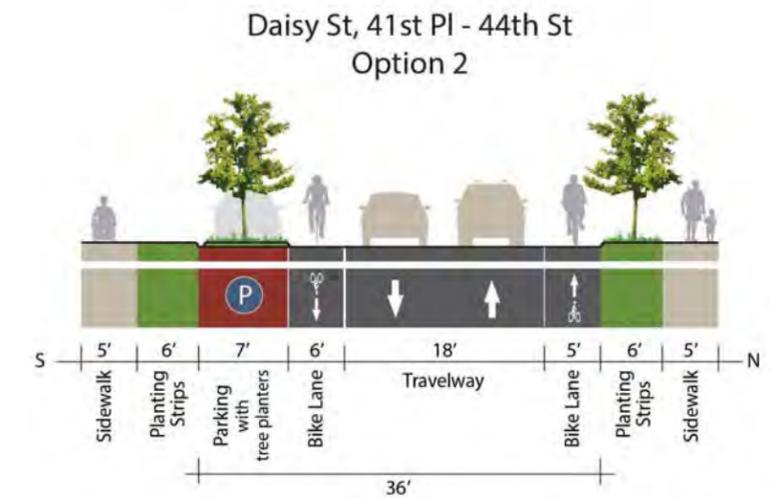
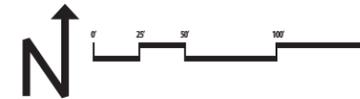
Possible bike accessway improvement for people biking north on 42nd heading east on Daisy.

Street modification:

Curb extension with possible stormwater treatment. See photo of potential treatment below.

Street modification:

Parking would be consolidated to the higher-demand side of the street. Bicycle lanes would be added for the safety and comfort of people bicycling.



KEY FEATURES

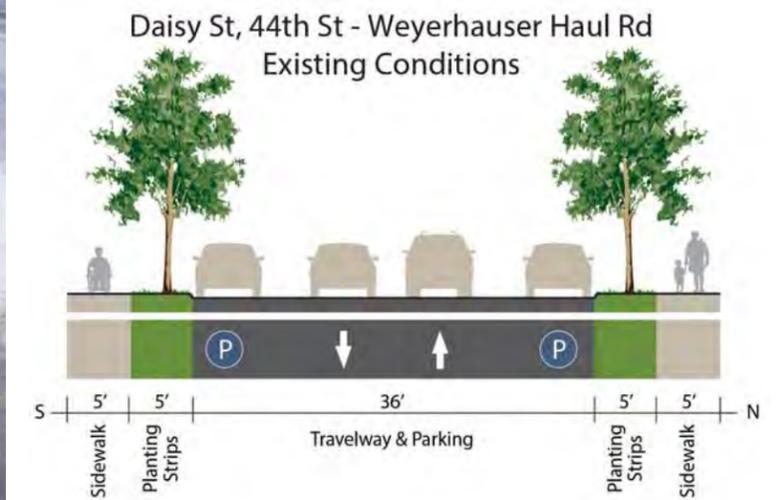
The preferred bikeway type on Daisy Street to 43rd Pl is bicycle lanes.

Due to higher traffic volumes, a separated bicycling facility is necessary. Roadway markings throughout this section of the corridor would consist of one consolidated parking lane, bike lane stripes, and bike lane markings to distinguish bike lanes from the general purpose travel lanes. No center lane would be provided to encourage motor vehicles to give extra distance while passing people biking.

Optional design elements could include colored pavement to differentiate the consolidated parking lane from the bicycle and travel lanes.

Other elements could include curb extensions, raised crosswalks, and mini-roundabouts as needed to create a dynamic operating environment and increase safety by raising user awareness.

Identification of consolidated parking lane is based on existing parking utilization levels combined with gaps in tree canopy.



VIRGINIA-DAISY BIKEWAY: PRELIMINARY DESIGN CONCEPTS

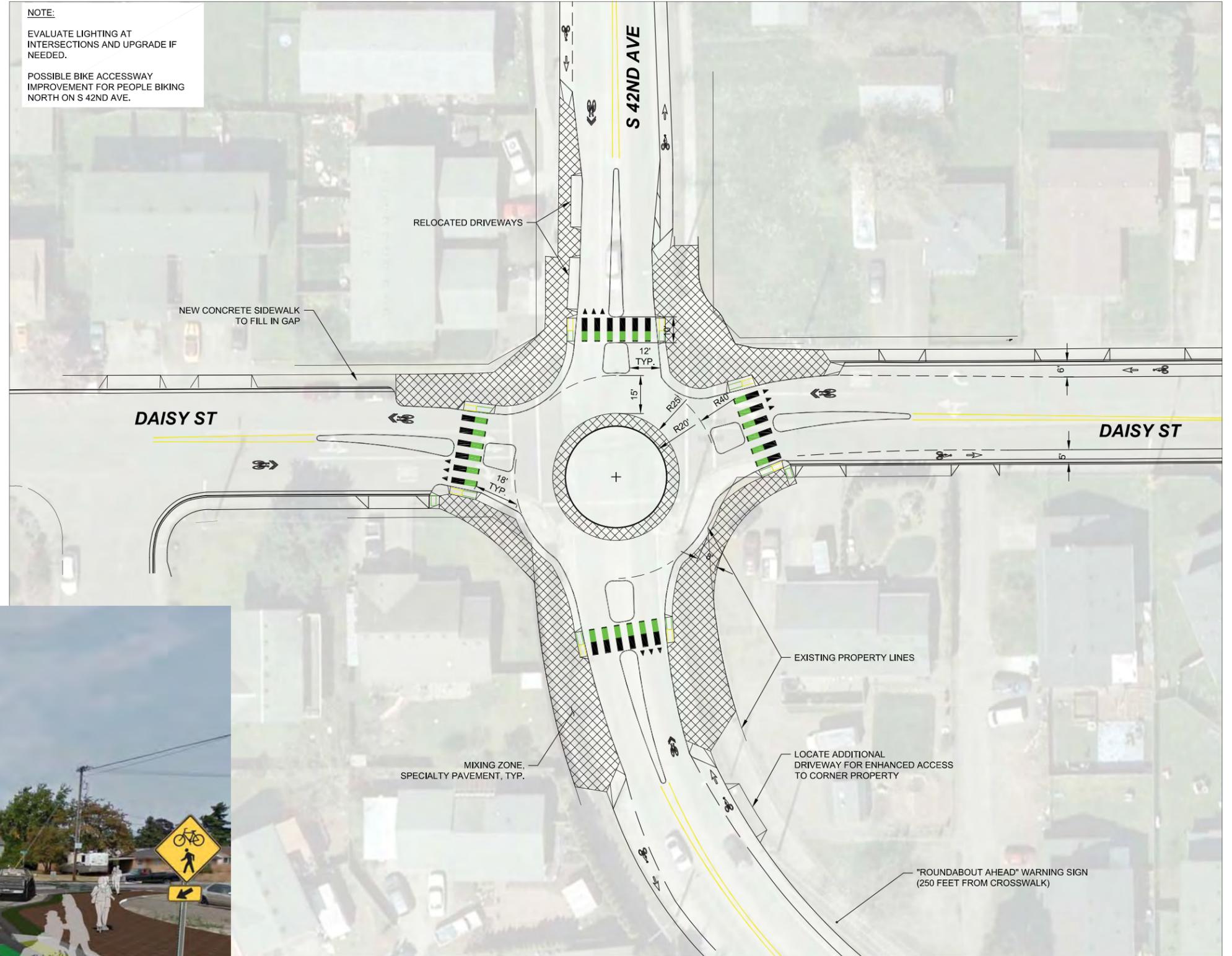
Daisy Street: 42nd Street to 43rd Place

42ND STREET INTERSECTION DESIGN OPTION 1 (ROUNDBOUT)

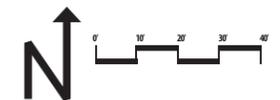
A compact roundabout would create slow circulation speeds through the intersection for all street approaches and greatly improve the safety of the intersection compared to existing conditions.

People bicycling would be permitted to travel within the roundabout with motor vehicles, or to enter onto a shared use path and cross adjacent to pedestrians.

Mixing zones would be created on all four corners of the roundabout. These are areas where people biking and walking would be able to navigate around the intersection separated from motor vehicle traffic. These areas are delineated with specialty pavement to indicate that these areas are for slow and safe travel.



42ND STREET INTERSECTION SIMULATION



42ND STREET INTERSECTION DESIGN OPTION 2A (FULL SIGNAL & BIKE BOXES)

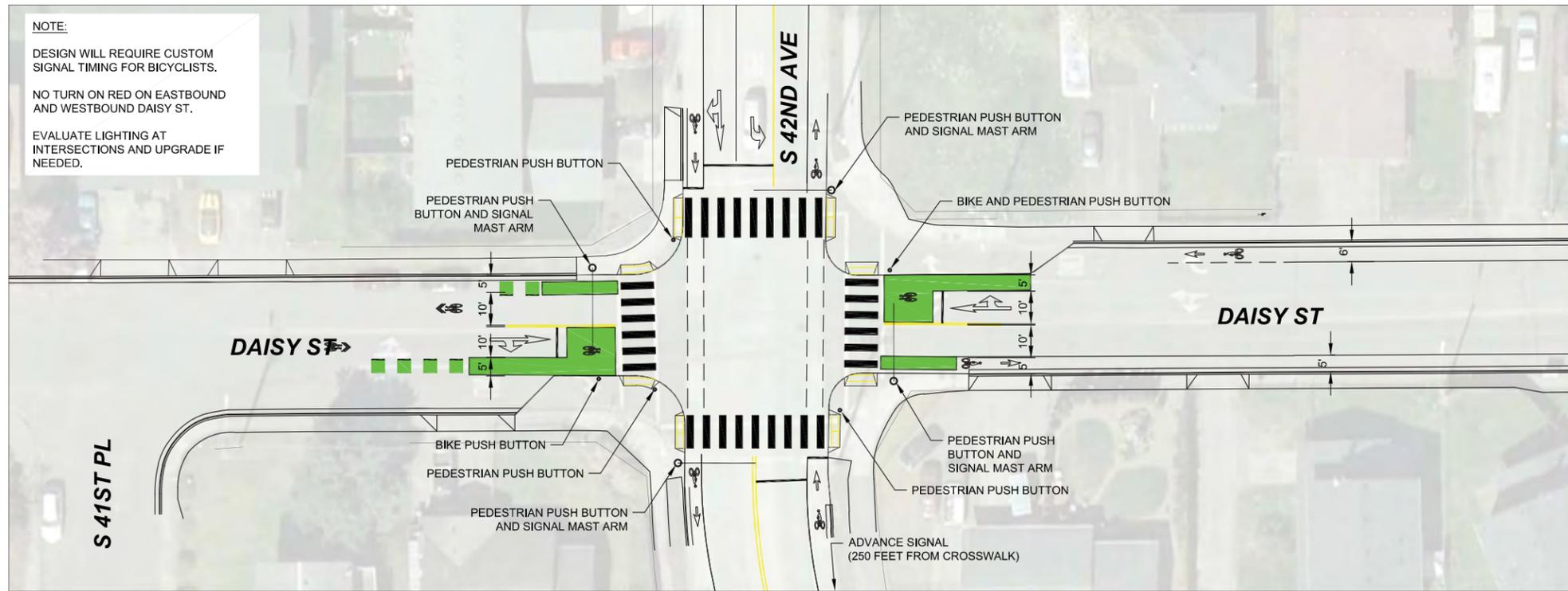
A full traffic signal would control traffic on both streets. A red traffic signal would stop traffic on 42nd Ave, while a green signal would tell people on foot, on bike or in cars that they can safely and comfortably cross the street.

Green bike boxes would provide a dedicated waiting space for people on bikes in advance of the intersection. This would create a prioritized space in front of motor vehicle traffic, and would allow people on bikes to go first on a green signal indication.

Right turns on red from Daisy St would be prohibited in this option.

People on bikes would activate the signal via loop detectors or video detection.

Curb extensions on all four corners reduce crossing distances for pedestrians.

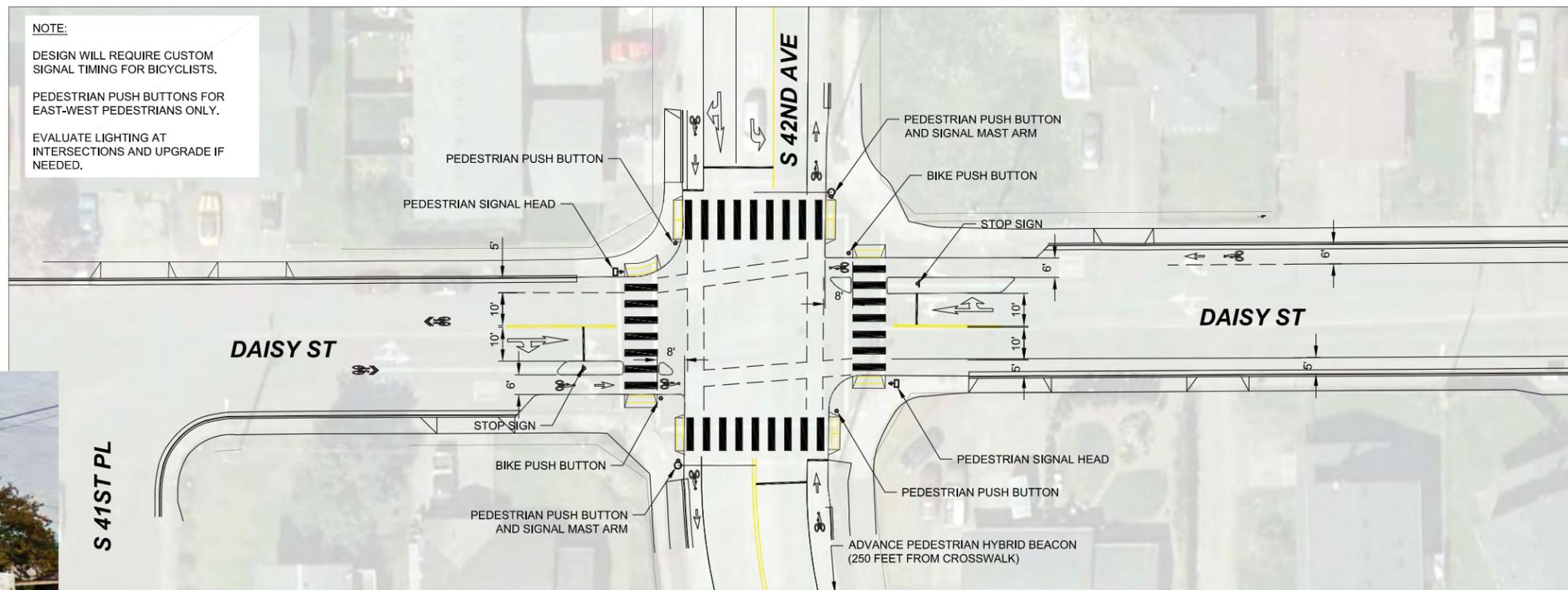


42ND STREET INTERSECTION OPTION 2B (PEDESTRIAN HYBRID BEACON)

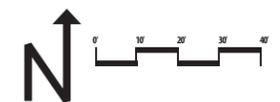
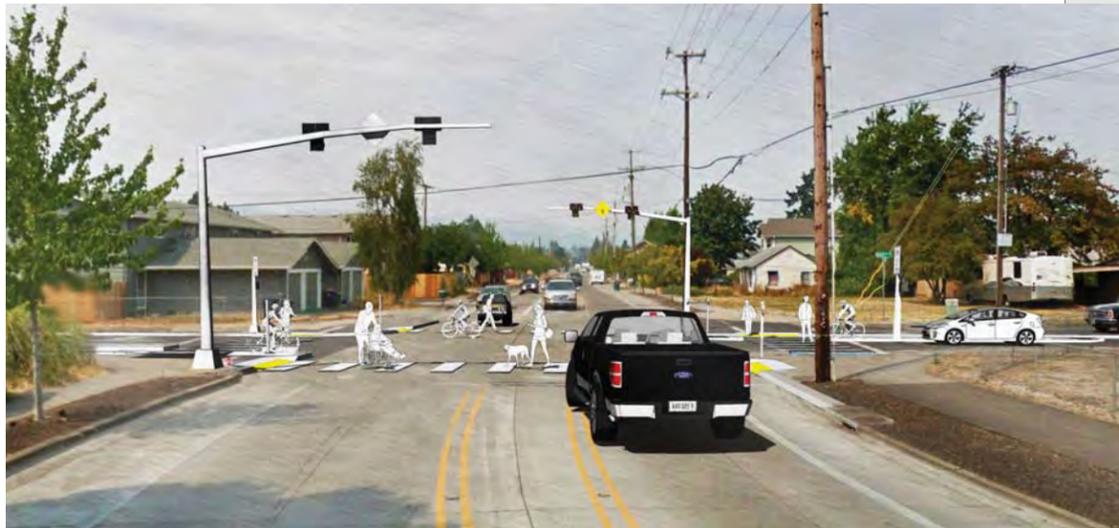
A Pedestrian Hybrid Beacon (PHB) would control motor vehicle traffic on S 42nd Ave and indicate to people biking and walking when it is safe to cross.

A stop sign would control motor vehicle traffic on Daisy St.

Curb extensions on all four corners reduce crossing distances for pedestrians.



42ND STREET INTERSECTION SIMULATION



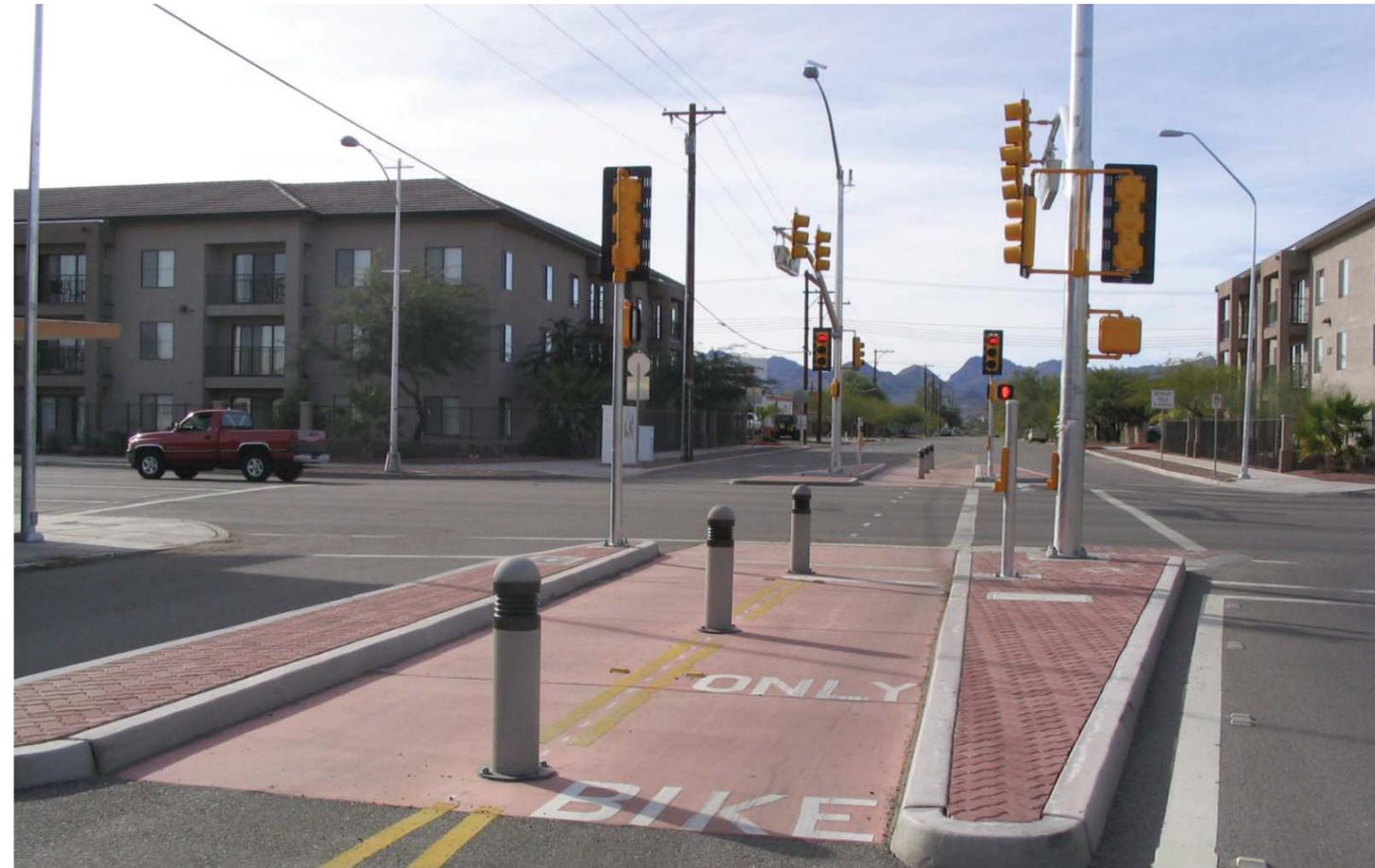
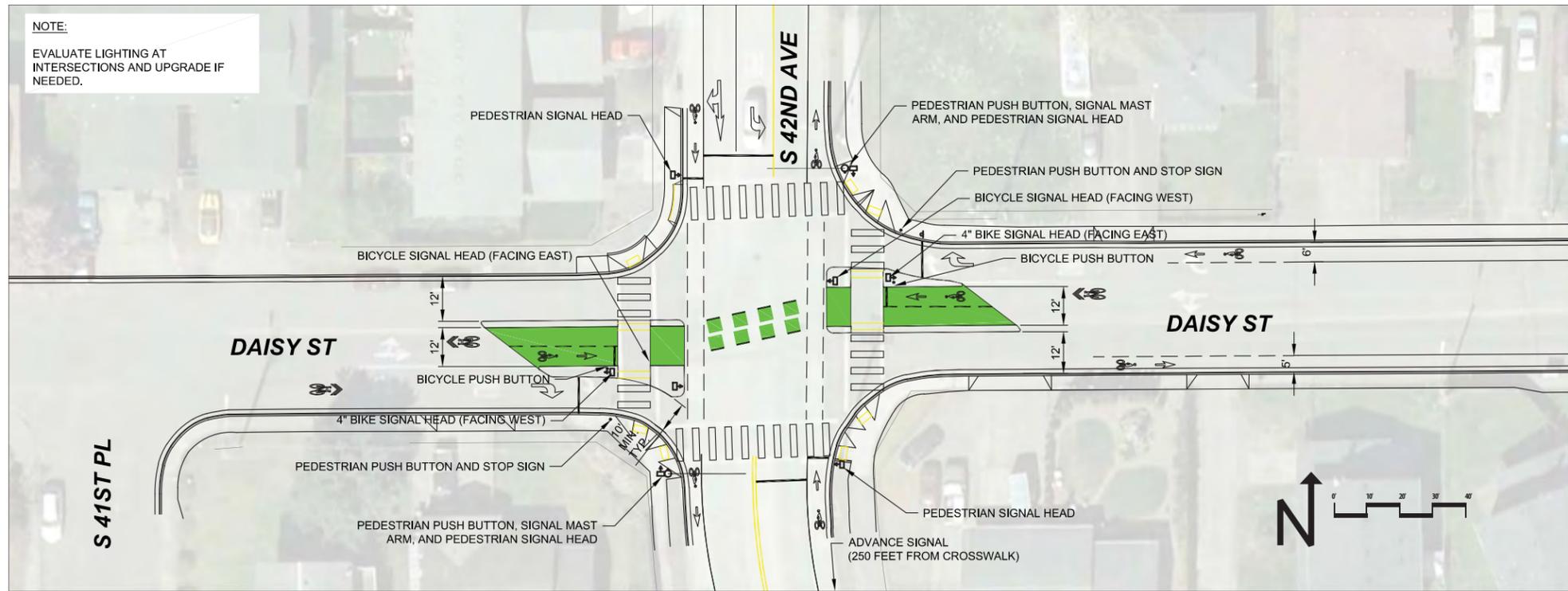
42ND STREET INTERSECTION DESIGN OPTION 3 (PEDESTRIAN AND BICYCLE SIGNAL)

A full traffic signal would control traffic on S 42nd Ave. A red traffic signal would stop traffic on 42nd Ave, while a bicycle and pedestrian signal head would tell people on foot or on bike when to safely cross the street.

A stop sign would control motor vehicle traffic on Daisy St.

Right-turn islands on Daisy St. would require that people driving turn right when entering S 42nd.

Emergency vehicles would be capable of travelling straight through the intersection if necessary.





Street modification:

A mini-median island would be added to slow traffic and keep cars in the proper lane through the bend in the roadway.

Street modification:

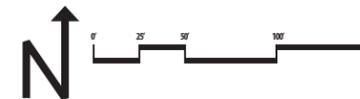
Curb extension with possible stormwater planter treatment.

Street modification:

Parking would be consolidated to the higher-demand side of the street. Bicycle lanes would be added for the safety and comfort of people bicycling.

Added Tree Canopy:

Within the parking lane, tree planting areas would be added to increase canopy and define the edges of the street. Locations are schematic only, but based on existing parking needs and lack of existing tree canopy.



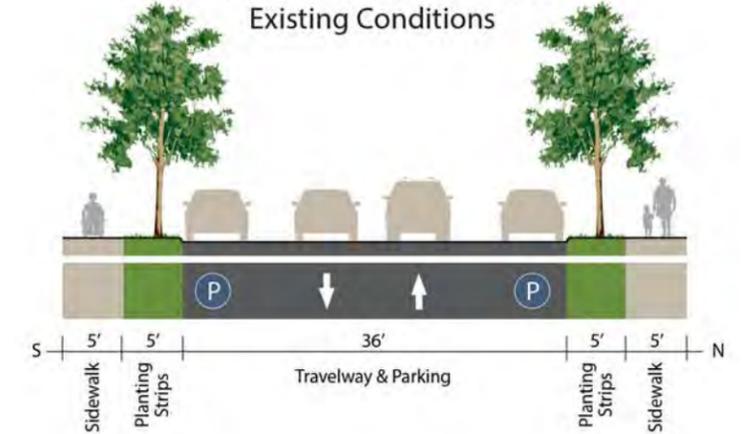
Daisy St, 44th St - Weyerhaeuser Haul Rd
Option 1



Daisy St, 44th St - Weyerhaeuser Haul Rd
Option 2



Daisy St, 44th St - Weyerhaeuser Haul Rd
Existing Conditions



KEY FEATURES

The preferred bikeway type on Daisy Street to 46th St is bicycle lanes.

Due to higher traffic volumes, a separated bicycling facility is necessary. Roadway markings throughout this section of the corridor would consist of one consolidated parking lane, bike lane stripes, and bike lane markings to distinguish bike lanes from the general purpose travel lanes. No center lane would be provided to encourage motor vehicles to give extra distance while passing people biking.

Optional design elements could include colored pavement to differentiate the consolidated parking lane from the bicycle and travel lanes.

Other elements could include curb extensions, raised crosswalks, and mini-roundabouts as needed to create a dynamic operating environment and increase safety by raising user awareness.

Identification of consolidated parking lane is based on existing parking utilization levels combined with gaps in tree canopy.

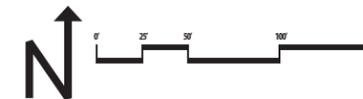


At 46th Street:

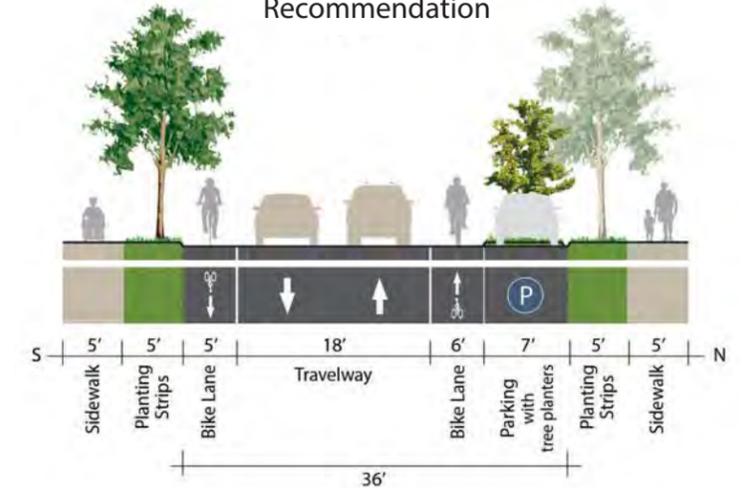
A narrowed raised crossing would be added to promote yielding to crossing pedestrians, as well as reduce speeding along the corridor.

Street modification:

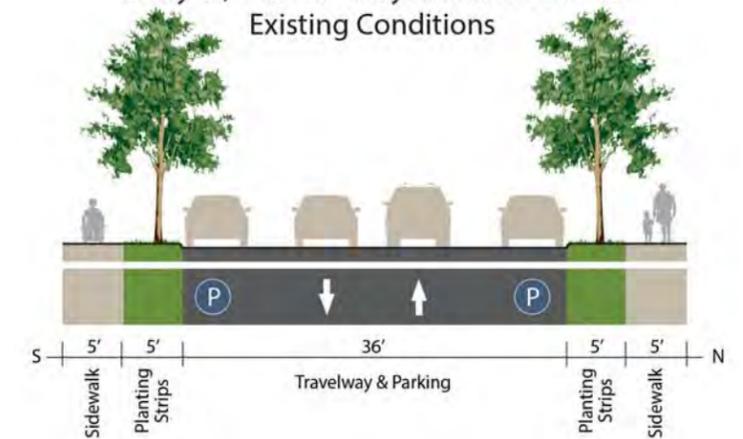
Parking would be consolidated to the higher-demand side of the street. Bicycle lanes would be added for the safety and comfort of people bicycling.



**Daisy St, 44th St - Weyerhaeuser Haul Rd
Recommendation**



**Daisy St, 44th St - Weyerhaeuser Haul Rd
Existing Conditions**



KEY FEATURES

The preferred bikeway type on Daisy Street to 47th St is bicycle lanes.

Due to higher traffic volumes, a separated bicycling facility is necessary. Roadway markings throughout this section of the corridor would consist of one consolidated parking lane, bike lane stripes, and bike lane markings to distinguish bike lanes from the general purpose travel lanes. No center lane would be provided to encourage motor vehicles to give extra distance while passing people biking.

Other elements could include curb extensions, raised crosswalks, and mini-roundabouts as needed to create a dynamic operating environment and increase safety by raising user awareness.

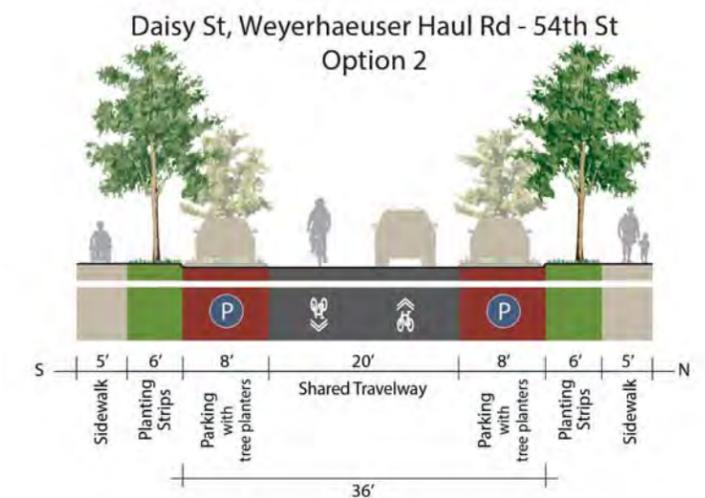
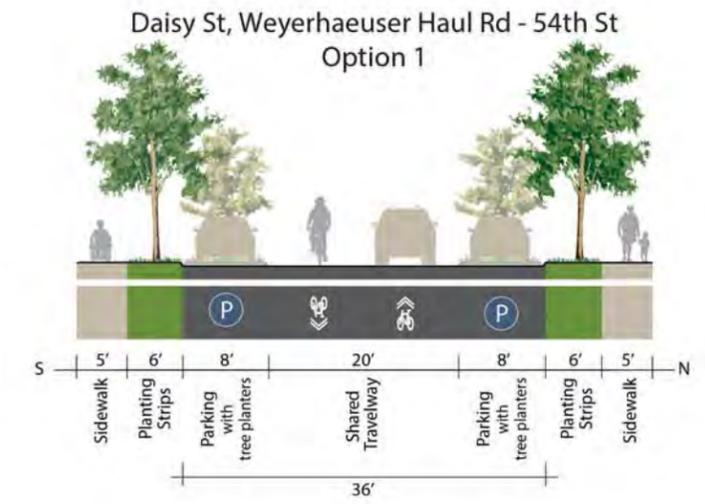
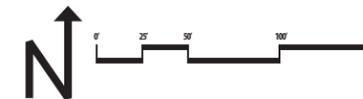
A portion of this segment features light colored concrete paving. On this section, markings will use high-contrast black backing with all white colored markings to enhance visibility.

Identification of consolidated parking lane is based on existing parking utilization levels combined with gaps in tree canopy.



At S Weyerhaeuser Rd:
A narrowed raised crossing would be added to promote yielding to people on foot and people biking, as well as reduce speeding along the corridor.

Added Tree Canopy:
Within the parking lane, tree planting areas would be added to increase canopy and define the edges of the street. Locations are schematic only, but based on existing parking needs and lack of existing tree canopy.



KEY FEATURES

The preferred bikeway type on Daisy Street to Camellia St is a bicycle boulevard with shared lanes.

Roadway markings throughout this section of the corridor would consist of frequent shared lane markings. These markings indicate to all users to expect people on bikes in the roadway, and help instruct people bicycling to ride in the center of the roadway to increase visibility and avoid car doors. No centerline would be provided to encourage people driving to give extra distance while passing people on bikes.

Optional design elements could include colored pavement to differentiate the parking lanes from the travel lanes.

Other elements could include curb extensions, raised crosswalks, and mini-roundabouts as needed to create a dynamic operating environment and increase safety by raising user awareness.

A portion of this segment features light colored concrete paving. On this section, markings will use high-contrast black backing with all white colored markings to enhance visibility.



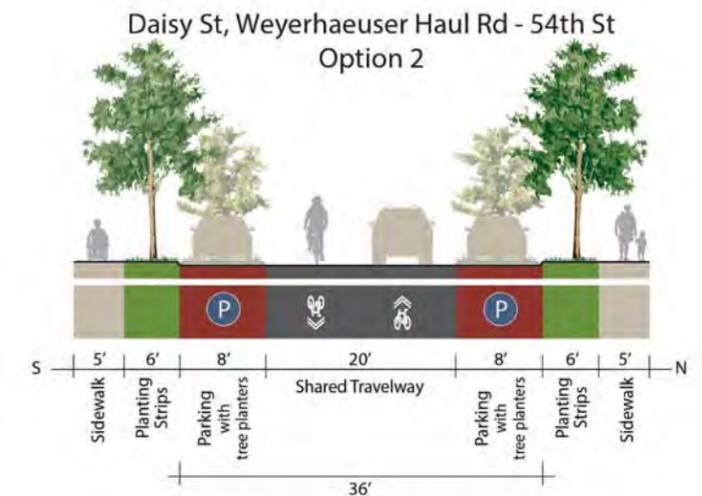
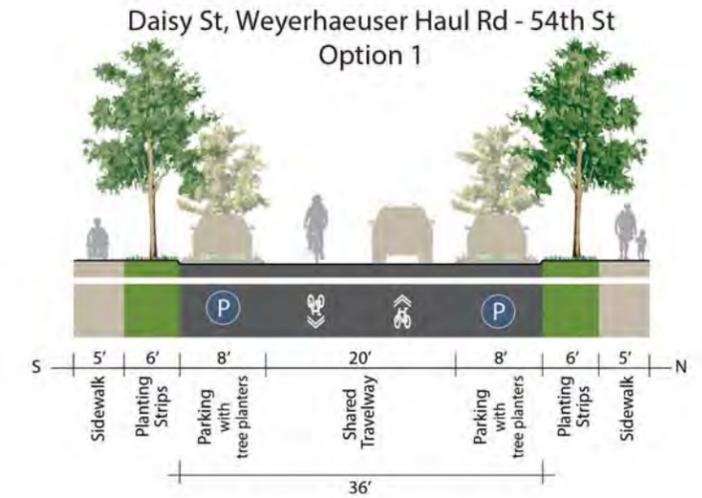
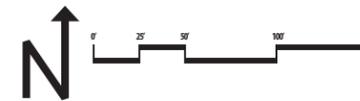
Average Daily Traffic = 1,514 Vehicles

Added Tree Canopy:

Within the parking lane, tree planting areas would be added to increase canopy and define the edges of the street. Locations are schematic only, but based on existing parking needs and lack of existing tree canopy.

At S 49th Pl:

Mini roundabout would be added to provide placemaking and to encourage people to drive at bicycle-compatible speeds.



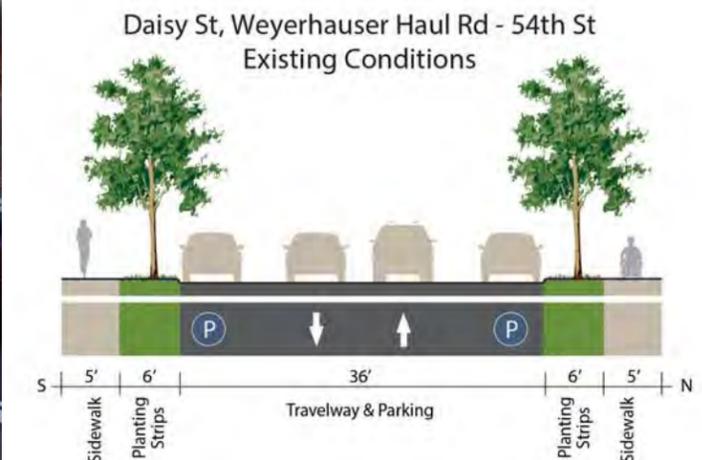
KEY FEATURES

The preferred bikeway type on Daisy Street to Daisy St Cul-de-Sac is a bicycle boulevard with shared lanes.

Roadway markings throughout this section of the corridor would consist of frequent shared lane markings. These markings indicate to all users to expect people on bikes in the roadway, and help instruct people bicycling to ride in the center of the roadway to increase visibility and avoid car doors. No centerline would be provided to encourage people driving to give extra distance while passing people on bikes.

Optional design elements could include colored pavement to differentiate the parking lanes from the travel lanes.

Other elements could include curb extensions, raised crosswalks, and mini-roundabouts as needed to create a dynamic operating environment and increase safety by raising user awareness.



VIRGINIA-DAISY BIKEWAY: PRELIMINARY DESIGN CONCEPTS

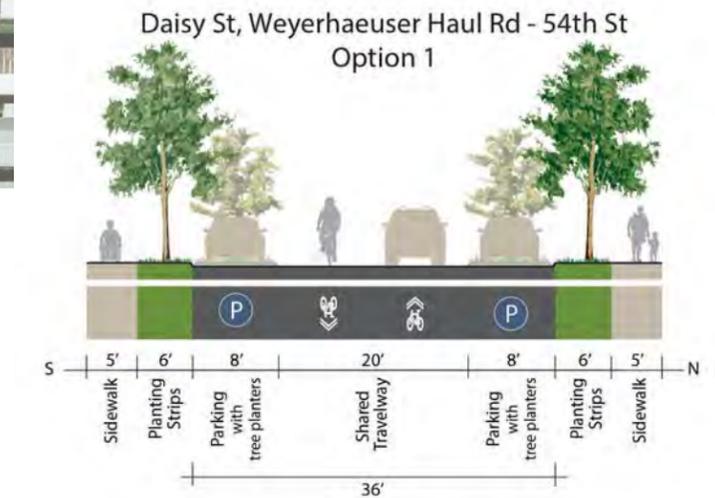
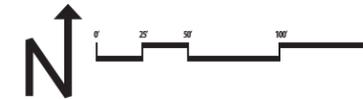
Daisy Street: Camellia St to Daisy Street Cul-de-Sac



At S 51st Pl:
A mini roundabout would be added to encourage drivers to travel at bicycle-compatible speeds. Curb ramps and concrete sidewalk added to the north east corner.

At S 52nd St:
Sidewalks would be added to the north side of Daisy and the planter strip would be removed from the south side.

At S 53rd St:
A narrowed raised crossing would be added to promote yielding to crossing pedestrians. This replaces the existing crosswalk to the east.



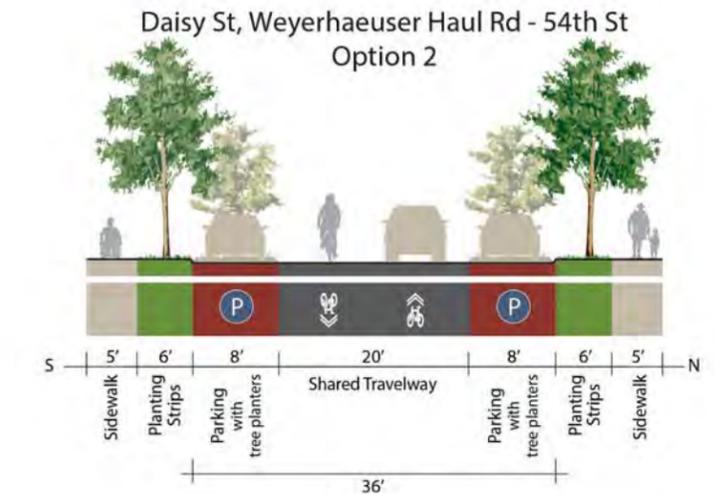
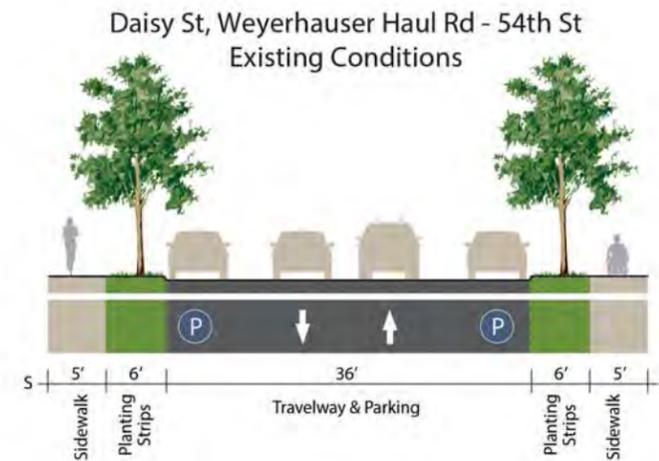
KEY FEATURES

The preferred bikeway type on Daisy Street to 53rd St is a bicycle boulevard with shared lanes.

Roadway markings throughout this section of the corridor would consist of frequent shared lane markings. These markings indicate to all users to expect people on bikes in the roadway, and help instruct people bicycling to ride in the center of the roadway to increase visibility and avoid car doors. No centerline would be provided to encourage people driving to give extra distance while passing people on bikes.

Optional design elements could include colored pavement to differentiate the parking lanes from the travel lanes.

Other elements could include curb extensions, raised crosswalks, and mini-roundabouts as needed to create a dynamic operating environment and increase safety by raising user awareness.



53RD STREET SIMULATION:
RAISED CROSSWALK WITH RED ASPHALT PARKING AREAS



53RD STREET SIMULATION:
RAISED CROSSWALK WITH STANDARD ASPHALT PARKING AREAS



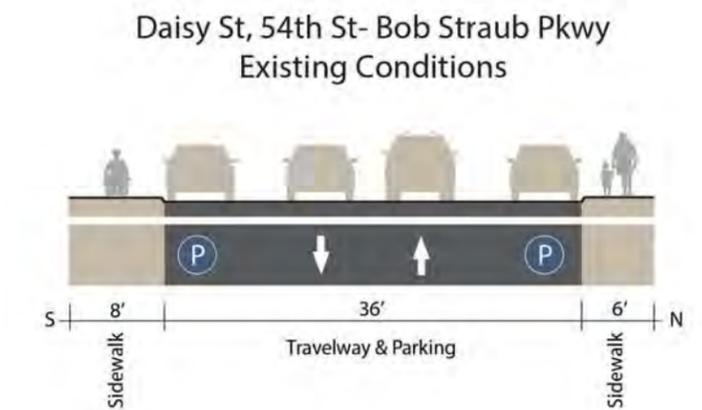
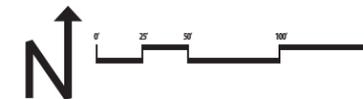


At Future Trail Crossing:

A raised crossing would be added to promote yielding to crossing pedestrians. Additionally, this treatment will enhance safety for all users by reducing speed along this section of the corridor.

Street modification:

Buffered bike lanes would be used to provide a gateway treatment and to slow traffic coming off of Bob Straub Parkway. See cross-section views of design options to the right.



KEY FEATURES

The preferred bikeway type on Daisy Street to Gateway St is buffered bike lanes.

Roadway markings throughout this section of the corridor would consist of buffered bike lane stripes, and bike lane markings to distinguish protected bike lanes from the general purpose travel lanes. No center lane would be provided to encourage people driving to give extra distance while passing people on bikes.

Other elements could include a raised crosswalk to create a dynamic operating environment and increase safety by raising user awareness.

Optional design elements could include a planting strip on the south side of Daisy Street that would allow for additional tree plantings and/or stormwater treatment.

Extremely low parking utilization in this block would allow conversion to buffered bike lanes.



At Gateway Street:

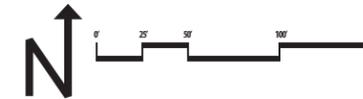
A raised crossing would be added to promote yielding to crossing pedestrians.

Street modification:

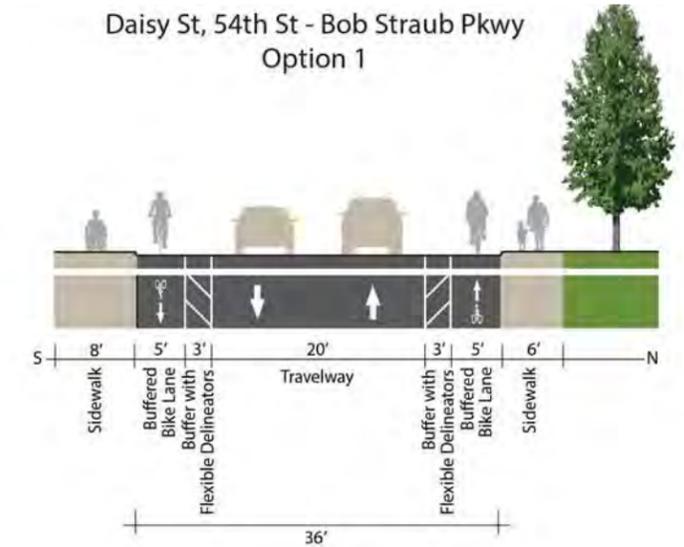
Buffered bike lanes would be used to provide a gateway treatment and to slow traffic coming off of Bob Straub Parkway. See option 1 cross-section view to the right.

Bob Straub Pkwy:

Design will be part of a future project.



Daisy St, 54th St - Bob Straub Pkwy
Option 1



Daisy St, 54th St - Bob Straub Pkwy
Option 2



KEY FEATURES

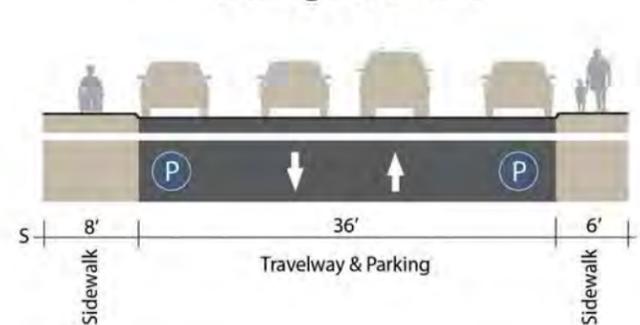
The preferred bikeway type on Daisy Street to Bob Straub Pkwy is buffered bike lanes.

Roadway markings throughout this section of the corridor would consist of buffered bike lane stripes, and bike lane markings to distinguish protected bike lanes from the general purpose travel lanes. No center lane would be provided to encourage people driving to give extra distance while passing people on bikes.

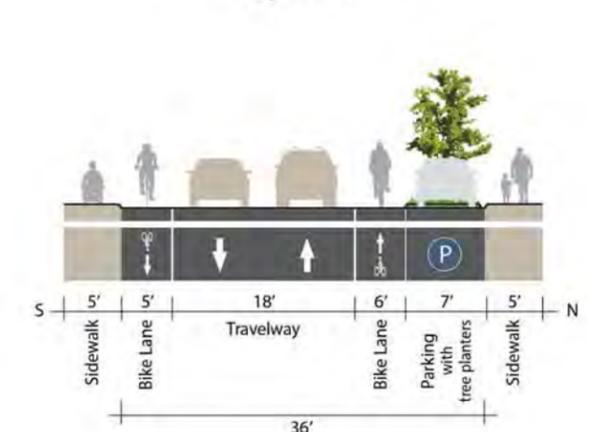
Other elements could include a raised crosswalk to create a dynamic operating environment and increase safety by raising user awareness.

Optional design elements could include a planting strip on the south side of Daisy Street that would allow for additional tree plantings and/or stormwater treatment.

Daisy St, 54th St- Bob Straub Pkwy
Existing Conditions



Daisy St, 5660 Daisy St
Option 3



PARKING CONSOLIDATION TO SUPPORT BIKEWAY IMPLEMENTATION

Establishing a new bikeway on the Virginia-Daisy corridor involves changes to the street that may include traffic control changes, lane restriping and roadway reconfiguration. One strategy for creating space for dedicated bike lane facilities is to consolidate street parking on only one side of the street. Underutilized parking lanes can result in higher traffic speeds and unsafe driving behavior due to the appearance of a wide open travel lane space. Reallocating a portion of underutilized parking or travel lanes as a bike lane can mitigate these issues while providing dedicated space for bicyclists¹.

EXISTING CONDITIONS

To support the bikeway design for Virginia-Daisy, the City of Springfield supplied on-street parking counts performed at six different times to cover the variety of conditions encountered on the corridor². To supplement this data, the city also performed a count based on visual inspection of previously captured photography³.

PARKING LANE CAPACITY

Parking is allowed on the curbside on both sides of the street along the majority of the Virginia-Daisy corridor. Under some conditions, parking use may be prohibited, restricted or unavailable. These conditions include:

- Parking is prohibited for 30 ft advance of crosswalks. This applies at all crosswalks⁴, including all street corners. On the Virginia-Daisy corridor, yellow curbs are only painted on either side of the marked crosswalks by Colony Dr and Ridge Dr.
- Spot parking restrictions such as the residential loop at the far East end of the corridor which has no parking permitted on the street (off of Daisy St).
- On-street parking is not allowed in front of driveways. Many residential units on the corridor provide their own off-street parking for 1 or 2 vehicles. Curb cuts provide access to these spaces but also prevent on-street parking in that location.
- On narrow segments without space for parking. Between 51st and 52nd St the street is so narrow that parking would block one travel lane. Parking is prohibited on this segment.

COUNT SUMMARY

Usage of the on-street parking lane on the full Virginia-Daisy corridor ranges from a low of 74 vehicles to a high of 101 vehicles. Specific clusters of parking demand varies on the corridor in response to land uses, community destinations and availability of off-street parking.

As shown in the table to the right, parking demand is generally consistent from weekday to weekend and morning to evening hours. Special event parking demand (such as a sports event at the Willamalane Center) may exceed the use seen on the average day.

DESIGN CONSIDERATIONS

- On most streets with parking on both sides, parking demand can be accommodated with parking provided on one side.
- Parking may be alternated from one side of the street to the other with proper transition. This pattern may cause motorists to reduce their speed.

IMPLEMENTATION CONSIDERATIONS

Imperfections in the quality or installation of roadway pavement, gutter joints and drainage grates must be held to a higher standard when they are located within a bicycle lane than when located within a parking lane. Construction plans should call for repair of rough or uneven pavement surface, the use bicycle compatible drainage grates, and corrections to raise or lower existing grates and utility covers so they are flush with the pavement surface.

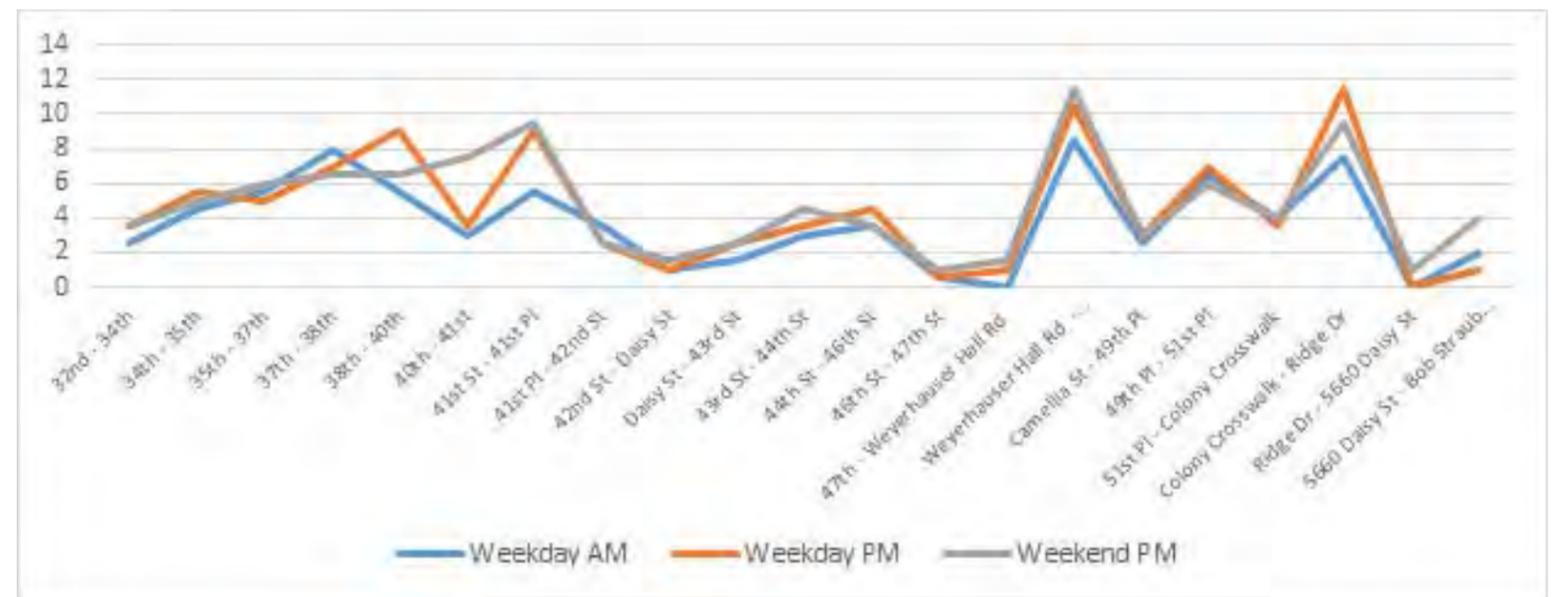
¹ FHWA. Incorporating On-Road Bicycle Networks into Resurfacing Projects. 2016

² Counts were performed Tuesday 1/12/2016 and Tuesday 1/19/2016 at 10am; Tuesday 1/19/2016 and Tuesday 1/26/2016 at 6:30 pm; and Saturday 1/16/2016 and Saturday 1/23/2016 at 2:00pm.

³ Google StreetView photography dated September 2011.

⁴ See. ORS 811.550 – Parking prohibition near crosswalks

AVERAGE PARKING USE FOR EACH BLOCK SEGMENT ON THE CORRIDOR BASED ON DAY AND TIME



PROPOSED CHANGES

As part of the Virginia-Daisy Bikeway project, some segments of the corridor may feature consolidated parking lanes in order to visually narrow the roadway and provide space to establish a bike lane. At spot locations across the entire corridor, parking may be restricted in certain locations to allow for trees and crossing enhancements. These spot changes on their own are not expected to have significant impact to parking availability.

There are four distinct segments in the project related to parking lane consolidation:

32nd to 42nd:

In this segment, no parking consolidation is proposed, with no significant effect on parking availability.

42nd to Weyerhaeuser Hall Rd:

This segment proposes parking consolidation on one side of the street. The parking lane may be allocated on the north or south side of the street in response to measured parking demand.

The observed weekend parking peak consisted of 15 cars. After implementation, this segment will have an estimated 140 parking spaces, which will more than serve the parking utilization needs.

Weyerhaeuser Hall Rd to Ridge Dr:

In this segment, no parking consolidation is proposed, with no significant effect on parking availability.

Ridge Dr to Bob Straub Parkway:

Based on low existing parking utilization, this segment proposes the removal of parking on both sides of the street (with the exception of one block on the north side near 5660 Daisy Street (Western Loop).

The observed weekend parking peak consisted of 5 cars. After implementation, this segment will have an estimated 15 parking spaces, which will more than serve the parking utilization needs.

BENEFITS

- Reduces conflicts with bicyclists as drivers pull into and out of parking spaces and drivers and passengers open doors of parked vehicles.
- Provides additional roadway space for bicycle facilities.
- Improves sight distance for all roadway users.





Appendix 2: Refined Design Concept Mapbook



At S 32nd Ave:

The crossing would be enhanced with high visibility markings and rapid flash beacons to create a low-stress crossing with a high rate of yielding.
See next sheet for intersection design.

Added Tree Canopy:

Within the parking lane, tree planting areas would be added to increase canopy and define the edges of the street. Locations are schematic only, but based on existing parking needs and lack of existing tree canopy.

ADA Accessibility:

All curb ramps along the corridor will be evaluated for ADA accessibility and necessary upgrades.

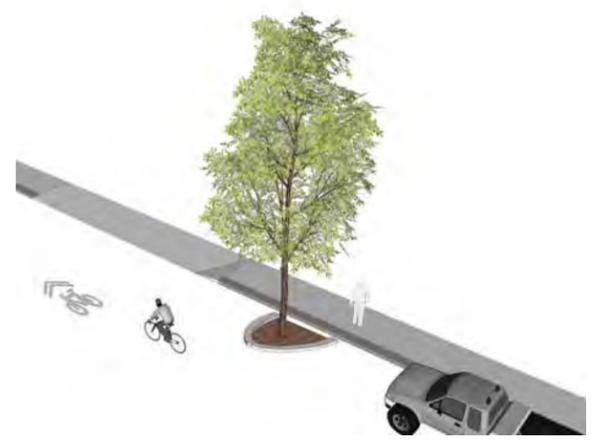


KEY FEATURES

The preferred bikeway type on Virginia Avenue to S 34th Street is a bicycle boulevard with shared lanes.

Roadway markings throughout this section of the corridor would consist of frequent shared lane markings. These markings indicate to all users to expect people on bikes in the roadway, and help instruct people bicycling to ride in the center of the roadway to increase visibility and avoid car doors. No centerline would be provided to encourage people driving to give extra distance while passing people on bikes.

Other elements include curb extensions and on-street planters to create a dynamic operating environment and increase safety by raising user awareness.



On-Street Tree Planters

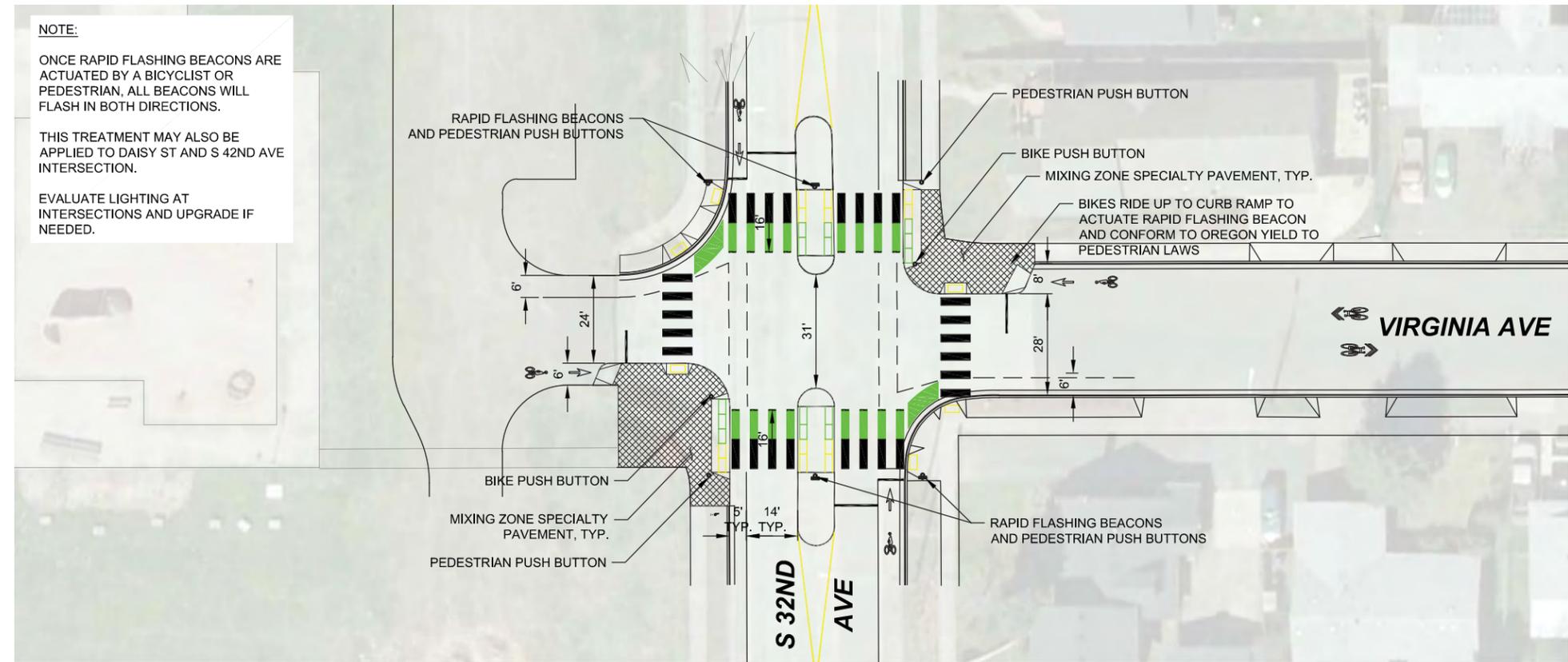
S 32ND STREET INTERSECTION DESIGN

Rapid flashing beacons facing S 32nd Ave would promote yielding to people crossing the street.

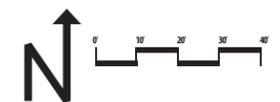
People on bicycles on Virginia Ave would ramp up to a shared-use path at the crossing, and cross adjacent to pedestrians in the crosswalk. People on bicycles would also have the option to navigate the intersection as a vehicle in the travel lanes.

Median safety islands would provide added safety and comfort for people walking and biking across the street.

Mixing zones would be created on all four corners of the intersection. These are areas where people biking and walking would be able to navigate around the intersection separated from motor vehicle traffic. These areas are delineated with specialty pavement to indicate that these areas are for slow and safe travel.



S 32ND STREET INTERSECTION SIMULATION (FACING SOUTH)



VIRGINIA-DAISY BIKEWAY: REFINED DESIGN CONCEPT

Virginia Avenue: S 32nd Street Intersection



Added Tree Canopy:

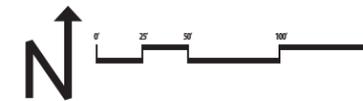
Within the parking lane, tree planting areas would be added to increase canopy and define the edges of the street. Locations are schematic only, but on existing parking needs and lack of existing tree canopy.

At S 35th Street:

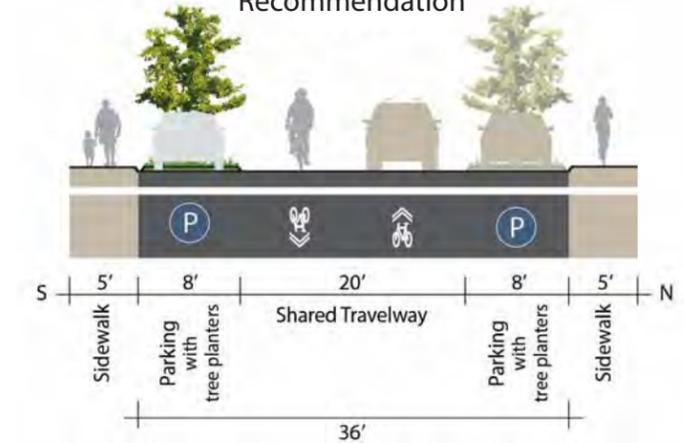
A mini roundabout would be added to create bicycle-compatible travel speeds.

At S 37th Street:

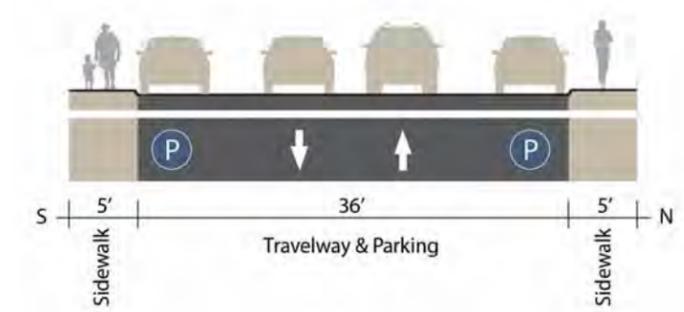
The stop sign would be flipped to favor Virginia Ave.



**Virginia Ave, 32nd St - 41st Pl
Recommendation**



**Virginia Ave, 32nd St - 41st Pl
Existing Conditions**



KEY FEATURES

The preferred bikeway type on Virginia Avenue to S 37th Street is a bicycle boulevard with shared lanes.

Roadway markings throughout this section of the corridor would consist of frequent shared lane markings. These markings indicate to all users to expect people on bikes in the roadway, and help instruct people bicycling to ride in the center of the roadway to increase visibility and avoid car doors. No centerline would be provided to encourage people driving to give extra distance while passing people on bikes.

Other elements include a mini-roundabout and on-street planters to create a dynamic operating environment and increase safety by raising user awareness.





At S 38th Street:

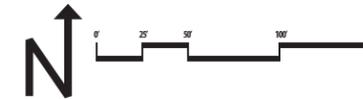
The stop sign would be flipped to favor Virginia Ave. A narrowed raised crossing with curb extensions would be added to promote yielding to crossing pedestrians and to help deter speeding through the neighborhood. Curb extensions also function as stormwater planters to capture and treat water before entering channels on S 38th.

Added Tree Canopy:

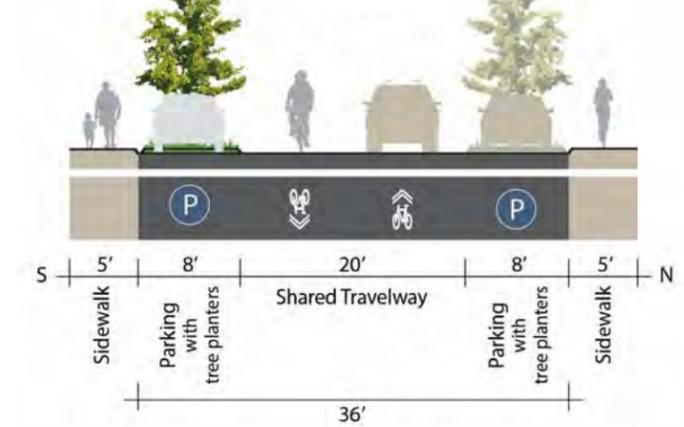
Within the parking lane, tree planting areas would be added to increase canopy and define the edges of the street. Locations are schematic only, but based on existing parking needs and lack of existing tree canopy.

At S 40th Street:

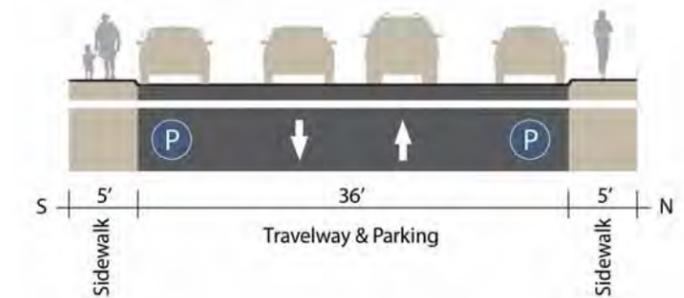
Mini median islands would be added to slow traffic and provide refuge for pedestrians crossing the street.



**Virginia Ave, 32nd St - 41st Pl
Recommendation**



**Virginia Ave, 32nd St - 41st Pl
Existing Conditions**



KEY FEATURES

The preferred bikeway type on Virginia Avenue to S 40th Street is a bicycle boulevard with shared lanes.

Roadway markings throughout this section of the corridor would consist of frequent shared lane markings. These markings indicate to all users to expect people on bikes in the roadway, and help instruct people bicycling to ride in the center of the roadway to increase visibility and avoid car doors. No centerline would be provided to encourage people driving to give extra distance while passing people on bikes.

Other elements include curb extensions, a raised crosswalk, a pedestrian refuge island, and on-street planters to create a dynamic operating environment and increase safety by raising user awareness.





Added Tree Canopy:
 Within the parking lane, tree planting areas would be added to increase canopy and define the edges of the street. Locations are schematic only, but based on existing parking needs and lack of existing tree canopy.

At S 41st Street:
 A mini roundabout would be added to create bicycle-compatible travel speeds.

Sidewalk Infill:
 New concrete sidewalk added to fill in gaps along corridor.



KEY FEATURES

The preferred bikeway type on Virginia Avenue to S 41st Place is a bicycle boulevard with shared lanes.

Roadway markings throughout this section of the corridor would consist of frequent shared lane markings. These markings indicate to all users to expect people on bikes in the roadway, and help instruct people bicycling to ride in the center of the roadway to increase visibility and avoid car doors. No centerline would be provided to encourage people driving to give extra distance while passing people on bikes.

Other elements include a mini-roundabout and on-street planters to create a dynamic operating environment and increase safety by raising user awareness.





Average Daily Traffic = 3,357 Vehicles

This is a concept only. Detailed design for the roundabout will be developed after final concept approval.

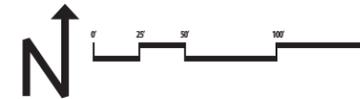
Property Line

At S 42nd Street:
 Intersection design options are proposed to improve safety, yielding and crossing comfort for users.
 See detailed designs of intersection options on the following pages.

Accessway:
 Possible bike accessway improvement for people biking north on S 42nd heading east on Daisy.

Street modification:
 Curb extension with possible stormwater treatment.
 See photo of potential treatment below.

Street modification:
 Parking would be consolidated to the higher-demand side of the street. Bicycle lanes would be added for the safety and comfort of people bicycling.



KEY FEATURES

The preferred bikeway type on Daisy Street to S 43rd Place is bicycle lanes.

Due to higher traffic volumes, a separated bicycling facility is necessary. Roadway markings throughout this section of the corridor would consist of one consolidated parking lane, bike lane stripes, and bike lane markings to distinguish bike lanes from the general purpose travel lanes. No center lane would be provided to encourage motor vehicles to give extra distance while passing people biking.

Other elements include a stormwater treatment and on-street planters to create a dynamic operating environment and increase safety by raising user awareness.

Identification of consolidated parking lane is based on existing parking utilization levels combined with gaps in tree canopy.



S 42ND STREET INTERSECTION DESIGN PREFERRED OPTION (ROUNDAABOUT)

A compact roundabout would create slow circulation speeds through the intersection for all street approaches and greatly improve the safety of the intersection compared to existing conditions.

People bicycling would be permitted to travel within the roundabout with motor vehicles, or to enter onto a shared use path and cross adjacent to pedestrians.

Mixing zones for people walking and biking would be created on all four corners of the roundabout. These are areas where people biking and walking would be able to navigate around the intersection separated from motor vehicle traffic. These areas are delineated with specialty pavement to indicate that these areas are for slow and safe travel.

The roundabout could also incorporate stormwater treatment to aid in controlling flooding, treat stormwater, and recharging ground water.

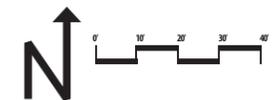
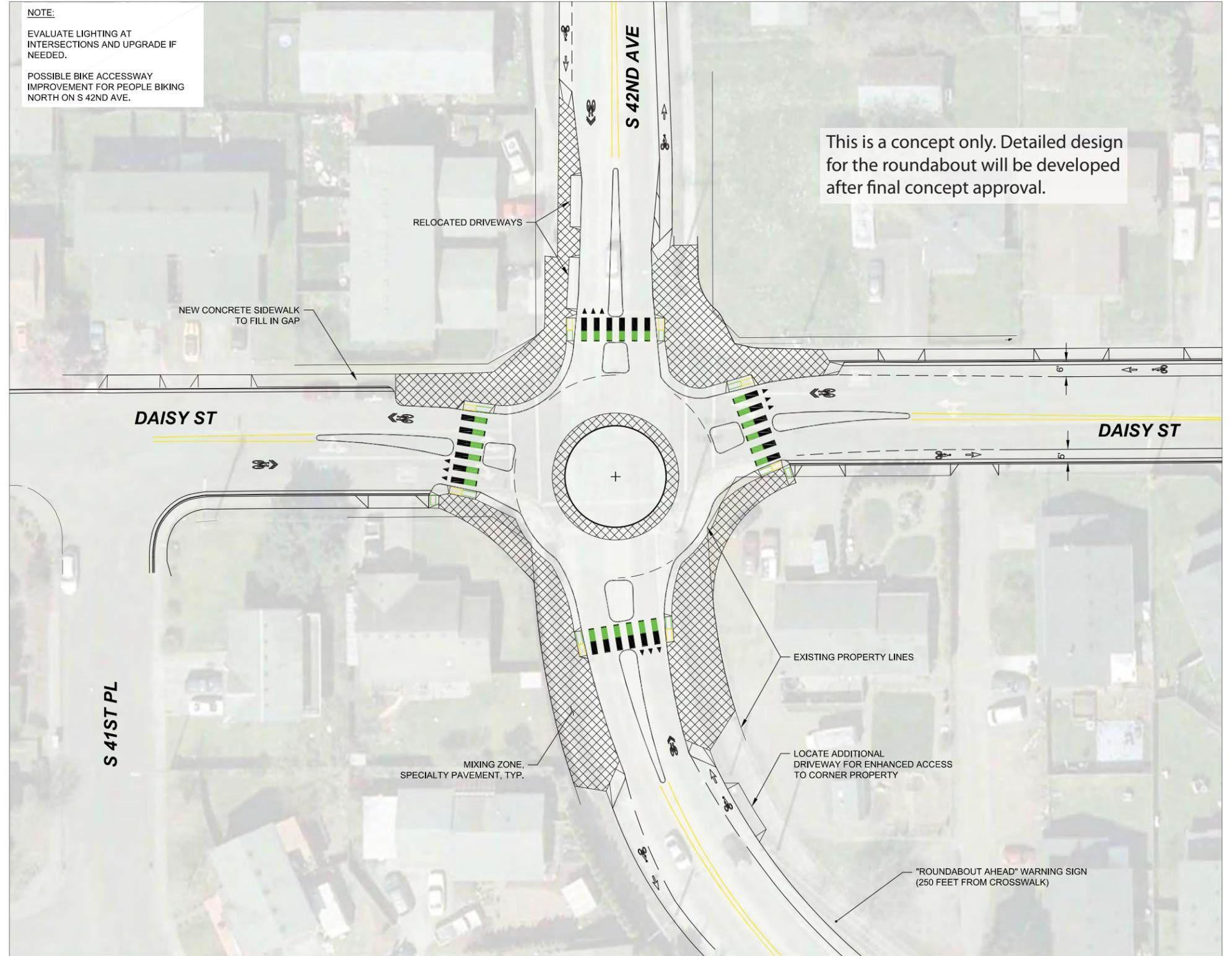
ROUNDAABOUT SAFETY BENEFITS*

- Crash reduction
 - 37 % reduction in overall collisions
 - 75 % reduction in injury collisions
 - **90 % reduction in fatality collisions**
 - 40 % reduction in pedestrian collisions
- Reduce delay, improve traffic flow
- Less expensive: Installations costs are comparable, however roundabouts eliminate hardware, maintenance and electrical costs associated with traffic signals

The roundabout proposed for implementation at S 42nd & Daisy as a part of the Virginia-Daisy Bikeway Project is designed to be uniquely optimized for pedestrian and bicycle circulation, comfort and safety. This is achieved by designing for slow, 15 mph motor vehicle travel speed throughout the roundabout. This slow speed creates low speed differentials for cyclists choosing to travel in-lane, and a high degree of yielding to pedestrians and cyclists within the crosswalk.

*Federal Highway Administration and Insurance Institute for Highway Safety (FHWA and IHS) and <https://www.wsdot.wa.gov/Safety/roundabouts/benefits.htm>

**FHWA, Roundabouts: An Informational Guide, 2000. This guide has largely been superseded by NCHRP Report 672, but the compact urban roundabout type illustrated in the earlier guide is more appropriate for this use.



S 42ND STREET INTERSECTION SIMULATION



VIRGINIA-DAISY BIKEWAY: REFINED DESIGN CONCEPT

Daisy Street: S 42nd Street Intersection



Street modification:

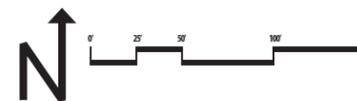
A mini-median island would be added to slow traffic and keep cars in the proper lane through the bend in the roadway.

Street modification:

Parking would be consolidated to the higher-demand side of the street. Bicycle lanes would be added for the safety and comfort of people bicycling.

Added Tree Canopy:

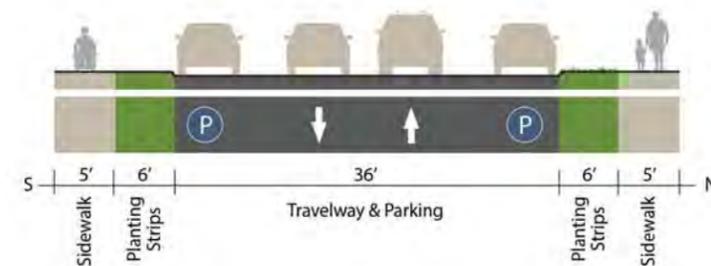
Within the parking lane, tree planting areas would be added to increase canopy and define the edges of the street. Locations are schematic only, but based on existing parking needs and lack of existing tree canopy.



Daisy St, 44th St - Weyerhaeuser Haul Rd
Recommendation



Daisy St, 44th St - Weyerhaeuser Haul Rd
Existing Conditions



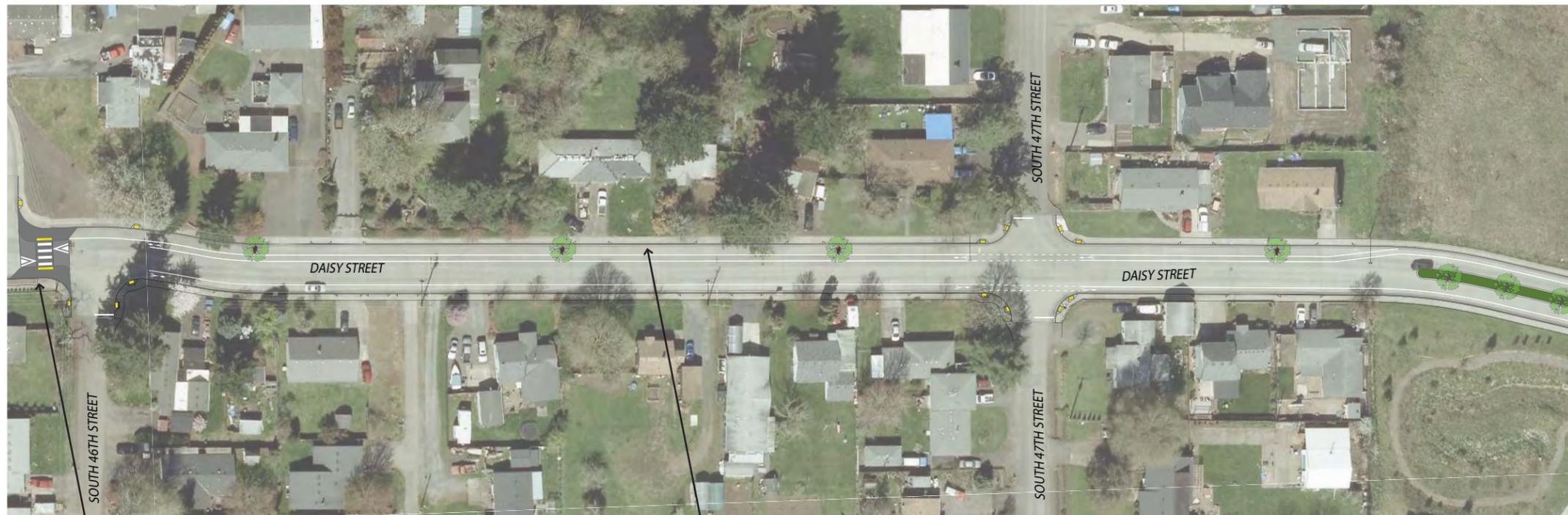
KEY FEATURES

The preferred bikeway type on Daisy Street to S 46th Street is bicycle lanes.

Due to higher traffic volumes, a separated bicycling facility is necessary. Roadway markings throughout this section of the corridor would consist of one consolidated parking lane, bike lane stripes, and bike lane markings to distinguish bike lanes from the general purpose travel lanes. No center lane would be provided to encourage motor vehicles to give extra distance while passing people biking.

Other elements include a center median and on-street planters to create a dynamic operating environment and increase safety by raising user awareness.

Identification of consolidated parking lane is based on existing parking utilization levels combined with gaps in tree canopy.

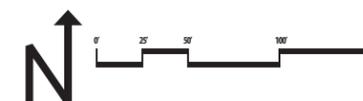


At S 46th Street:

A narrowed raised crossing would be added to promote yielding to crossing pedestrians, as well as reduce speeding along the corridor.

Street modification:

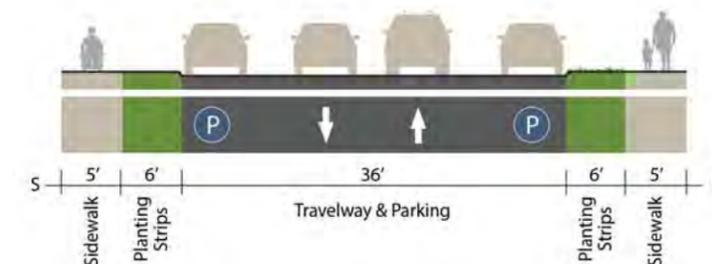
Parking would be consolidated to the higher-demand side of the street. Bicycle lanes would be added for the safety and comfort of people bicycling.



**Daisy St, 44th St - Weyerhaeuser Haul Rd
Recommendation**



**Daisy St, 44th St - Weyerhaeuser Haul Rd
Existing Conditions**



KEY FEATURES

The preferred bikeway type on Daisy Street to S 47th Street is bicycle lanes.

Due to higher traffic volumes, a separated bicycling facility is necessary. Roadway markings throughout this section of the corridor would consist of one consolidated parking lane, bike lane stripes, and bike lane markings to distinguish bike lanes from the general purpose travel lanes. No center lane would be provided to encourage motor vehicles to give extra distance while passing people biking.

Other elements include curb extensions, a raised crosswalk, a center median, and on-street planters to create a dynamic operating environment and increase safety by raising user awareness.

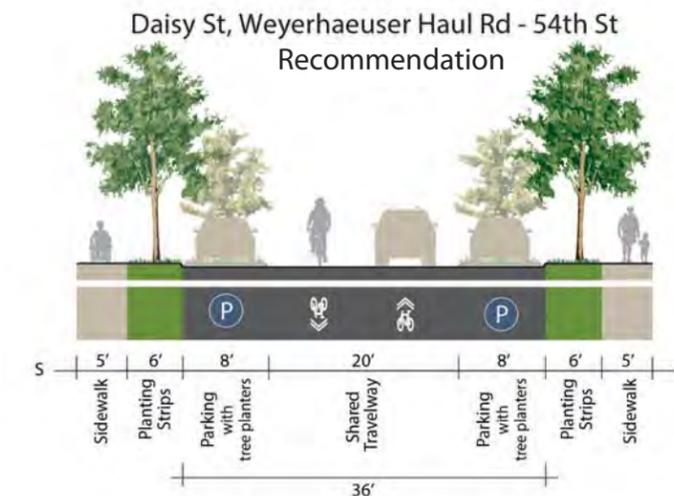
A portion of this segment features light colored concrete paving. On this section, markings will use high-contrast black backing with all white colored markings to enhance visibility.

Identification of consolidated parking lane is based on existing parking utilization levels combined with gaps in tree canopy.



At S Weyerhaeuser Haul Rd:
A narrowed raised crossing would be added to promote yielding to people on foot and people biking, as well as reduce speeding along the corridor.

Added Tree Canopy:
Within the parking lane, tree planting areas would be added to increase canopy and define the edges of the street. Locations are schematic only, but based on existing parking needs and lack of existing tree canopy.



KEY FEATURES

The preferred bikeway type on Daisy Street to Camellia Street is a bicycle boulevard with shared lanes.

Roadway markings throughout this section of the corridor would consist of frequent shared lane markings. These markings indicate to all users to expect people on bikes in the roadway, and help instruct people bicycling to ride in the center of the roadway to increase visibility and avoid car doors. No centerline would be provided to encourage people driving to give extra distance while passing people on bikes.

Other elements include curb extensions, a raised crosswalk, and on-street planters to create a dynamic operating environment and increase safety by raising user awareness.

A portion of this segment features light colored concrete paving. On this section, markings will use high-contrast black backing with all white colored markings to enhance visibility.



Average Daily Traffic = 1,514 Vehicles

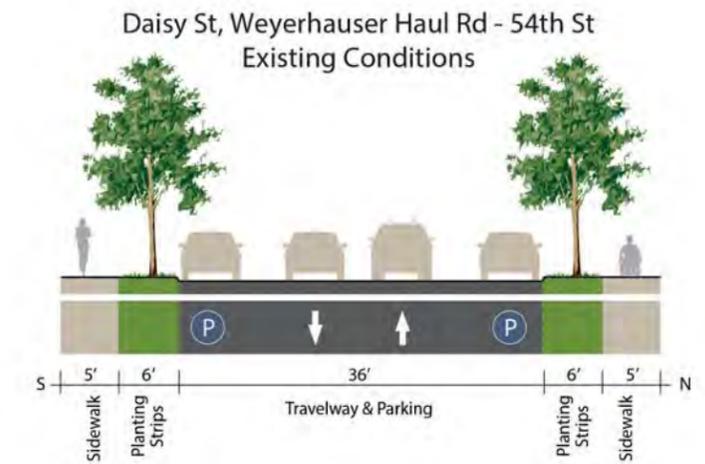
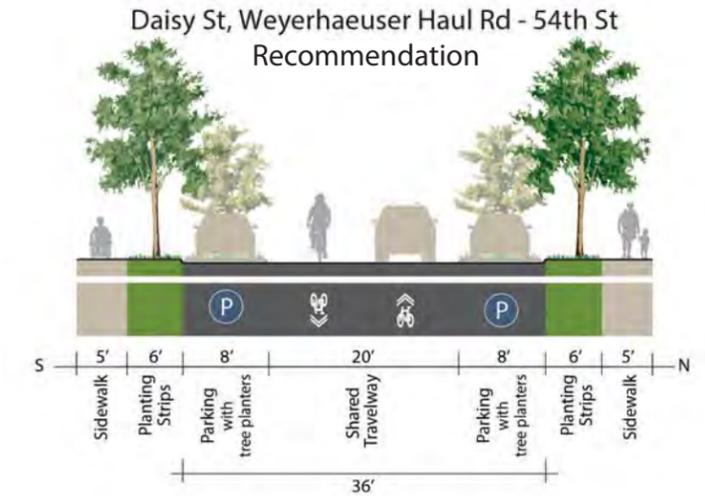
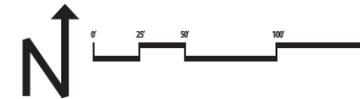
Bluebelle Park

Added Tree Canopy:

Within the parking lane, tree planting areas would be added to increase canopy and define the edges of the street. Locations are schematic only, but based on existing parking needs and lack of existing tree canopy.

At S 49th Place:

A narrowed raised crossing would be added to promote yielding to crossing pedestrians.



KEY FEATURES

The preferred bikeway type on Daisy Street to Daisy St Cul-de-Sac is a bicycle boulevard with shared lanes.

Roadway markings throughout this section of the corridor would consist of frequent shared lane markings. These markings indicate to all users to expect people on bikes in the roadway, and help instruct people bicycling to ride in the center of the roadway to increase visibility and avoid car doors. No centerline would be provided to encourage people driving to give extra distance while passing people on bikes.

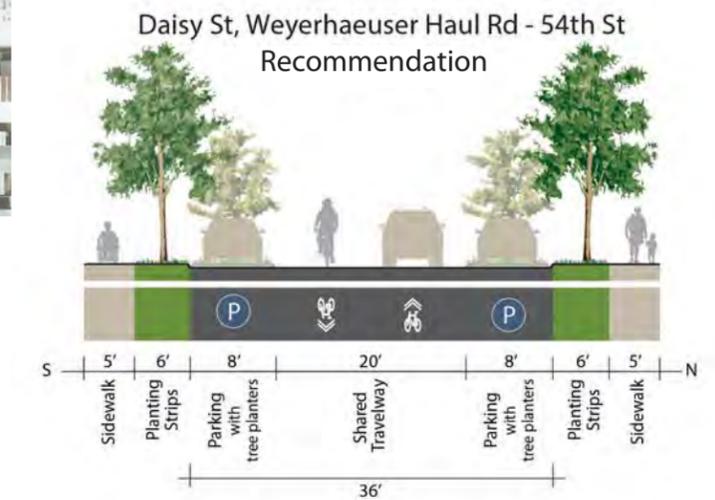
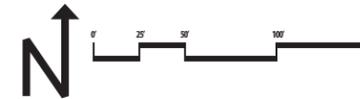
Other elements include a raised crossing and on-street planters to create a dynamic operating environment and increase safety by raising user awareness.



At S 51st Place:
A mini roundabout would be added to encourage drivers to travel at bicycle-compatible speeds. Curb ramps and concrete sidewalk added to the north east corner.

At S 52nd Street:
Sidewalks would be added to the north side of Daisy.

At S 53rd Street:
A narrowed raised crossing would be added to promote yielding to crossing pedestrians. This replaces the existing crosswalk to the east.



KEY FEATURES

The preferred bikeway type on Daisy Street to S 53rd St is a bicycle boulevard with shared lanes.

Roadway markings throughout this section of the corridor would consist of frequent shared lane markings. These markings indicate to all users to expect people on bikes in the roadway, and help instruct people bicycling to ride in the center of the roadway to increase visibility and avoid car doors. No centerline would be provided to encourage people driving to give extra distance while passing people on bikes.

Other elements include curb extensions, a raised crosswalk, a mini-roundabout, and on-street planters to create a dynamic operating environment and increase safety by raising user awareness.

S 53RD STREET SIMULATION



VIRGINIA-DAISY BIKEWAY: REFINED DESIGN CONCEPT

Daisy Street: Raised Crosswalk at S 53rd Street

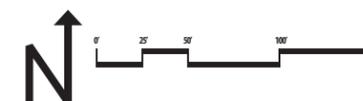


At Future Trail Crossing:

A raised crossing would be added to promote yielding to crossing pedestrians. Additionally, this treatment will enhance safety for all users by reducing speed along this section of the corridor.

Street modification:

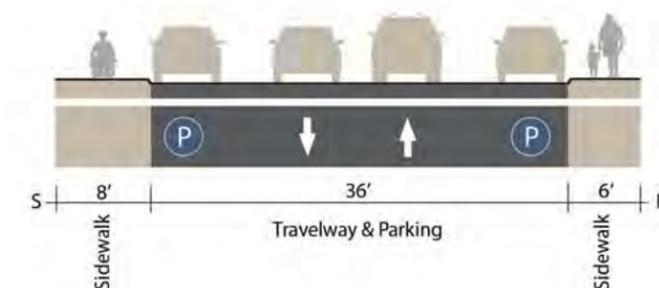
Buffered bike lanes would be used to provide a gateway treatment and to slow traffic coming off of Bob Straub Parkway. See cross-section views of design options to the right.



Daisy St, 54th St - Bob Straub Pkwy
Recommendation



Daisy St, 54th St- Bob Straub Pkwy
Existing Conditions



KEY FEATURES

The preferred bikeway type on Daisy Street to Gateway Street is buffered bike lanes.

Roadway markings throughout this section of the corridor would consist of buffered bike lane stripes, and bike lane markings to distinguish protected bike lanes from the general purpose travel lanes. No center lane would be provided to encourage people driving to give extra distance while passing people on bikes.

Other elements include a raised crosswalk and on-street planters to create a dynamic operating environment and increase safety by raising user awareness.

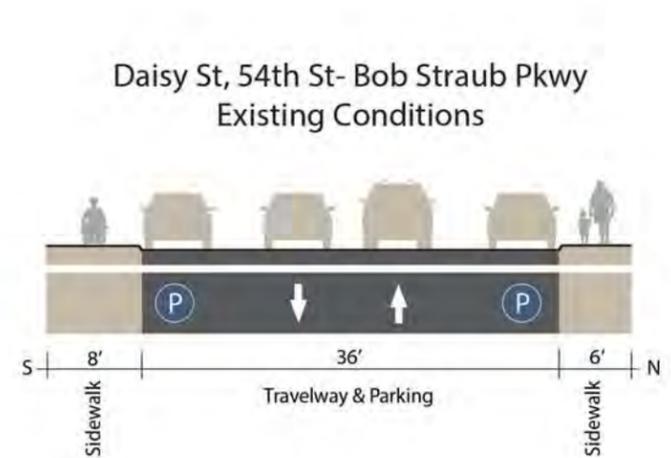
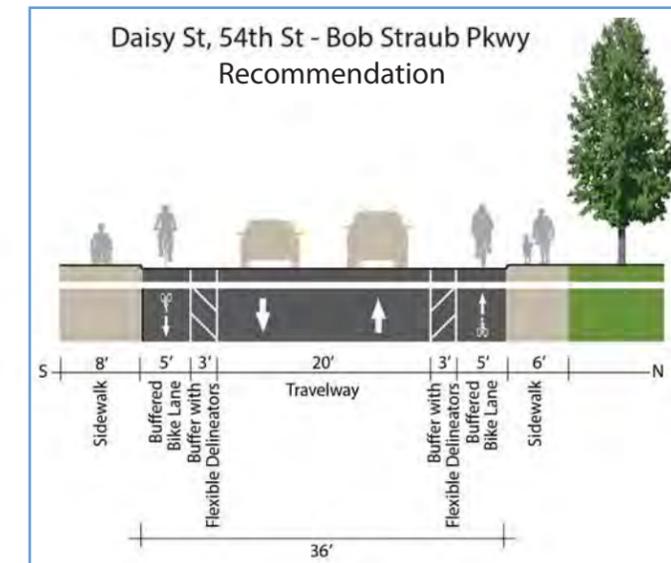
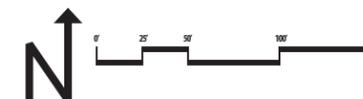
Extremely low parking utilization in this block would allow conversion to buffered bike lanes.



At 5660 Daisy Street:
A raised crossing would be added to promote yielding to crossing pedestrians.

Street modification:
Buffered bike lanes would be used to provide a gateway treatment and to slow traffic coming off of Bob Straub Parkway.
See option 1 cross-section view to the right.

Bob Straub Pkwy:
Design will be part of a future project.



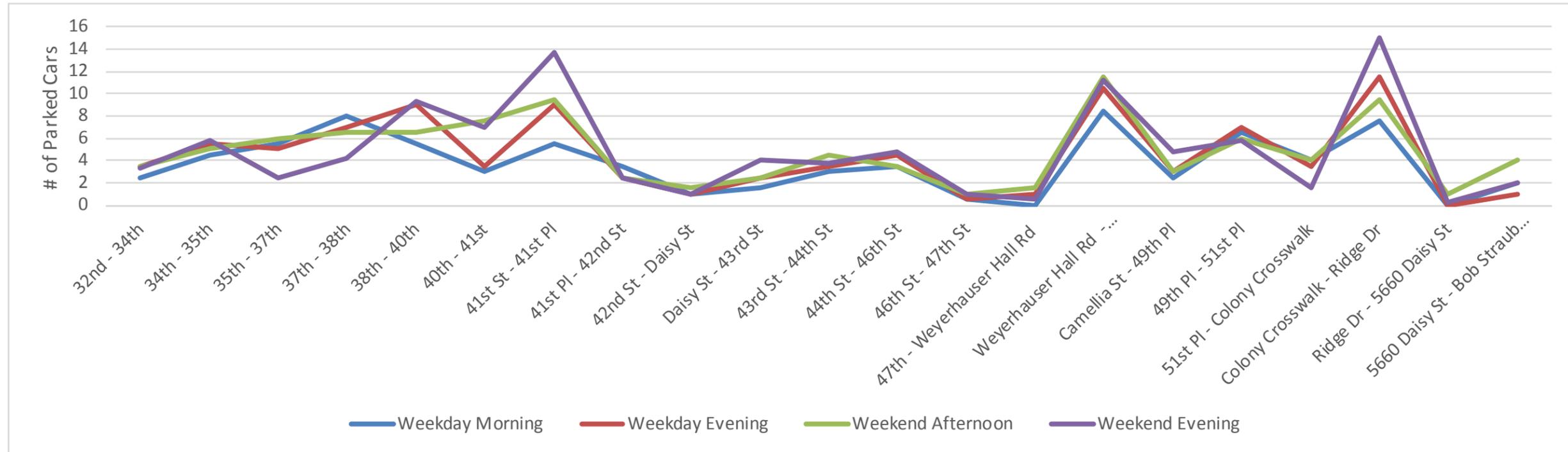
KEY FEATURES

The preferred bikeway type on Daisy Street to Bob Straub Pkwy is buffered bike lanes.

Roadway markings throughout this section of the corridor would consist of buffered bike lane stripes, and bike lane markings to distinguish protected bike lanes from the general purpose travel lanes. No center lane would be provided to encourage people driving to give extra distance while passing people on bikes.

Other elements include a raised crosswalk and on-street planters to create a dynamic operating environment and increase safety by raising user awareness.

AVERAGE PARKING USE FOR EACH BLOCK SEGMENT ON THE CORRIDOR BASED ON DAY AND TIME



PARKING CONSOLIDATION TO SUPPORT BIKEWAY IMPLEMENTATION

Establishing a new bikeway on the Virginia-Daisy corridor involves changes to the street that may include traffic control changes, lane restriping and roadway reconfiguration. One strategy for creating space for dedicated bike lane facilities is to consolidate street parking on only one side of the street. Underutilized parking lanes can result in higher traffic speeds and unsafe driving behavior due to the appearance of a wide open travel lane space. Reallocating a portion of underutilized parking or travel lanes as a bike lane can mitigate these issues while providing dedicated space for people biking¹.

EXISTING CONDITIONS

To support the bikeway design for Virginia-Daisy, the City of Springfield supplied on-street parking counts performed at ten different times to cover the variety of conditions encountered on the corridor². To supplement this data, the city also performed a count based on visual inspection of previously captured photography³.

COUNT SUMMARY

Observed usage of the on-street parking lane at any one time on the full Virginia-Daisy corridor ranges from a low of 74 vehicles to a high of 116 vehicles. Specific clusters of parking demand varies on the corridor in response to land uses, community destinations and availability of off-street parking. As shown in the table to the right, parking demand is generally consistent from weekday to weekend and morning to evening hours. Special event parking demand (such as a sports event at the Willamalane Center) may exceed the use seen on the average day.

PARKING LANE CAPACITY

Parking is allowed on the curbside on both sides of the street along the majority of the Virginia-Daisy corridor. Under some conditions, parking use may be prohibited, restricted or unavailable. These conditions include:

- Parking is prohibited for 30 ft advance of crosswalks. This applies at all crosswalks⁴, including all street corners. On the Virginia-Daisy corridor, yellow curbs are only painted on either side of the marked crosswalks by Colony Dr and Ridge Dr.
- Spot parking restrictions such as the residential loop at the far East end of the corridor which has no parking permitted on the street (off of Daisy St).
- On-street parking is not allowed in front of driveways. Many residential units on the corridor provide their own off-street parking for 1 or 2 vehicles. Curb cuts provide access to these spaces but also prevent on-street parking in that location.
- On narrow segments without space for parking. Between S 51st and S 52nd St the street is so narrow that parking would block one travel lane. Parking is prohibited on this segment.

¹ FHWA. Incorporating On-Road Bicycle Networks into Resurfacing Projects. 2016

² Counts were performed Tuesday 1/12/2016 and Tuesday 1/19/2016 at 10am; Tuesday 1/19/2016 and Tuesday 1/26/2016 at 6:30 pm; Saturday 1/16/2016 and Saturday 1/23/2016 at 2:00pm; Saturday 4/02/2016 at 6:00pm; Sunday 4/03/2016 at 5:30pm; Saturday 7/16/2016 at 6:10pm; and Sunday 7/17/2016 at 6:00pm.

³ Google StreetView photography dated September 2011.

⁴ See. ORS 811.550 – Parking prohibition near crosswalks

DESIGN CONSIDERATIONS

- On most streets with parking on both sides, parking demand can be accommodated with parking provided on one side.
- Parking may be alternated from one side of the street to the other with proper transitioning. This pattern may cause motorists to reduce their speed.

IMPLEMENTATION CONSIDERATIONS

Imperfections in the quality or installation of roadway pavement, gutter joints and drainage grates must be held to a higher standard when they are located within a bicycle lane than when located within a parking lane. Construction plans should call for repair of rough or uneven pavement surface, the use bicycle compatible drainage grates, and corrections to raise or lower existing grates and utility covers so they are flush with the pavement surface.

PROPOSED CHANGES

As part of the Virginia-Daisy Bikeway project, some segments of the corridor may feature consolidated parking lanes in order to visually narrow the roadway and provide space to establish a bike lane. At spot locations across the entire corridor, parking may be restricted in certain locations to allow for trees and crossing enhancements. These spot changes on their own are not expected to have significant impact to parking availability.

There are four distinct segments in the project related to parking lane consolidation:

S 32nd to S 42nd :

In this segment, no parking consolidation is proposed, with no significant effect on parking availability.

S 42nd to Weyerhauser Hall Rd:

This segment proposes parking consolidation on one side of the street. The parking lane may be allocated on the north or south side of the street in response to measured parking demand.

The observed weekend parking peak consisted of 15 cars. After implementation, this segment will have an estimated 140 parking spaces, which will more than serve the parking utilization needs.

Weyerhauser Hall Rd to Ridge Dr:

In this segment, no parking consolidation is proposed, with no significant effect on parking availability.

Ridge Dr to Bob Straub Parkway:

Based on low existing parking utilization, this segment proposes the removal of parking on both sides of the street (with the exception of one block on the north side near 5660 Daisy Street (Western Loop)).

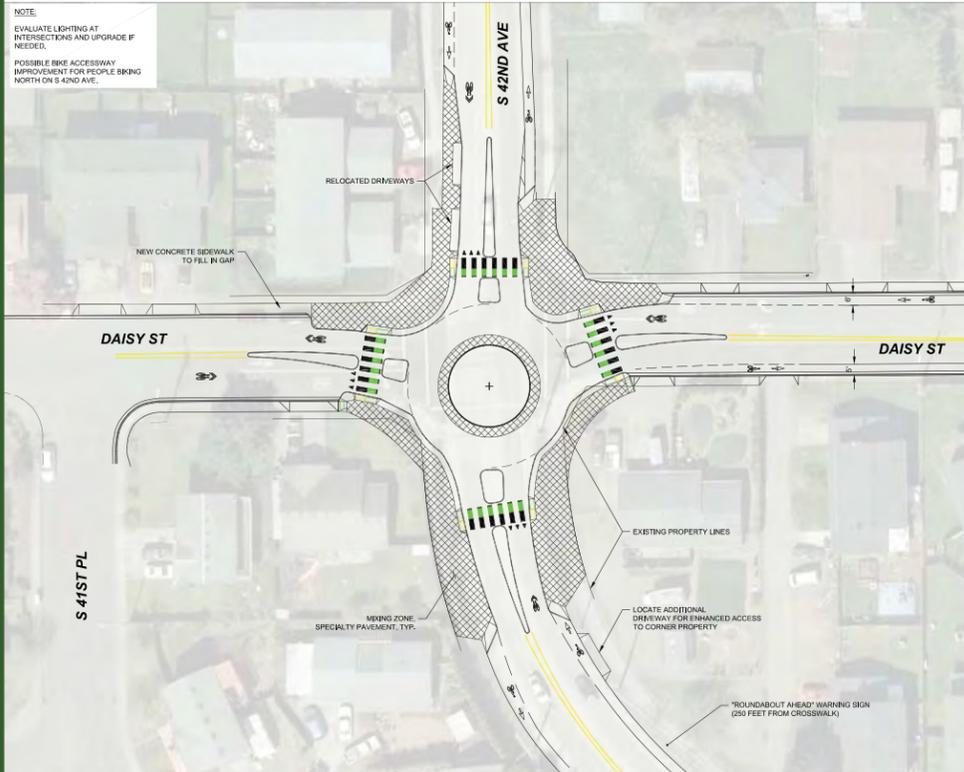
The observed weekend parking peak consisted of 5 cars. After implementation, this segment will have an estimated 15 parking spaces, which will more than serve the parking utilization needs.

BENEFITS

- Reduces conflicts with bicyclists as drivers pull into and out of parking spaces and drivers and passengers open doors of parked vehicles.
- Provides additional roadway space for bicycle facilities.
- Improves sight distance for all roadway users.
- Provides clean water recharge and stormwater management via treatment and flood control.

PREFERRED

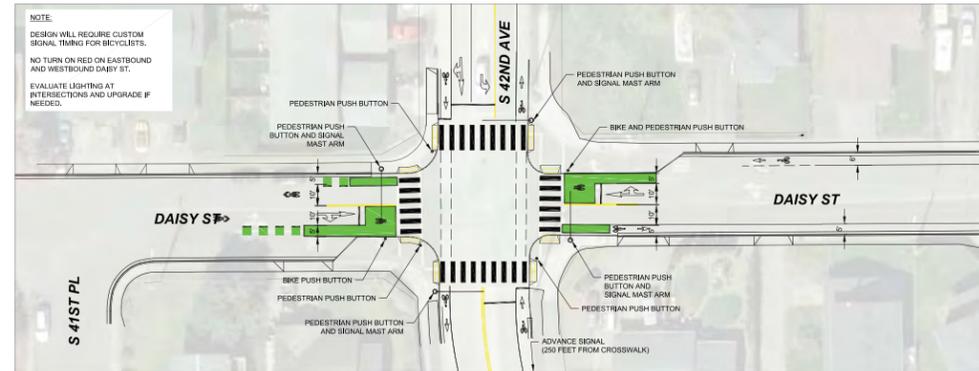
DESIGN OPTION 1 - ROUNDABOUT



- Pros:**
- Reduces speeds
 - Provides more protected pedestrian crossings movements
 - Creates safe areas for people walking and biking
 - Accomplishes the project goals to create a safer intersection for all users
 - Limits the need for additional signals
 - Reduces delay, improves traffic flow

- Con:**
- Will require additional right-of-way

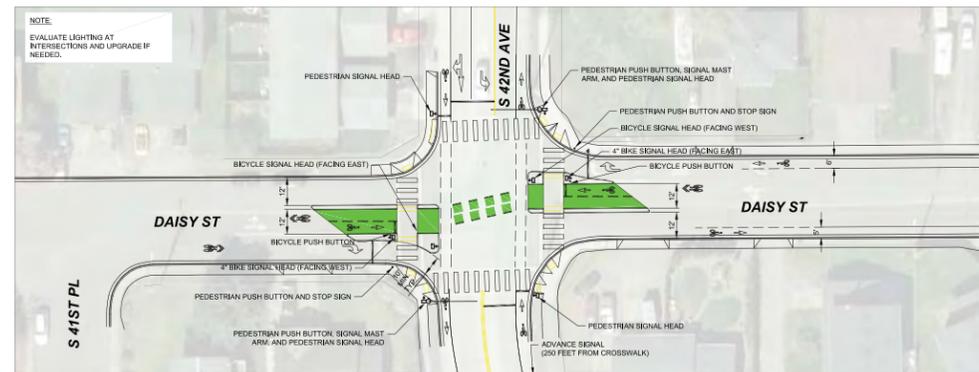
DESIGN OPTION 2A - FULL SIGNAL & BIKE BOXES



- Pros:**
- Signalized intersection allows controlled crossing for people walking and biking
 - Accomplishes the project goals to create a safer intersection for all users and to calm traffic along the corridor
 - No additional right-of-way required
 - Improves intersection alignment
 - Provides buffered area for people biking to line up and cross
 - Reduces north-south pedestrian crossing distance

- Cons:**
- Expense
 - Requires advanced warning to the south on S 42nd Street
 - Sight lines still provide difficulties for turning movements
 - People walking and biking may not always activate signal
 - Added maintenance for green paint
 - Does not significantly reduce speed or improve stopping sight distance

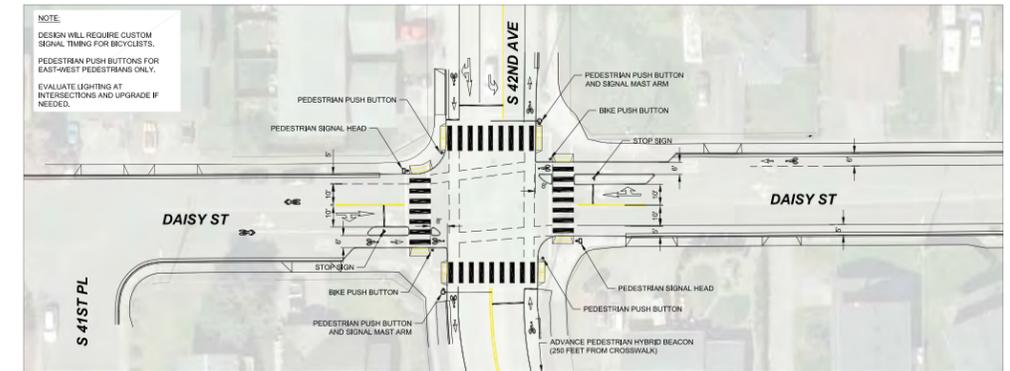
DESIGN OPTION 3 - PEDESTRIAN AND BICYCLE SIGNAL



- Pros:**
- Provides warning for people walking and biking
 - Least expensive
 - No additional right-of-way required
 - Provides buffered area for people biking to line up and cross

- Cons:**
- Does not significantly reduce speed or improve stopping sight distance
 - Unconventional design may cause confusion for drivers
 - No change to offset intersection alignment
 - Left turns from Daisy St restricted
 - Sight lines still provide difficulties for turning movements
 - Requires advanced warning to the south on S 42nd Street
 - People walking and biking may not always activate signal
 - Added maintenance for green paint

OPTION 2B - PEDESTRIAN HYBRID BEACON



- Pros:**
- Alerts people driving about people crossing on foot or bicycle
 - Lower cost alternative
 - No additional right-of-way required
 - Intersection alignment is slightly improved
 - Provides buffered area for people biking to line up and cross

- Cons:**
- Does not significantly reduce speed or improve stopping sight distance
 - Sight lines still provide difficulties for turning movements
 - Requires advanced warning to the south on S 42nd Street
 - People walking and biking may not always activate signal

For full safety analysis report, see attachment 4: S 42nd St and Daisy St Safety Technical Analysis Memo



Appendix 3: 32nd St and Virginia Ave Gap Analysis Memo



233 A Street, Suite 703
San Diego, CA 92101
(619) 269-5982 x5

MEMORANDUM

To: Michael Liebler, PE
Transportation Planning Engineer
CC: Mary McGuirk, Mary Stewart, Michael Sampson
From: Bryan Jones, PE, AICP, LCI
Date: July 20, 2016

Re: Gap Analysis for the Intersections of Virginia Avenue and South 32nd Street, City of Springfield, OR

Staff Qualifications

Bryan Jones is a Professional Engineer within the State of California, holding License #TR2229. He has served as the City Traffic Engineer for the cities of Fresno and Carlsbad. During that time, Bryan worked on multiple traffic impact studies, site access plans, roadway designs, and environmental assessments.

Overview

Alta Planning + Design developed a concept design that proposed safety improvements at the intersection of 32nd Avenue and Virginia Avenue, dated April 26, 2016. Alta Planning + Design's suggested improvements include curb extensions, two pedestrian refuge medians, high visibility crosswalks, and rapid flashing beacons. This memorandum is to assess the resulting vehicular gap analysis.

Assumptions

Alta Planning + Design was provided with turning movement counts from the City of Springfield, Oregon, for the intersection of 32nd Street and Virginia Avenue. These counts were conducted on May 10, 2011 between the hours of 4:00 p.m. and 6:00 p.m.

The counts showed 496 southbound-through, 68 southbound-lefts, 256 northbound-through, and 8 westbound lefts.

Using these counts, Alta Planning + Design determined that the primary conflict will be the northbound - through and the southbound left lanes.

Calculations

Based upon an even distribution of the northbound-through lane volumes, there will be an average of 1 vehicle approximately every 13 seconds. If vehicles are platooned, greater length gaps would occur.

$$264 \frac{veh}{hr} \times \frac{hr}{60min} \times \frac{min}{60sec} = .073 \frac{veh}{sec} \text{ or } 13.64 \frac{sec}{veh}$$

Based on an even distribution of the southbound-left turn lane volumes, there will be an average of 1 vehicle approximately every 53 seconds. If vehicles are platooned, greater length gaps could occur.

$$68 \frac{veh}{hr} \times \frac{hr}{60min} \times \frac{min}{60sec} = .019 \frac{veh}{sec} \text{ or } 53.19 \frac{sec}{veh}$$

Analysis

Alta Planning + Design reviewed the volumes of vehicular traffic movement as it relates to the design of the intersection to determine if there was sufficient gap in traffic for motorists making southbound-left turns with minimal delay.

Recommendation

Based on the volume of vehicular traffic, Alta Planning + Design has determined there is sufficient gap availability for motorists turning left to cross the northbound travel lane. With a low vehicular volume travelling in the northbound direction, there will be minimal delay for both motorists continuing straight and those turning left. In addition, upstream traffic control devices will meter traffic and provide sufficient gaps.

The installation of the pedestrian refuge median islands and curb extensions will enhance the safety of people walking across the roadway by creating a two-stage crossing (people will cross one direction of traffic at a time), and reduce their exposure to vehicular traffic. In addition, motorists will experience less delay while the pedestrian crosses the entire roadway cross-section.





Appendix 4: 42nd St and Daisy St Safety Technical Analysis Memo



Technical Memo

To: Joe Gilpin, Mary Stewart, ALTA, City of Springfield

From: Jim Pex, P.E.

Date: 7/13/16

Re: 42nd and Daisy/Virginia Planning Level Intersection Safety Analysis

Background: As part of the City of Springfield and ALTA contract agreements, the City requested that Jim Pex, P.E. (Century West Engineering) provide a planning level review of the intersection at Virginia-Daisy and South 42nd Street. The review is based on the following parameters:

Sight Distance Standards – AASHTO Method Crossing Sight Distance

- $T = T(\text{pr}) + T(\text{A}) = 4.5 \text{ sec.}$ $T =$ time to cross, $T(\text{pr}) =$ reaction time (2 sec), $T(\text{A}) =$ time to accelerate and cross the intersection (2.5 s field timed)
 - AASHTO Minimum Stopping Sight Distance for Intersection turns – **250-feet**
 - AASHTO Intersection Sight Distance for passenger Cars Left turn from Stop (35 mph) = **390-feet**
 - Posted Speed Limit on South 42nd – **35 mph (51.33 ft/sec)**
 - Height of Object (sitting in vehicle, average height of drivers eyes) – **3.25-3.75 feet**
-

Findings

Jim Pex observed and timed vehicles at the intersection the morning of February 19, 2016 at approximately 8 am. Weather was overcast and intermittent drizzle. During the time of observation it was readily apparent that sight distance issues were a particular problem for vehicles traveling North on 42nd coming out of the turns south of the intersection with Virginia-Daisy. From this direction of travel, several objects obstruct a full field of view for the intersection including power poles, planted trees, and placement of vehicles on private property. Additionally, the last light pole is located roughly 100-feet from the intersection. The power pole at the SE corner of the intersection potentially blocks the field of view for pedestrians and partially blocks the view of drivers attempting to turn left from Daisy to go South on 42nd. At the time of observation, Mr. Pex witnessed a vehicle lock-up its brakes and narrowly miss another vehicle making this turn (left from Daisy on to SB 42nd). The details of the intersection are shown below:

Reaction Time and Allowable Sight Distance Comparisons

Generalized allowable reaction time is 1 second for a middle age driver to recognize an issue. Muscle movement from that reaction is 1.5 seconds in ideal conditions and full awareness of the driver. Realistically an overall assessment is 3 seconds for allowable deviation for age differences of drivers and conditions. Note, this is the time from awareness to the point of muscle movement to react and does not include the time for a vehicle to come to rest, as those times are dependent on the speed and weight of the vehicle.

Using the reaction time of 3 seconds and a speed of 35 mph (51.33 ft/sec) would give a distance of 154-feet traveled before the driver reacts. The pin location shown in the following images is located at approximately 154 feet from the intersection. Items in ORANGE show obstructed view obstacles and gray shaded regions indicate obstructed view zones shown below;



Noting again that the last light pole obstruction is located at approximately 99-feet from the intersection, the current configuration does not meet any minimum standard sight distance calculation traveling North into the intersection. Noted from the timing in the field, the time to react (not counting deceleration) is nearly equal to the time measured from the last light pole obstruction for a vehicle to reach the intersection (average of 3.19 sec). The noted obstructions and limited sight distance is below sight distance minimums that include braking distance requirements traveling North into the intersection of 250-feet (AASHTO) and a comparison of time at 4.87 seconds for a 35 mph roadway.



Approaching the intersection from directions other than 42nd Traveling North

While the approach traveling North on 42nd is the worst scenario for the intersection, other approaches to the intersection have similar problems. The ability to approach from the East on Daisy, then turn South onto 42nd has similar sight distance problems noted previously in the opposite direction. Power and light poles create immediate sight barriers, but the driver also has to take into account movement from 3 other directions prior to proceeding. This complicates vehicle movements and increases reaction time from the stopped vehicle assessing the ability to turn as shown on the next below;



This does not include the additional time needed for drivers to account for pedestrians in the crosswalk. Noted previously, 4.5 seconds is the average time from a stopped vehicle to clear an intersection. Adding 1 second to processing each direction of travel prior to starting, it's reasonable to estimate a vehicle needs 7.5 seconds of clear travel to turn left. This exceeds the visual capabilities for drivers traveling north.

Other visual obstructions at the intersection came from vehicles on private property parked too close to the intersection. The NW corner and SE portions of the intersection had parked vehicles which impaired the ability to see oncoming traffic clearly. The location where the vehicles are parked can change daily and drastically affect the sight corridors of the intersection.



Existing Condition Safety Summary

The intersection in question does not meet sight distance requirements for vehicles traveling South to North on 42nd or from the East to West on Daisy. Traveling from the West on Virginia does not meet requirements when looking south but does meet distances to the North when private vehicles are not parked too close to the intersection. The only direction of travel that meets sight distance standards is traveling North to South on 42nd Street. The existing right-of-way configuration on south 42nd and corresponding curves limit improvement options for the intersection.

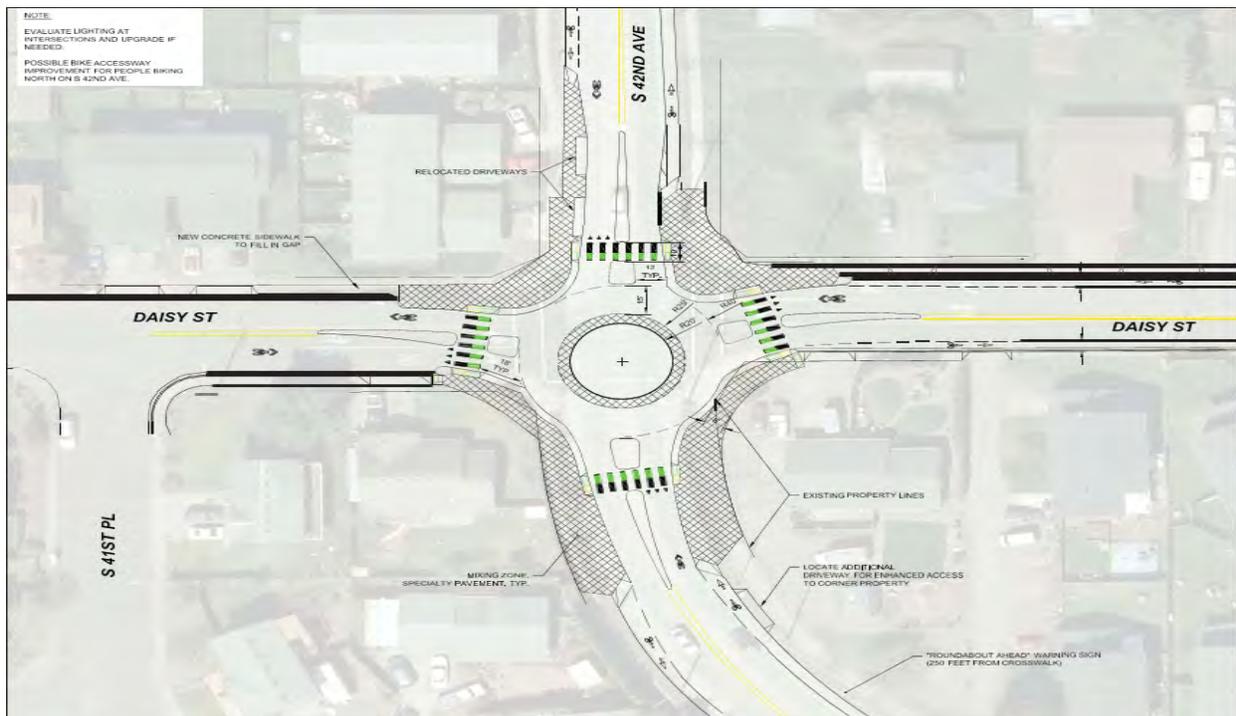
Interim improvements could include, closing the crosswalk located on the South side of the intersection, and eliminating left turns onto 42nd from Daisy. The drivers do not have enough time to react at current speed limits with a clear view of the intersection. Temporary signage should be considered on 42nd Street to notify drivers of the oncoming intersection. Speed reduction signs are located south of the intersection currently, however field observations show that vehicles accelerate back to the 35 mph limits on the last turn prior to the intersection in question based on observation.

Privately parked vehicles are a continuous problem around this intersection. It is recommended that the City discuss alternative parking options with the property owners and the potential danger the visual obstructions from parked cars create for people walking, biking and driving through the intersection.

Improvement Options

ALTA has provided multiple options for improvements to the intersection and will be discussed below;

Option 1 Round-About Configuration (*Preferred Solution*)



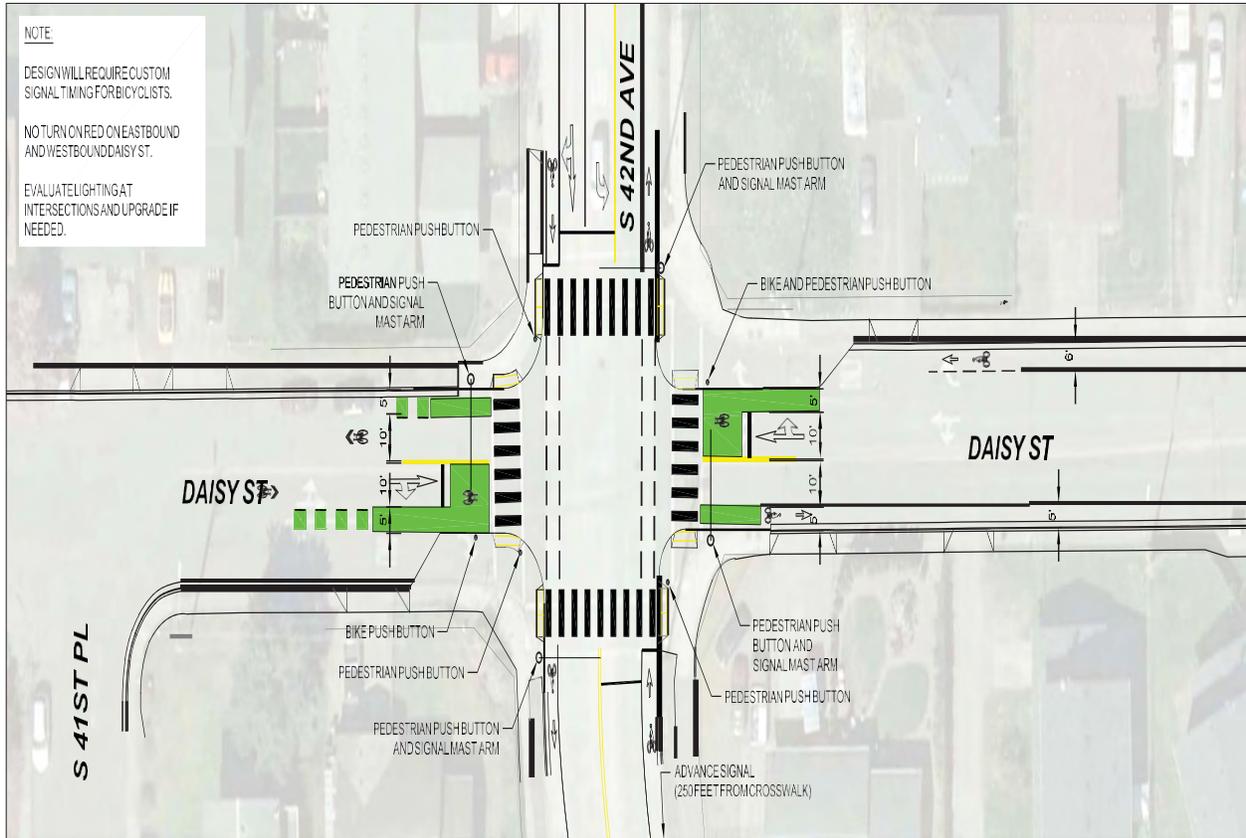
Pro

- Reduces speeds in the intersection
- Allows Pedestrian Movement behind thru traffic area
- Creates safe areas for Pedestrians.
- Accomplishes the goals of the City to create a safer intersection for all users.
- Limits the need for additional signals.

Con

- ❖ Radius Turn on East Daisy will need to be evaluated further in final design.
- ❖ Southern pedestrian crossing on 42nd should be reviewed and possibly eliminated. Sight distance concerns pertaining to existing obstructions are outlined within this memo. Speeds, removal of visual obstructions, and sight distance calculations will need to be checked with the final layout if the crossing can remain as shown. Final design will provide clarity on this issue.
- ❖ Will require right-of-way acquisition.

Option 2A Full Signal and Bike Boxes (*Preferred Alternative Solution*)



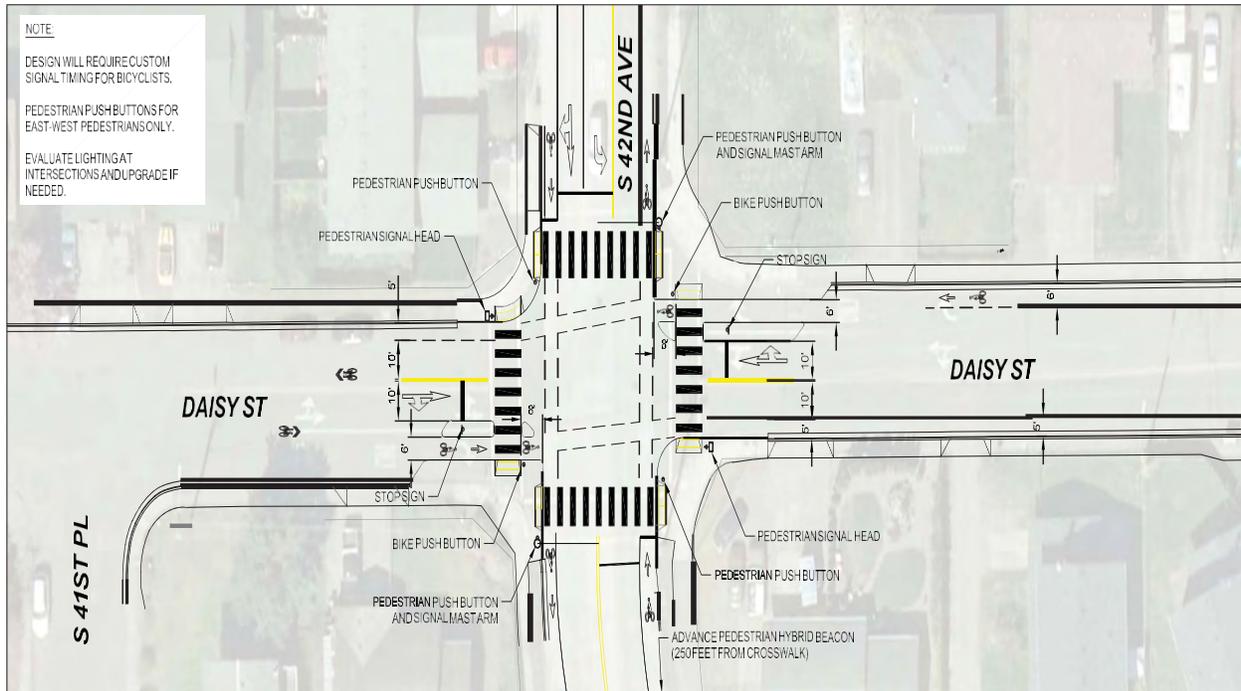
Pro

- Mandatory stopping requirements with a signalized intersection will allow controlled movement for pedestrians and cyclists crossing the intersection.
- Accomplishes the goals of the City to create a safer intersection design.
- May be able to accomplish improvements without Right-of-Way acquisition
- Intersection alignment is slightly improved from the current configuration.

Con

- ❖ Signalized intersections tend to be expensive.
- ❖ Will require additional advanced warning to the south on 42nd Street due to stopping distance.
- ❖ Right hand turns could be troublesome for larger vehicles due to available area in the proposed intersection.
- ❖ Left hand turns traveling S-N on 42nd Street would be troublesome due to stopping sight distance. These issues remain the same on the existing intersection configuration as outlined in the report.

Option 2B Pedestrian Hybrid Beacon



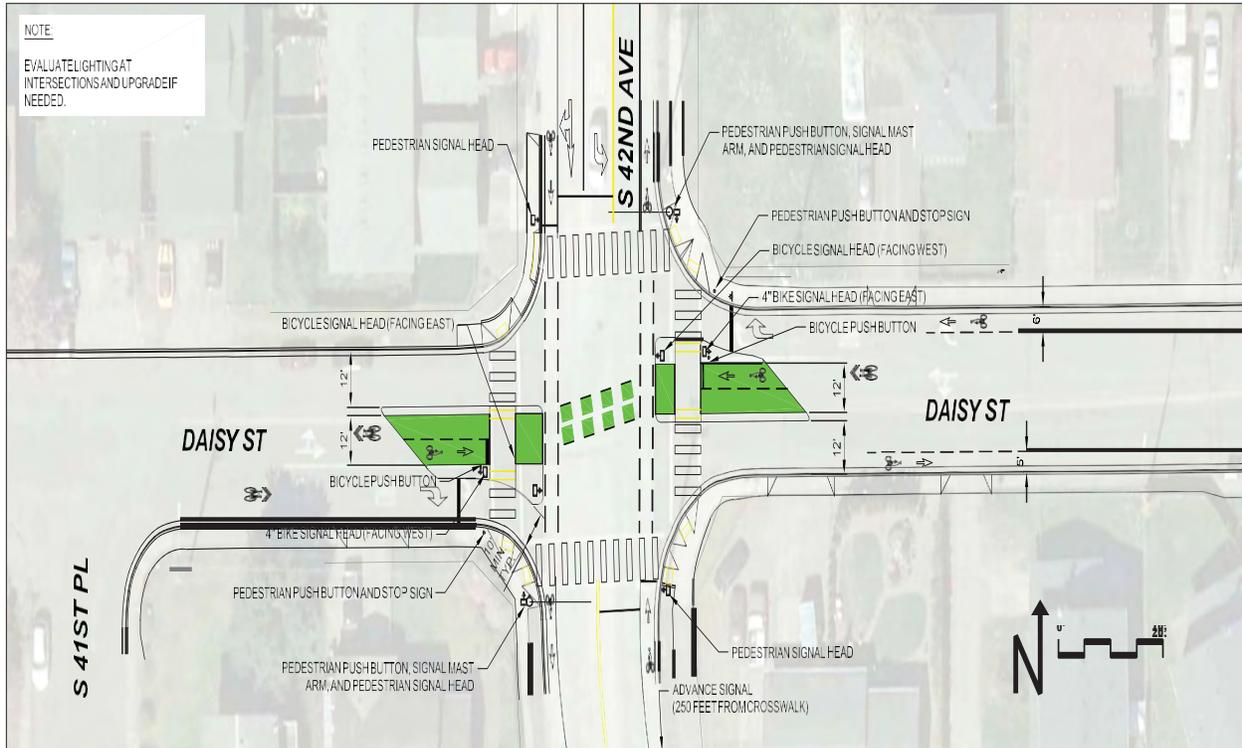
Pro

- Provides warning for pedestrians in the intersection.
- Low cost alternative to the existing footprint of the intersection.
- May be able to build within the existing Right-of-Way footprint for the intersection.
- Intersection alignment is slightly improved from the current configuration.

Con

- ❖ Does not account for existing issues with regards to stopping sight distance from the south of the intersection for vehicles and pedestrians.
- ❖ The layout does not fix existing problems with speed reductions for the intersection.
- ❖ Left hand turns traveling S-N on 42nd Street would be troublesome due to stopping sight distance. These issues remain the same on the existing intersection configuration as outlined in the report.

Option 3 Pedestrian and Bicycle Signal



Pro

- Provides warning for pedestrians in the intersection.
- Low cost alternative to the existing footprint of the intersection.
- May be able to build within the existing Right-of-Way footprint for the intersection.

Con

- ❖ Does not account for existing issues with regards to stopping sight distance from the south of the intersection for vehicles and pedestrians.
- ❖ The layout does not fix existing problems with speed reductions for the intersection.
- ❖ Unconventional design may cause confusion for drivers where they should be turning and areas of avoidance.
- ❖ Alignment of the intersection remains offset in the current configuration.
- ❖ Left hand turns traveling S-N on 42nd Street would be troublesome due to stopping sight distance. These issues remain the same on the existing intersection configuration as outlined in the report.



Conclusion

Design option number one (Roundabout) will provide the best alternative to the various issues discussed within this report. This design provides allowance for the ability to slow traffic, continuous movement for vehicles in all directions, advance warning for pedestrians, and safe areas for pedestrians to cross, which all fall within the City's goals for an improved intersection. However, due to the size and needs for public right of way for this improvement, it will require acquisition of existing private parcels to meet minimum standards of design. The entry turning radius angles will need to be verified during final design to accommodate all vehicles that utilize this busy intersection. Although costs to create this design are not typically as high as signalized intersections, land acquisition will remain an unknown cost to move forward. If land acquisition becomes too cumbersome to continue, the next best option is to signalize the intersection and provide direct control over the movements for vehicles and pedestrians.



Appendix 5: Communications Plan

Development & Public Works Department Virginia-Daisy Bikeway Communications Plan 2016

Introduction

The City of Springfield was selected to receive funding for Virginia-Daisy Bikeway project covering the design development and selection phase through the Oregon Bicycle and Pedestrian Advisory Committee's Transportation Enhancement grant program. The goal of the project is to provide a safe and comfortable bicycle corridor that can be used by people of all ages and abilities. Additionally, the design should enhance the overall appeal of the corridor for all users, improve pedestrian safety and usage, and provide traffic calming for automobile traffic to emphasize the active transportation priority along the bikeway.

This Communications Plan will support the Virginia-Daisy Bikeway project by setting objectives, strategies, and tactics to increase awareness and understanding of the overall project and specifically to inform Springfield residents that live within the project area about the overall goal of the project and opportunities to give input.

Individual tactics identified in this plan will be developed using this plan as a guide and the Virginia-Daisy Bikeway Communications Project Plan will contain more in-depth details. Tactics may be used multiple times to implement more than one communication strategy. This plan will be updated as needed during the duration of the project and was developed using the DPW Communication Team's guiding principles that project information provided is accurate, effective, consistent, cost-efficient, engaging, and fun.

Goals

The goals of this plan will help guide the overall communications for the project.

- Ensure the Springfield community has opportunities to be informed about the project.
- Ensure the Springfield community has opportunities to provide input on the project; specifically businesses and residents within the project area.
- Project communication is effective and efficient.

Objectives

These stated objectives were developed based on known effective outreach for similar types of City projects previously conducted.

- A significant portion of the Springfield community is aware of the project and its objective, especially residents living in the immediate project area.

- A significant number of Springfield residents that are located within the project area provide input on the project.
- Opportunities to continually improve project communication are captured.

Core Message

These core messages help describe the need for a project communications plan and provide consistent messages for implementing and managing the plan.

- The City of Springfield is committed to providing safe transportation options.
- The goal of the Virginia-Daisy Bikeway project is to provide a safe and comfortable bicycle corridor that can be used by people of all ages and abilities.
- The design of the bikeway should enhance the overall appeal of the corridor for all users, improve pedestrian safety and usage, and provide traffic calming for automobiles to emphasize active transportation along the street and enhance the neighborhood feel.
- There will be multiple ways for the Springfield community to receive and seek project information and provide input on the project; specifically the design of the bikeway.

Audience

The target audiences for project information will be the broader Springfield community, and specifically residents that are located within and around the project area; immediately along Virginia Street and Daisy Street. Also, the City will engage partner agencies that will be involved in the design and subsequent construction for the project. Audiences will be provided information that aligns with communications guiding principles.

Strategies & Tactics

The strategies and tactics of this plan will be implemented to reach the stated objectives. Strategies define how to achieve overall objectives by answering the “what” will be done. The strategies outlined in this plan were developed to address all objectives. The tactics answer the “how” by identifying the specific activities that will be implemented to further strategies and overall objectives. Key staff identified for each tactic will provide direction and/or input on implementation.

- 1. Provide the Springfield community multiple ways to receive and seek project information.*
- 2. Inform Springfield residents that are located within the project area about the project and opportunities to give input.*
- 3. Elicit feedback from the community to improve two-way communication.*
- 4. Evaluate the effectiveness of strategies and tactics implemented and adjust as needed.*

Deliverables

Tactic	Timeline	Key Staff
Project Web Page	Establish early 2016/ on-going	Loralyn Spiro, Emma Newman
Newsletter Article(s)	Edition(s) TBD	Loralyn Spiro, Emma Newman
Social Media	On-going/ as needed	Loralyn Spiro
LTD Advertising	Specific dates in 2016 TBD	Loralyn Spiro
Flyer/Poster	Create based on project timeline/ update as needed	Loralyn Spiro, Emma Newman
FAQs	Create based on project timeline/ update as needed	Loralyn Spiro, Emma Newman
Talking Points	As needed	Loralyn Spiro, Niel Laudati
Media Advisories	As needed	Loralyn Spiro, Niel Laudati
Open Houses	Date(s) based on project timeline	Emma Newman, Michael Liebler, Loralyn Spiro, other Community Development staff or Consultant as needed
Events	Research/ establish list	Emma Newman, BPAC Members
Presentations	Research/ establish list	Emma Newman, BPAC Members
Postcard Mailings	Create based on project timeline/ update as needed	Loralyn Spiro, Emma Newman
One-on-One Meetings	Research/ establish list	Emma Newman
E-Updates	Establish sign up mechanism early 2016/ as needed	Loralyn Spiro, Emma Newman
Survey	At end of project	Loralyn Spiro, Niel Laudati
Analytics	On-going	Loralyn Spiro, IT Department
Debrief Meetings	After key project milestones	Emma Newman, Michael Liebler, Loralyn Spiro, other Community Development staff or Consultant as needed



Appendix 6: Written Comment Log

Virginia-Daisy Bikeway Log of Written Comments

2/5/2016, Resident at 40th and Virginia Ave:

Is the City planning to eliminate parking along Virginia Ave. to put in bike lanes? Many of my neighbors are upset about this possibility. This would be VERY distressing due to the fact that this is the only parking for any guests at my house. My suggestion for bike safety on this street is not to add bike lanes, but to find some way to slow traffic down.

City Staff called Resident at 40th and Virginia Ave back: spoke with him about the project and added him to the interested parties list.

5/18/2016, Resident at 48th and Daisy St:

I'm excited to see that there could possibly be a roundabout at the 42nd Street Intersection (that intersection is a huge pain when driving and biking). My house is located on the South side of Daisy St. at the intersection of Daisy St. and S. 48th St. One of the proposed plans show a tree being placed right in front of my house. Is there any way to request a tree not to be placed in front of my house? There used to be a tree near where this proposed tree is, and the roots of that tree snaked its way all throughout the yard and under the house. That tree was cut down several years ago, and when we installed a sprinkler system in our front yard 2 years ago, we had the task of digging up all those roots, and I would hate for a new tree's roots to do the same thing.

My dog and I go on a lot of bike rides, and we always see families out with small children biking as well, but we tend to bike on the Weyerhaeuser Haul Rd. to avoid all the traffic. Am I correct in assuming that you wouldn't be able to turn that into a nice bike path because it's owned by Weyerhaeuser? Weyerhaeuser Haul Rd. could make an awesome bike path because it's away from cars, and it would be safer for folks with kids, and dogs.

Thanks!!

City Reply

Hi (48th and Daisy St Resident),

Thank you very much for reaching out to me regarding the Virginia-Daisy Bikeway project.

We are in the preliminary design concept phase of the project and there are still plenty of opportunities for amendments to the initial design concepts. The tree wells depicted in the preliminary design are conceptual and the specific locations of that treatment are yet to be determined. I have documented your request and will make sure that it is incorporated into design conversations as we refine the project. Your input is greatly appreciated.

The Weyerhaeuser Haul Rd is also identified in the City's Transportation System Plan as an opportunity for additional pedestrian and bicycle improvements. Willamalane and the City will be partnering on that project, but it is a separate project from the on-street Virginia-Daisy Bikeway project that is currently underway and has funding available. I will be reaching out to Willamalane staff and to learn more about the timeline for improvements along the Weyerhaeuser Haul Rd since other residents in the area have also asked the same question.

Virginia-Daisy Bikeway Log of Written Comments

We will be hosting an open house for the Virginia-Daisy project at Mt. Vernon Elementary School starting at 6pm on Wednesday, May 25th. I hope that you are able to attend, learn more about the project, and provide additional feedback.

Would you like to be added to the interested parties email list for the project? If so, please click [here](#) to sign up.

Thanks again,

Emma Newman
Transportation Planner
City of Springfield
541-726-4585

5/19/2016, Property Owner at 51st and Daisy St:

I am the owner of XXXX Daisy property.

I received a post card with information regarding the project. I would like to be included in receiving additional information and details of upcoming meetings.

I was unable to find when and where the open houses will be held. I would like to add – the post card is the first I have heard of the project but I am thrilled and would like to support the effort.

Thank you!

5/26/2016, Community Member:

I was unable to attend the meeting, but would like to suggest this:

There are few places for these people to walk safely without being endangered by bikes/skateboards. Families with toddlers, and elderly persons would appreciate a "walking only" lane on one side of a bikeway (could just be painted on).

City Reply

Thank you for your comment. Have you had a chance to look through the [Preliminary Design Concepts](#), available on the [Virginia-Daisy Bikeway project website](#)? The current preliminary concepts propose including additional sidewalk and ramps to fill the gaps that currently exist along the corridor. Typically we would not stripe a walking lane along a street in the same location where sidewalks are provided.

5/27/2016, Comment Member Reply

...sidewalks/ramps are great....perhaps occasional signs re where skateboards go (hopefully not on sidewalks with pedestrians). (no need to respond to this email)

Virginia-Daisy Bikeway Log of Written Comments

5/31/2016, Resident at Bob Straub Parkway and Daisy St:

Dear Ms. Newman:

I do have a lot of questions. I live on the corner of Daisy and Bob Straub.

1. Where is all the money coming from for this project? When they put in Bob Straub parkway they had nice wide sidewalks. I have tried walking them but the exhaust fumes from all the vehicles make that unpleasant and unhealthy.
2. Are there plans to install traffic signals at the corners of 42nd and one for Bob Straub and Daisy? One can hardly get off or on 42nd and the curve before Daisy is deadly. Drivers on Bob Straub try to beat the traffic signals coming from the south and going north. It is quite hard to get across Bob Straub and walking requires either going down the block to the south or going north to one of the median strips. There have been quite a few accidents at that corner.
3. I walk on Daisy Street and there are houses all along 98% of Daisy Street. How are you going to widen these streets so you can put in extra trees and lanes? Is this another plan to steal land so our properties are devalued or raise taxes? Will this mean I will be able to step from my front door directly on to Daisy?
4. I do not have a problem crossing Daisy. Why would you need a special walk way? The biggest problem are the cars racing through the intersection of Daisy and Bob Straub. If you happen to be crossing at the corner at Daisy you better be ready to run. I suspect there is a problem at the 42nd St crossing also.

You can't fix stupid which is how most people drive and pedestrians think they are special and can stop 3000 lb vehicles. EVERYONE needs to pay attention whether walking or driving.

Thank you,

(Resident)

City Reply

Hi (Resident),

Thank you for writing to us regarding the Virginia-Daisy Bikeway project. Here are some responses to your questions:

1. There is some federal funding for an overlay project that will precede the bikeway treatments. The bikeway project itself is funded through the Oregon Bicycle and Pedestrian Advisory Committee's enhance grant funds. Some additional funds may be allocated to be able to cover the cost of safety improvements at the 42nd and Daisy intersection, depending on the final cost of the project.

Virginia-Daisy Bikeway Log of Written Comments

2. A full traffic signal is one of the current preliminary design concepts under consideration for the 42nd and Daisy intersection. To see the full preliminary design concepts and specifically view the 42nd and Daisy intersection treatments under consideration, please [click here](#) (pages 7-9). For the full project website, please visit <http://www.springfield-or.gov/dpw/Virginia-DaisyBikewayProject.htm>. The project is working to address the safety concerns at the 42nd and Daisy intersection that you stated. The Daisy and Bob Straub Parkway intersection is not within the scope of this specific project. We recognize that intersection could also benefit from improvements, but no funding is available for that location at this point.

3. The majority of the project will maintain existing curb-to-curb widths with the exception of a little bit of potential corner widening at 42nd St. We also heard from residents along the corridor at the Open House last week that they would like to see the narrow section between 51st and 52nd widened. There would be no widening along the portion of Daisy St near your location.

4. The project design's goal is to enhance the overall appeal of the corridor for all users, improve pedestrian safety and usage, and provide traffic calming for automobiles to emphasize active transportation along the street and enhance the neighborhood feel. We hope that this will address your concern regarding cars racing along the corridor. I am not sure which specific special walk way you are referencing in the design, but would be happy to answer your question if you clarify the location.

Thanks again for your input,

Emma Newman

Resident Reply

Thank you Ms. Newman for your prompt reply. I passed it along to some of the people in the HOA.

6/1/2016, Resident at 49th and Daisy St:

Questions we have as residents of Daisy Street:

Will the hazardous old maple trees come down that were severely damaged in the ice storm two years ago? One of the city-owned trees in front of our house has a split that's about 20 feet in length from the tree top to the trunk area. When the wind blows we can still hear cracking in the upper limbs, and a lot of debris still drops periodically to the ground. The tree is not safe to be left in the condition it's currently in. We repaired our own roof and replaced our own broken window, caused by the storm, after we didn't hear back from the city with 3 attempts to get in touch with them following the storm.

Will parking be restricted making it difficult for home owners that live along Daisy?

Specifically, what will be done to slow traffic as we see numerous cars blow through the only stop sign (at 49th Place) between 42nd and Bob Straub? Our 16-box mailbox was knocked off the support and

Virginia-Daisy Bikeway Log of Written Comments

tossed across a driveway from a car that sped through the stop sign after it hit another car. It then rested on the wrong side of the street in the yard (2 houses from the stop sign) across from our property. Current traffic completely disregards the speed signs posted. We know of 5 cats including 2 of ours that have been killed in front of our house. There are a lot of young children that now live near our home. It's hard enough to see animals killed, but we cannot help but be concerned about children in our neighborhood.

What will be done to the area that bottlenecks between 51st and 53rd, where there is a fence built on the curb?

Will the traffic still be blocked on 49th Place where road access to Main Street once existed? 49th Place to Main became a WALKING PATH (seriously?) when a series of apartments were built in the field that was once a Drive-in Theater. This makes it very hard for cars to pass to Main Street between the assisted living housing and apartments meandering around to come out at 48th and Main. That street is barely passable by two cars going in opposite directions now; therefore, people blow through our street to get to either 42nd or Bob Straub. It makes one wonder who dreams up such plans? Certainly not someone who lives in this neighborhood.

This was a wonderful tree-lined sleepy lane when we moved in 21 years ago. That peace and quiet was completely destroyed when the city punched through Weyerhaeuser Road making this a speedway. Our street became one of the longest parallels to Main. Since that street change we see many frightening characters day and night that now roam the street, some digging through residents' garbage cans. And, we've witnessed high-speed pursuits by police attempting to do their job when chasing criminals. This is no longer the pleasant area we once experienced. Hopefully some of your plans with these proposed bike lanes will do something to correct some of the difficulties that were created when Daisy Street's neighborhood was turned into a high-speed nightmare.

Thank you for listening to these questions and concerns,
(Resident)

City Reply Part 1

Thanks for writing with regards to the Virginia-Daisy Bikeway project. I am looking into some of your questions regarding the tree concerns with our maintenance staff and will send you a full reply to your email when I am back in the office early next week.

The full Preliminary Design Concepts are available on the project website at http://www.springfield-or.gov/dpw/Transportation/SupportFiles/Virginia-Daisy_Bikeway_Preliminary_Design_Concepts.pdf. A variety of different traffic calming treatments are proposed, which may interest you and address some of your concerns expressed below.

City Reply Part 2

Virginia-Daisy Bikeway Log of Written Comments

Hi (Resident),

Thanks again for writing to us with regards to the Virginia-Daisy Bikeway project. Below I have provided the answers to your various questions.

- 1) Our operations and maintenance staff are looking into the trees that you described and assessing what can be done to improve the situation. The preliminary feedback was that it appears as if the trees were topped many years ago and are now experiencing the results of topping.
- 2) The majority of the existing parking is maintained in the [Preliminary Design Concepts](#). The last page of the document explains the parking utilization study that was conducted, which informed the Preliminary Design Concepts. Some locations have parking consolidated to one side of the street in locations where very low utilization was observed. As you can see for your portion of the corridor, almost all of the existing parking would be maintained as currently proposed. The primary treatment proposed is a shared lane marking, also known as a “sharrow,” which is marked with paint. Additional trees are proposed at some locations along the corridor to help provide additional traffic calming and neighborhood beautification. As the design progresses from preliminary concept into a refined design, we will work with residents along the corridor to place trees in the most appropriate locations. The result will most likely be fewer trees than are currently shown. The trees would also be selected to be appropriate street tree varieties so they do not create some of the same problems you are currently experiencing with the silver maples. What do you think about the trees?
- 3) Traffic calming to create an environment that encourages people to drive neighborhood appropriate speeds is a priority for the project. Along the corridor, we are looking at a variety of different physical engineering treatments to achieve this goal. There are various locations that are being considered for raised crosswalks, others with mini-roundabouts (see attached photo), as well as a few locations with planted buffer areas. The trees that are proposed would also help traffic calm as well, which helps to prevent people from speeding. The Preliminary Design Concepts show a raised crossing or mini-roundabout treatment every several blocks, which would help deter people from using the length of the corridor as a speedway. Additionally, we are looking to fill in a few sidewalk gaps that exist to ensure pedestrians have a safe place to walk.
- 4) The Preliminary Design Concept shows additional sidewalk being added to fill in the existing gap from 51st to 53rd and to provide one travel lane in either direction. This configuration would also be signed with no parking through the narrow section, similar to how it is currently unsafe to park in that location. The preliminary proposal would not require any additional right of way. The gentleman’s property you referred to comes up to the edge of the road currently. I’d be interested to hear your thoughts about this couple block area.
- 5) The location to the north of Daisy at 49th Pl is not within this project’s scope, but appreciate your feedback about that location as well.

Virginia-Daisy Bikeway Log of Written Comments

- 6) We have heard from you and many of your neighbors about speeding concerns along Daisy St and Virginia Ave. We also have worked with police officers who work in the area as part of the concept development and they are supportive of the proposed traffic calming, which will help deter speeding.

I hope that the Virginia-Daisy Bikeway project can help make your street more pleasant. Please let me know if you would like clarification on any of the topics above.

Thank you,

Emma Newman

Letter from Two Residents at 44th and 45th and Daisy:

Dear Emma Newman:

We are contacting you to give our opinion of the proposed Virginia-Daisy Bikeway Project. We realize that the project has already been decided on and that it is likely too late to cancel the project, but we would still like to state our objections.

1. Before city officials decide to do something, they should live in the neighborhood for a year or two in order to understand the dynamic of the neighborhood. Since that is likely impossible, a questionnaire should be sent to those who live in the neighborhood to assess the feasibility of a project.
2. When it was decided to put Daisy Street completely through, we were assured that our neighborhood wouldn't be impacted by extra traffic. Before the street was put through, we had approximately 300 vehicles a day drive past our houses. Most of those were in the morning, people in the neighborhood going to work, or in the late afternoons when they were returning home. We had very little traffic mid-day and late at night. Now, traffic is constant. I believe that your count shows approximately 3000 vehicles a day. Those vehicles ignore traffic safety and regulations. We have vehicles going by our house at 40-80 mph mid-day and late at night.
3. Because of the excess traffic, the road surface has deteriorated. The street was repaved several years ago, when the anticipated traffic load was approximately 300 vehicles per day. Now that the traffic load is 3000 vehicles per day, the pavement is in extremely bad condition.
4. We have noticed that where there are bike lanes, bicyclists realize that they're being encouraged to use those routes. But... they don't use the bike lanes. They ride on the sidewalks. One of us was struck by a bicyclist when she was walking down the sidewalk and the cyclist, coming up behind her, wasn't paying attention to where he was going or what was in his path. Like vehicle drivers, bicyclists often are busy talking or texting with their cell phones and not paying attention to what is around them or in their path.
5. With the increased amount of traffic caused by the through opening of Daisy Street, it's very difficult to back out of our driveways when we need to go somewhere. We frequently have to wait for several minutes before there is a large enough gap in traffic to allow us to back out without causing an accident.

Virginia-Daisy Bikeway Log of Written Comments

6. Because we already have a large number of bicyclists traveling on this street (actually riding on the sidewalk since that's where they prefer to ride) we have almost caused an accident with a bicycle. They don't follow common laws (bicyclists are supposed to follow basic traffic laws about which side of the street to ride when going a particular direction, etc.). They pay no attention to cars trying to legally exit a driveway or side street.

7. One of the issues that is a problem in the section of Daisy Street where we live is designating parking on the north side of the street, the side of the street where our houses are located. We live across the street from the Country Manor Mobile Home Park. At one time, it was a Mobile Home Park. Now, it a trailer court. The Park has rules and regulations about how many vehicles can be parked in and around each space.

If the residents of a particular space have more vehicles than permitted, then they park them along Daisy Street. With designated parking on the north side of the street, the side where we live, then those extra vehicles will be parked in front of our homes. That means our invited guests, family and friends, won't be able to park by our home. They might have to park several blocks away. This last weekend, there were 6 vehicles parked on the south side of Daisy Street. When the Bikeway is established, those vehicles will have to park on the north side of the street. I don't know how you feel about the area in front of your home being taken up with parking by strangers, but it doesn't sit well with us.

Daisy Street was originally a quiet, back street in a residential neighborhood. It was not designed to be a major thoroughfare, an adjunct to Main Street. However, with the changes that have been made, and that are scheduled to be made, it is no longer the quiet family area where we have lived for so long.

Sincerely,
(Resident)
(Resident)

City Reply (Letter Mailed 7/1/2016)

Thank you for sending in your letter expressing your opinions on the project. We are still in the process of collecting input from residents in the area. Final decisions on design have not been made yet and there are more opportunities coming up to express you opinion moving forward. We have heard similar concerns from our police department and others in the neighborhood in relation to the numerous occurrences of speeding along the corridor. One of the goals of the project is to improve safety by installing traffic calming measures to get vehicles to slow down. In relation to your comment about road deterioration, this project is being performed in combination with a re-paving project to address the roadway condition. By combining our efforts for preservation and enhancement we hope to save money, minimize construction impacts to the citizens on the corridor and return the street to more of a residential neighborhood condition and detract its use as a higher speed major thoroughfare.

If you would like to provide additional comments, we have another public open house coming up from 6:00 to 7:30pm on Tuesday July 12, 2016 at Papa's Pizza on Main Street. You are always welcome to contact us directly as well and we are more than willing to set up a time to come to your residence to discuss your concerns in person.

Virginia-Daisy Bikeway Log of Written Comments

Thank you,

Michael Liebler and Emma Newman

7/10/2016, Resident at 51st and Daisy St:

Hi,

Finally got a chance to look at project ideas.

I have lived here on Daisy for 14 years and can say without a doubt that a round about at the 42nd and Daisy intersection is a bad idea.

I've always wished for a traffic light there.

As having driven my children to Mt. Vernon Elementary has always been a dangerous endeavor.

Please put up traffic lights!!! It would be better for everyone.

City Reply: Emma Newman called resident back and shared project update and answered questions. Emma shared the safety information from the project and explained the benefits associated with roundabouts compared with traffic signals and she said, "what do I know? If a roundabout is safer, that's good." Overall, she was very glad that something will be done to address the safety at 42nd and Daisy St and along the corridor.

7/12/2016, Property Owner at 40th and Virginia Ave:

Emma,

My name is XXXX. I am a teacher and I own a home at XXXX Virginia with my husband and my 1.5 year-old son who was at the open house with me tonight. (I felt awkward because I forgot his shirt. Oops!) We didn't stay long.

I wanted to say that overall I think this project is a great idea for Springfield. I heard many people who seemed caught up in the nitpicking specifics as it pertains to their house. I am fortunate that we live in the cul-de-sac and therefore my home won't be directly impacted, but I will be driving and walking this bikeway everyday. I think it will make it safer and more enjoyable for pedestrians and bikers as well as the kids playing in their yard.

Thanks,
(Property Owner)

City Reply

Thank you so much for taking the time to come to the open house and to follow up with your feedback. If you would like to receive email updates about the project, please [click here to sign](#)

Virginia-Daisy Bikeway Log of Written Comments

[up](#). We will be having a public hearing at the City Council this fall, tentatively scheduled for October 3rd if you'd like to provide additional comment.

7/15/2016, Resident at S 44th St:

I received the post card in the mail re:the open house to discuss this project. I was unable to attend but do have some input. I live off of Daisy on S. 44th.

I have nearly been hit on my bike a handful of times trying to cross at 42nd headed south while I'm on my bike. This is the route to Clearwater bike path that my family uses. My daughter is in middle school and I will not let her ride her bike to school (ASMS) due to this bike crossing problem. Not only would a round-a-bout be helpful for pedestrian and bicycle crossing, it would make traffic slow down for cars too. the corner south of daisy on 42nd street does not have good vision to predict turning times from daisy to 42nd in any direction. Often traffic is speeding around this corner.

In addition, my middle school daughter has a babysitting job that she bikes to on 50th pl., so she heads east on Daisy. It is not at all set up for bicyclists and is concerning for sharing of the road. I, at this time, have advised her to ride her bicycle on the sidewalks (where there are actually sidewalks). This is unreasonable for the amount traffic, cars and bicycles, in this area of town.

I think this proposal is worth being pushed. My family would very much benefit from the improvements.

Please let me know if there is anything I can do to help this to come to fruition.

Sincerely,

(Resident) & Family

City Reply

Thank you very much for taking the time to provide feedback on the Virginia-Daisy Bikeway project and sharing your story.

There will be an opportunity for people to speak at the City Council meeting prior to the approval of the project design concept, which is currently scheduled for the evening of October 3rd, but could change. If you would like to stay informed about the project and the public hearing information, please [click here](#) to sign up for project email updates.

7/18/2016, Community Member:

Hi, I missed coming to the open house last Tues. July 12th, and main input I had concerns the intersection at 42nd and Daisy. I gave comment earlier at the Mt. Vernon School display to the effect that I thought we seriously needed a regular traffic light at that intersection, but now realize it's pretty close to the intersection at 42nd and Main Street to be having another traffic light so soon on 42nd south of Main Street. I would be content with a "calming" traffic circle at that intersection, but I wonder how it could be done with homes presently on every corner of that intersection and having enough land-

Virginia-Daisy Bikeway Log of Written Comments

room to make that modification. Oh yes and I love the idea of a yellow blinking light and cross-walk across 32nd at the end of Virginia to get to Willamalane Center from our neighborhood. Thank you for the planning work that's going into this project.

City Reply

Thank you very much for taking the time to provide feedback on the Virginia-Daisy Bikeway project.

The single-lane roundabout that is the preferred design concept treatment for the 42nd and Daisy intersection would require some additional space on a couple of the corners. However, we have spoken multiple times with the property owners whom we would be buying a small portion of land from and they are supportive of the project and have both expressed support for increased safety at the intersection. As the project moves from design concepts into detailed design in the fall, we will continue to work with the property owners to reduce impacts to their properties.

Have you signed up for our interested parties email list? If you'd like to stay more informed about the project and opportunities to provide further comment, please [click here](#) to sign up.



Appendix 7: Open House 1 Comments

Virginia-Daisy Bikeway Open House #1 Comments

Comments submitted by Open House #1 participants:

Comment form question: “Are the proposed refined design concepts presented today moving in the right direction?”

- Yes – 9 participants
- Maybe – 3 participants
- No – 3 participants

General Comments:

- 32nd and Virginia – slow traffic down turning onto Virginia Ave with the proposed intersection treatment. Supports sharrows. Concerned about trees and effecting visibility.
- Not happy with roundabout proposal. Improve intersection at Daisy and Bob Straub Parkway (roundabout would be OK) and 42nd and Daisy (but not roundabout). Loss of parking on one side of the street.
- Interested in bike path. Does not like proposed design concepts proposed today. City of Springfield is running a parallel project with Booth Kelly and Weyerhaeuser Rd. Why spend taxpayer money on Virginia-Daisy on residential street with more conflicts? Would like to see off-street paths developed instead.
- No trees that the City has to maintain, staff and funds do not exist. Mini-roundabouts are okay if they don't block the view so that neighbors can't see across or down the street. Don't mess with the parking.
- Changing 42nd and Daisy intersection is great. Roundabout option is good. Opening Daisy and adding sidewalks and the buffered bike lanes are great. Overall good conversations from folks who live along Daisy and want to slow the traffic. Keep up the good work. Concern about 53rd [51st – 52nd] and Daisy issue – property and fence are at the street, would like to see widened improvements.
- Like the roundabouts with single lanes for slowing traffic and it makes it safer for bikes. Bike boxes are great. Also buffered bike lanes in some places are great for safety. Not enough speed bumps [raised crosswalks]. Great job!
- Roundabout at 42nd would work if all the blind spots were removed. Having a curb extension close to my address is a great idea and would slow traffic. More narrowed, raised crossings. Keep up the great work.
- Roundabout will keep traffic flowing and provide safe crossing for pedestrians and bicycles. Add more speed bumps [raised crosswalks] and raised crosswalks between 42nd and 46th. Slow traffic on Daisy. Keep green space between sidewalk and street.
- Would like to see more raised crossings. Keep up the good work. Would like the right turn on 42nd only.
- Yes, most of the ideas are great. 42nd and Daisy no roundabout. Light would be better. S 52nd St and Daisy is a concern.

Virginia-Daisy Bikeway Open House #1 Comments

- Excited project is moving forward and it has been needed in Springfield. Would like to see more of this in the future, great job! The roundabouts, just the large one [42nd] are a bit concerning regarding pedestrian safety, which is usually caused by unobservant drivers.
- More bikers = more broke people who steal my stuff. When Albert Einstein made the nuclear bomb and the army used it he felt terrible. I feel the engineers off this project will feel the same. Does not support the design. The trees are going to be absolutely terrible for bikes and a bus stop [school bus] is where one of the trees is currently located in the design.
- Slow the traffic down with speed bumps [raised crossings], traffic circles [mini-roundabouts] and stop signs. Traffic circles are fine and the large speed bumps. Use the money to pave existing spur streets and put in speed bumps to slow traffic. Already have enough non-maintained trees on the street. More stop signs and traffic islands. Does not really like the proposed design. Street parking would be gone. More bike traffic means more transient traffic. Cars already being broken into and bikes being taken from property. Maybe come down the street after 7pm and on the weekends to see everyone parked on the street.
- Support the shared travelway, beacons at 32nd and Virginia Ave, mini-roundabouts at 35th and 41st, bicycle lanes on Daisy all the way, and 42nd/Daisy traffic light, full signal preferred. Adding trees is not necessary, let people do it in front of their house if they want to. Safely crossing 42nd and Daisy on foot or bicycle is concerning currently, as well as 32nd and Bob Straub. Can the Weyerhaeuser Haul Rd have a path without the gates on either end?
- The width of the street is inadequate now. Condemn the north side to allow the street to be widened [52nd].

Mapbook Comments

During the open house, the Preliminary Design Concept mapbook pages were displayed and sticky notes were provided for participants to leave comments. The following comments were submitted on sticky notes on the mapbook pages during the event.

Page 1:

- No comments.

Page 2:

- *32nd St. and Virginia Ave.* – Make this a round about.
- *32nd St. and Virginia Ave.* – Willamalane will begin construction at this location mid-July. We will have signage here. Simon is the proj. manager. Thx!

Page 3:

- *General Comment* - If Booth Kelly Road is going to be improved as a pedestrian/bike path in the future... why put money into Daisy-Virginia?
- *S. 35th St. and Virginia Ave.* – Single car drive 3450 Virginia Ave.
- *S. 35th St. and Virginia Ave.* – What about paving 35th St.? It's rock.

Virginia-Daisy Bikeway Open House #1 Comments

- *S. 37th and Virginia Ave.* – Looks great!
- *S. 37th and Virginia Ave.* – More speed bumps, no trees.
- *S. 37th and Virginia Ave.* – Crashes, traffic calm here?
- *S. 37th and Virginia Ave.* – There is already a tree in the yard at 3716 Virginia.
- *S. 37th and Virginia Ave.* – Duplex on corner of 37th and Virginia always has 4-10 cars parked on both sides of the street. State run disability home. Fire hydrant on corner.
- *S. 37th and Virginia Ave.* –Why put in trees along road – who will water? SUB will only have to come along and trim them back. And die with no water.

Page 4:

- *General Comment* – No round about at 35th. We have too many tweekers casing our area. We are a good neighborhood watch. We need to see up and down the street. Use speed bumps.
- *General Comment* – Plant lots of trees!
- *S. 38th and Virginia Ave.* – Speed bumps!!! Just put speed bumps, Jesus!!!
- *S. 38th and Virginia Ave.* – Why did 3785 Virginia lose access to the east side of their house off 38th? That fence has been there for at least 30 years.
- *S. 39th and Virginia Ave.* – This large house has at least 10 cars and a taco truck with expired tags that park every night. They use their driveway and the street on both sides. No trees here.
- *S. 39th and Virginia Ave.* – This house uses street parking only. No trees
- *S. 39th and Virginia Ave.* – No tree here. Need parking on the street.
- *S. 40th and Virginia Ave.* – I live here. Please no tree in front of 4022 [Virginia Ave.] – need the parking.

Page 5:

- *4037-4053 Virginia Ave. Col-de-sac* – I live at 4042 Virginia. I don't want a tree or planter on front of my house.
- *Roundabout at S. 41st St. and Virginia Ave.* – Roundabouts without landscaping. Want to see through for security.

Page 6:

- *General Comment* – Not enough traffic control
- *S. 42nd St. and Virginia Ave.* – Looks great. Slow the cars down.
- *S. 42nd St. and Virginia Ave.* – This is the best option for this intersection.
- *S. 42nd Pl. and Virginia Ave.* – I like this idea [curb treatment]. Curb treatments would slow the traffic.

Page 7:

- *42nd St. and Daisy St. Option 1* – Great idea, round-about at 42nd and Daisy!
 - Agreed. I like this option.
 - Yes!

Virginia-Daisy Bikeway Open House #1 Comments

- *42nd St. and Daisy St. Option 1* – Much prefer this option.
- *42nd St. and Daisy St. Option 1* – No, not this option.
 - Not an option – too dangerous!
- *42nd St. and Daisy St. Option 1* – No fix. Very scary and dangerous for peds and bikers.
 - Definitely not.

Page 8:

- *42nd St. and Daisy St. Option 2B* – Option #2A 42nd St. Ok light, not a roundabout.
 - Yes!
- *42nd St. and Daisy St. Option 2A* – Best option. Love bike boxes and bike signals.
- *42nd St. and Daisy St. Option 2A* – Yes!! Much safer for peds and bikers.
 - Best option 2A.
 - Yes I agree!

Page 9:

- *42nd St. and Daisy St. Option 3* – No way for Daisy traffic to continue straight. Not good. Roundabout.
- *42nd St. and Daisy St. Option 3* – No, not this option.
 - No.
 - Agreed, no to this option.
 - No!
- *42nd St. and Daisy St. Option 3* – No. Not safe. Very inconvenient for traffic flow.
- *42nd St. and Daisy St. Option 3* – Much prefer roundabout.

Page 10:

- *S. 44th and Daisy St.* – Raised crossing.
- *Daisy St. between S. 44th and S. 46th St.* – Add some speed humps.

Page 11:

- No comments.

Page 12:

- *S. Weyerhaeuser Rd. and Daisy St.* – More of the raised crossing areas on Daisy to help slow the speeding traffic would be great.
 - Yes.
- *S. Weyerhaeuser Rd. and Daisy St.* – Raised crossings are great!
- *S. Weyerhaeuser Rd. and Daisy St.* – Use the [Weyerhaeuser] Haul Rd. between 48th and Bob Straub as bike path.
 - Yes.

Virginia-Daisy Bikeway Open House #1 Comments

- *S. Weyerhaeuser Rd. and Daisy St.* – I live here (4801 Daisy St.) and I do not want a tree in front of my house. If you have any questions please call me at 541-968-4814.
- *Daisy St. between S. 48th St. and Camellia St.* – Tree canopy is great!
- *Daisy St. between S. 48th St. and Camellia St.* – Raised crossing. More.

Page 13:

- *S. 49th Pl. and Daisy St.* – Yes to the roundabout.

Page 14:

- *S. 51st Pl. and Daisy St.* – Yes to this roundabout.
- *Fence at 52nd St. and Daisy St.* – Make this side wider. Add parking.
 - Agree
- *Fence at 52nd St. and Daisy St.* – Visit the dedication of ROW or condemnation.

Page 15:

- No comments.

Page 16:

- *Daisy St. after future trail connection* – Take 2nd look at parking here.
- *Daisy St., 54th St. to Bob Straub Pkwy Options* – Option 1 seems safer with buffered lanes.

Page 17:

- *Gateway St. and Daisy St.* – This is a “gateway” street. It’s not “Gateway St.”
- *Bob Straub Pkwy and Daisy St.* – Improve this intersection.
 - Yes I agree!!

Page 18:

- No comments.



Appendix 8: Open House 2 Comments

Virginia-Daisy Bikeway Open House #2 Comments

Comments submitted by Open House #2 participants:

Comment form question: “Are the proposed refined design concepts presented today moving in the right direction?”

- Yes – 8 participants
- Maybe – 1 participant
- No – 3 participants

General Comments:

- Yes! Thank you for the excellent design and safety! So nice and upgrading to all areas. This design just rocks! Great job Springfield.
- No. Remove in street tree planting. Buffered bike lanes restrict on street parking. Design impediments fail to acknowledge MD-50 standards and restrict movement of mobile homes. My concerns are loss of on street parking, extra maintenance costs for in street trees, parking loss will adversely impact residents along Daisy, the general design will cause movement problems with manufactured homes and large vehicles. Why not utilize Booth Kelly and Weyerhaeuser Haul Road as bicycle path, it would be cheaper.
- I like basically everything, especially all the roundabouts and flipped stop sign. Also the protected bike lanes. Please, please push for the 54th St. connection to Safeway and remove the gate on the Weyerhaeuser trail. Thank you! Keep up the good work.
- I like these refined design concepts: yes, as far as I understand them. My concerns are what kind of trees will be added? And where?
- I like the roundabout at 42nd. I suggest omitting the trees. My concerns are trees in the street – especially by our house 4022 Virginia – trees already in parking strips don't get trimmed.
- I like the treat 36th across from the mail boxes at 3566. Where I live the traffic through here travels very fast – too fast. My concerns are between 32nd and 37th is a speedway. A lot of pre-school aged kids at 33rd and 35th.
- I don't want to change the street.
- Roundabout at 42nd and Daisy is a great idea for safety of drivers and pedestrians.
- I like street modification of curb extension planted area, added trees, and raised crosswalks. My concerns are parking in front of mail boxes prevents delivery of the mail.
- I think that the bike route should utilize the Weyerhaeuser Haul Road once you get to 49th going east. I understand Willamalane owns this path. This would bring a ride out on 57th and the stop light across Bob Straub. I realize that Bob Straub is not part of this project, but the route leads you to a crossing that is very difficult. I think the roundabout at 42nd St. is an excellent idea. I have ridden the Daisy/Virginia route many times and have not had any problems with traffic. This corridor does not seem to be a cut through. Traffic seems to be mostly local residents. I am not sure all of the traffic calming is necessary or justified. Sharrows would be nice and bike route signs. My concern is the Bob Straub crossing. Is there any concern about changing the stop signs at 37th and 38th causing traffic to use this as a cut through or increase car speed? I like the 32nd St. crossing concept as a lot of kids could use this crossing. Is there a future plan for west of

Virginia-Daisy Bikeway Open House #2 Comments

Virginia to get a cyclist across the city without riding on Main St.? Will there be signage to get from Virginia to the new Mill Race trail?

- Roundabouts are a really good idea. I suggest fewer trees in the street.
- I like the roundabouts, especially at 42nd and Daisy, bike lanes, shared lane markings, and anything else you can do to inform others of cyclists on the road. Looks great. Remember to design the project like your kids will be using it. My concerns are that generally motorists far exceed the posted speed limit.

Mapbook Comments

During the open house, hard copies of the Refined Design Concept mapbook were available for review and sticky notes were provided for participants to leave comments. The following comments were submitted on sticky notes on the mapbook pages during the event.

Page 2:

- 32nd St. and Virginia Ave. - Like it at S. 32nd to the park for walking our grand kids. Thank you.

Page 3:

- No tree at 3495 Virginia Ave.
- S. 35th and Virginia Ave. - I favor roundabout here at 35th for safety.
- S. 35th and Virginia Ave. - Round on 37th needed, not on 35th. Oregon and Virginia both have stop signs. No problems there but several accidents are on 37th, 39th, and 40th every year.
- We don't want speed bumps that will cause damage to our camp trailers. Too tall and it will cause damage.
- S. 35th and Virginia Ave. – Remove this tree
- S. 35th and Virginia Ave. – Mine are perfect
- S. 37th and Virginia Ave. – Vehicles hit 35th-37th. Add speed cushions before 35th and 38th.

Page 4:

- S. 38th and Virginia Ave. – No trees
- S. 38th and Virginia Ave. – No tree
- S. 38th and Virginia Ave. – No trees
- S. 38th and Virginia Ave. – Leave stop sign on Virginia Ave.
- S. 40th and Virginia Ave. – More speed cushions, less trees
- S. 40th and Virginia Ave. – Please no trees @ 4022 Virginia
- S. 40th and Virginia Ave. – Median island will interfere with emergency vehicle's ability to make turns at 40th and Virginia.
- S. 40th and Virginia Ave. – Leave street the way it was – no trees 4022 Virginia Ave.
- S. 40th and Virginia Ave. – 4042 Virginia leave street as is. People park their cars in street.

Page 7:

Virginia-Daisy Bikeway Open House #2 Comments

- S. 42nd Ave. and Daisy St. – I favor a roundabout at 42nd and Daisy for safety.
 - Me too.
- Please I beg of you, put a roundabout here.
- S. 42nd Ave. and Daisy St. – Yes! To the roundabout.
 - Yes! Roundabout at 42nd St. much safer than is now

Page 6:

- Daisy St. between S. 42nd Pl. and S. 43rd St. – Concern about parking in front of mail boxes preventing postal delivery.

Page 9:

- Country Manor Mobile Home Park periodically enforces # of vehicles per space. At some times of the year cars will be bumper to bumper on the south side of Daisy.

Page 11:

- Daisy St. between S. 48th St. and Camellia St. – I like the look of trees, but not the silver maple that the contractor put on either side of my driveway. They are huge, with roots cracking and raising the sidewalk and my driveway and yard. 4833 Daisy..
- No trees at 4801 Daisy Please. Thanks.
- More raised crossings along Daisy would be great. Between Weyco Rd. and 47th. Thank you.
- At 4819 Daisy and 4817 we don't want the tree but we would like a speed bump. Speed bumps every few blocks.
- S. 48th St. and Daisy St. – Speed bump doesn't also need to be narrowed. It disrupts traffic more than reduce speeding. Speed bump is enough.
- 4817 Daisy has a 37' motor home that would not fit with the proposed tree. We need to be able to park to load and unload.
- The more speed bumps the more it will slow people down. If we don't get them they will speed up after they over them.

Page 15:

- Daisy St. between future 54th St. trail and Bob Straub Pkwy – Speed bumps for all of Springfield
- <3 Trees (maybe not too many) :)
- Avoid too many speed bumps
- Roundabouts are a great solution

Page 16:

- Daisy St. and Bob Straub Pkwy – No street parking!!! Make people park in their own driveways or the overflow parking.
- Daisy St. and Bob Straub Pkwy – When the time comes a pedestrian activated red light to cross Bob Straub Pkwy would be nice.



Appendix 9: Outreach Materials

Learn more about the Virginia-Daisy Bikeway Project!



Virginia-Daisy Bikeway Project

The City of Springfield is working on the Virginia-Daisy Bikeway Project and we need your input on the design concepts being considered. The project will develop a preferred design to provide a safe and comfortable bicycle corridor that can be used by people of all ages and abilities from 32nd to Bob Straub Parkway.

Additionally, the design will enhance the overall appeal of the corridor for all users and residents, improve pedestrian safety and usage, and provide traffic calming to support active transportation along the corridor.

[Visit Our Website](#)

Open House Event - We Need Your Input!

What type of design and improvements would you like to see? Come to our open house event to learn more and share your ideas!

When: 6 to 7:30 p.m. on Wednesday, May 25, 2016

Where: Mt. Vernon Elementary, 935 Filbert Ln, Springfield in the cafeteria

Questions?

Contact Emma Newman, Transportation Planner, at 541.726.4585 or enewman@springfield-or.gov with project questions.

You can also check out our Frequently Asked Questions for more information:
[Frequently Asked Questions](#)



STAY CONNECTED:



City of Springfield, Development & Public Works Department,
225 Fifth Street, Springfield, OR 97477

[SafeUnsubscribe™ {recipient's email}](#)

[Forward this email](#) | [Update Profile](#) | [About our service provider](#)

Sent by lspro@springfield-or.gov in collaboration with



Try it free today

Learn more about the Virginia-Daisy Bikeway Project!



Virginia-Daisy Bikeway Project

The City of Springfield has been working on the Virginia-Daisy Bikeway Project and we need your input on the refined design concepts to move forward to the Springfield City Council for consideration this fall.

Over the past two months, we have received feedback and input from numerous neighbors and the broader community through our first open house, emails, one-on-one meetings, and phone calls. We appreciate the concerns, ideas, and thoughts shared and the time to do so.

We have taken the feedback and input from neighbors, the City Planning Commission, and the City Council, and refined the design concepts to reflect the desire and needs of neighbors along the Virginia-Daisy Corridor. We want to share the refined design concepts with you.

[Visit Our Website](#)

Open House Event - Are We on the Right Track with the Refined Design Concepts?

We invite you to our Open House #2 to view the refined design concepts, ask questions, and provide additional feedback.

When: 6 to 7:30 p.m. on Tuesday, July 12, 2016

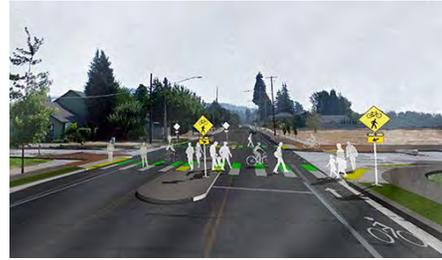
Where: Papa's Pizza at 4011 Main Street in Springfield

Questions?

Contact Emma Newman, Transportation Planner, at 541.726.4585 or enewman@springfield-or.gov with project questions.

You can also check out our Frequently Asked Questions for more information:

[Frequently Asked Questions](#)



STAY CONNECTED:



City of Springfield, Development & Public Works Department,
225 Fifth Street, Springfield, OR 97477

[SafeUnsubscribe™ {recipient's email}](#)

[Forward this email](#) | [Update Profile](#) | [About our service provider](#)

Sent by lspro@springfield-or.gov in collaboration with

Constant Contact 

Try it free today

Learn more about the Virginia-Daisy Bikeway Project!



Virginia-Daisy Bikeway Project Open House #2

A friendly reminder about our second open house for the project. We hope to see you there!

Open House Event - Are we on the right track with the refined design concepts?

We invite you to our Open House #2 to view the refined design concepts, ask questions, and provide additional feedback.

When: 6 to 7:30 p.m. on Tuesday, July 12, 2016

Where: Papa's Pizza at 4011 Main Street in Springfield

Questions?

Contact Emma Newman, Transportation Planner, at 541.726.4585 or enewman@springfield-or.gov with project questions.

You can also check out our Frequently Asked Questions for more information:
[Frequently Asked Questions](#)



STAY CONNECTED:



City of Springfield, Development & Public Works Department,
225 Fifth Street, Springfield, OR 97477

[SafeUnsubscribe™ {recipient's email}](#)

[Forward this email](#) | [Update Profile](#) | [About our service provider](#)

Sent by lspro@springfield-or.gov in collaboration with



Try it free today

Virginia-Daisy Bikeway Open House



**Wednesday, May 25, 2016
6:00 to 7:30 p.m.**

Mt Vernon Elementary Cafeteria

What type of improvements would you like to see along Virginia Ave and Daisy St?

*Drop-in at your convenience; no RSVP needed.
Light refreshments will be provided.*



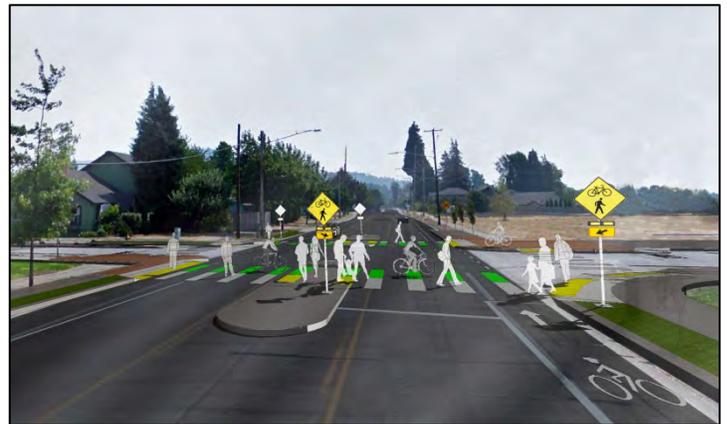
Virginia-Daisy Bikeway Open House



**Tuesday, July 12, 2016
6:00 to 7:30 p.m.**

Papa's Pizza – 4011 Main St. in Springfield

*Drop-in at your convenience; no RSVP needed.
Light refreshments will be provided.*





225 Fifth Street
Springfield, OR 97477

**Your input is
needed on the
Virginia-Daisy
Bikeway Project**

For details please
see reverse...

Virginia-Daisy Bikeway Project

The City of Springfield is starting work on the Virginia-Daisy Bikeway Project and wants your input on the design concepts being considered. The project will develop a preferred design to provide a safe and comfortable bicycle corridor that can be used by people of all ages and abilities from 32nd Street to Bob Straub Parkway. Additionally, the design will enhance the overall appeal of the corridor for all users and residents, improve pedestrian safety and usage, and provide traffic calming to support active transportation along the corridor. There will be multiple ways to provide input. Open Houses will be scheduled so watch for future postcards with details. You can also connect with the project manager to provide comments.

Q: How can I stay informed about the Virginia-Daisy Bikeway Project?

A: For more information or to sign up on our mailing list visit:
springfield-or.gov/dpw/Virginia-DaisyBikewayProject.htm

Q: Who can I contact if I have questions about the Project?

A: Please contact Emma Newman, Project Manager, at
541.726-4585 or enewman@springfield-or.gov





City of Springfield
225 Fifth Street
Springfield, OR 97477

***Join us to learn
more about the
Virginia -Daisy
Bikeway Project!***

**Open House
6 to 7:30 p.m.
Wednesday, May 25
Mt Vernon Elementary
Cafeteria**

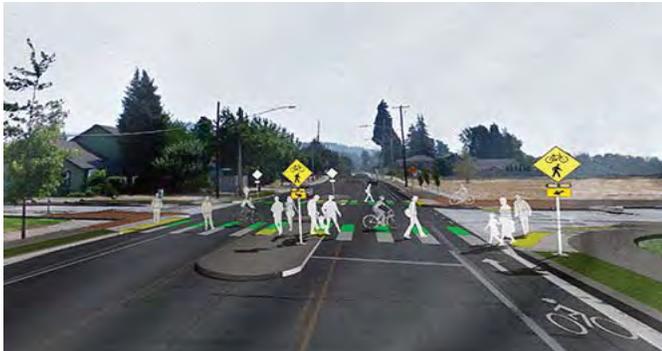


Dear Neighbor,

The City of Springfield is working on the Virginia-Daisy Bikeway Project and we need your input on the design concepts being considered. The project will develop a preferred design to provide a safe and comfortable bicycle corridor that can be used by people of all ages and abilities from 32nd to Bob Straub Parkway.

Additionally, the design will enhance the overall appeal of the corridor for all users and residents, improve pedestrian safety and usage, and provide traffic calming to support active transportation along the corridor.

What type of design and improvements would you like to see? Come to the neighborhood meeting to find out more and share your ideas!



Neighborhood Meeting
What type of improvements would you like to see?
6 to 7:30 p.m.
Wednesday, May 25, 2016
Mt Vernon Elementary
Room - Cafeteria
Drop-in at your convenience; no RSVP needed.
Light refreshments will be provided.



Questions?

Emma Newman, Transportation Planner
541.726.4585 or enewman@springfield-or.gov

Para esta comunicación en Español, por favor llame
a Molly Markiaran 541.726.4611



City of Springfield
225 Fifth Street
Springfield, OR 97477

***Join us to learn
more about the
Virginia-Daisy
Bikeway Project!***

**Open House
6 to 7:30 p.m.
Tuesday, July 12
Papa's Pizza on
Main Street**



Dear Neighbor,

The City of Springfield is working on the Virginia-Daisy Bikeway Project and we need your input on the refined design concepts to move forward to the Springfield City Council for consideration this fall.

Over the past two months we have received feedback and input from numerous neighbors and the broader community through our first open house, emails, one-on-one meetings, and phone calls. We appreciate the concerns, ideas, and thoughts shared and the time to do so.

We have taken the feedback from neighbors, the City Planning Commission, and the City Council, and refined the design concepts to reflect the desire and needs of neighbors along the Virginia-Daisy Corridor. We want to share the refined design concepts with you. We invite you to our Open House #2 to view them, ask questions, and provide additional feedback.



Open House

*Are we on the right track with
the refined design concepts?*

6 to 7:30 p.m.

Tuesday, July 12, 2016

Papa's Pizza

4011 Main Street in Springfield

*Drop-in at your convenience; no RSVP needed.
Light refreshments will be provided.*

Questions?

Emma Newman, Transportation Planner
541.726.4585 or enewman@springfield-or.gov

Para esta comunicación en Español, por favor llame
a Molly Markiaran 541.726.4611

Project website:
springfield-or.gov/dpw/Virginia-DaisyBikewayProject.htm

Springfield Virginia-Daisy Bikeway Project

Frequently Asked Questions



Q: What is the Springfield Virginia-Daisy Bikeway Project?

A: The Virginia-Daisy Bikeway Project will develop a preferred design to provide a safe and comfortable bicycle corridor that can be used by people of all ages and abilities from 32nd St to Bob Straub Pkwy along Virginia St and Daisy Ave. Additionally, the design will enhance the overall appeal of the corridor for all users and residents, improve pedestrian safety and usage, and provide traffic calming to emphasize the active transportation priority along the street. The project will provide an east-west alternative to Main Street for people wishing to ride bicycles in our community. Once the final design is selected, the project will move forward into construction in summer 2017.

Q: What is the main purpose of the Virginia-Daisy Bikeway?

A: The primary goal of the Virginia-Daisy Bikeway project is to provide a safe and comfortable corridor that can be used by people of all ages and abilities to ride bicycles to move about our community.

Q: Why is the Virginia-Daisy Bikeway Project necessary?

A: The City of Springfield is committed to providing safe transportation options. The Virginia-Daisy Bikeway will serve as a key east-west connection in the Springfield bicycle network and will provide a more comfortable alternate biking route instead of along Main St. The project is consistent with the Springfield Transportation Plan, TransPlan, the Central Lane MPO Regional Transportation Plan, and the Lane County TSP. It is also identified as a need in the Springfield Bicycle Plan. The Springfield Transportation System Plan identifies the need to, "expand and enhance Springfield's bikeway system" and "provide bike lanes on collector streets and provide parallel routes and bike boulevards on adjacent streets where appropriate."

Q: What changes will be implemented through this project?

A: The changes that will be implemented will be identified through the design development process, which will include comments and feedback from residents along the corridor and the broader community. A range of treatments will be considered, including, but not limited to, striping of bicycle lanes, sharrows, traffic calming infrastructure, intersection treatments, automobile traffic diversion, limited lighting additions, ramp improvements, speed and designation signs, and a crossing improvement at 42nd St. As the design options are developed and refined, updates will be posted to the project website.

Springfield Virginia-Daisy Bikeway Project

Frequently Asked Questions Continued



Q: What public outreach and involvement efforts are proposed for the Virginia-Daisy Bikeway Project?

A: There will be two open houses that residents and community members are encouraged to attend to learn more about the project and provide feedback during the design development process. Additionally, comments can be submitted to Emma Newman at enewman@springfield-or.gov. For the detailed outreach and involvement efforts, please see the Virginia-Daisy Bikeway Communication Plan.

Q: Where can I learn more and follow the process?

A: For more information on the project, please see the Virginia-Daisy Bikeway Project web page.

<http://www.springfield-or.gov/dpw/Virginia-DaisyBikewayProject.htm>

Q: Who can I contact if I have questions?

A: Emma Newman, Transportation Planner at 541-726-4585 or enewman@springfield-or.gov.

Para obtener información en español, comuníquese con Molly Markarian al 541-726-4611.



Appendix 10: Cost Estimate



Virginia-Daisy Bikeway: Preliminary Cost Estimate

Design Feature Cost Breakdown

Item	Estimated Quantities	Unit	Unit Price	Total Cost	Notes	Design Feature Quantity	Cost By Feature Group
Asphalt Raised Crossing (Speed Cushion) - Includes Sidewalk Curb Extensions & Ramps							
Curb Removal	87	LF	\$ 6.00	\$ 522			
Standard Curb & Gutter	100	LF	\$ 40.00	\$ 4,000			
Sidewalk - 4-inch	1,222	SF	\$ 15.00	\$ 18,330	Curb extensions and sidewalk infill		
Asphalt	975	SF	\$ 5.00	\$ 4,875	Includes grinding		
Crosswalk	1	EA	\$ 1,200.00	\$ 1,200			
Cushion Chevron Symbol	2	EA	\$ 150.00	\$ 300	Includes AC Removal		
Wayfinding Sign	1	EA	\$ 400.00	\$ 400			
Cost per Asphalt Raised Crossing (Speed Cushion)				\$ 29,627	Quantities from 38th St & Virginia, other raised crossings vary in total area.		
Cost w/ Contingencies & Other Costs Added				\$ 39,996	35%	7	\$ 279,975
Notes: 1) If raised crossings are not implemented, this area would be added into asphalt overlay area total.							
Median Island - Between S 47th St & S 48th St							
Asphalt Removal	1,200	SF	\$ 1.00	\$ 1,200			
Standard Curb & Gutter	412	LF	\$ 40.00	\$ 16,480			
Tree	4	EA	\$ 500.00	\$ 2,000	Includes curb extensions		
Landscape	1,200	SF	\$ 5.00	\$ 6,000	Includes grinding		
Cost per Landscape Median (w/ trees)				\$ 25,680			
Cost w/ Contingencies & Other Costs Added				\$ 34,668	35%	1	\$ 34,668
Mini Median Island - At S 40th St & S 44th St							
Asphalt Removal	75	SF	\$ 1.00	\$ 75			
Standard Curb & Gutter	55	LF	\$ 40.00	\$ 2,200			
Yellow Solid Line	60	LF	\$ 5.00	\$ 300	Includes curb extensions		
Landscape	75	SF	\$ 5.00	\$ 375	Includes grinding		
Cost per Landscape Median (w/ trees)				\$ 2,950			
Cost w/ Contingencies & Other Costs Added				\$ 3,983	35%	2	\$ 7,965
Mini Roundabout - 17' Diameter and oval - At S 35th St, S 41st St, & S 51st Pl							
Asphalt Removal	284	LF	\$ 1.00	\$ 284			
Mountable Curb & Gutter	53	LF	\$ 40.00	\$ 2,136			
Concrete Median	387	SF	\$ 12.00	\$ 4,644			
Yellow thermo solid line	453	LF	\$ 5.00	\$ 2,267			
Median Warning Signs	4	EA	\$ 350.00	\$ 1,400			
Cost per Mini Roundabout				\$ 10,731			
Total w/ Contingencies & Other Costs Added				\$ 14,486	35%	3	\$ 43,459
32nd Ave Intersection							
Asphalt Removal	725	SF	\$ 1.00	\$ 725			
Curb Removal	150	LF	\$ 6.00	\$ 900			
Concrete Sidewalk Removal	689	SF	\$ 2.00	\$ 1,378			
Standard Curb & Gutter	177	LF	\$ 40.00	\$ 7,080			
Sidewalk - 4-inch	1,796	SF	\$ 15.00	\$ 26,940			
Raised Island (Median)	456	SF	\$ 12.00	\$ 5,472			
Crosswalk	4	EA	\$ 1,200.00	\$ 4,800			
Tactile Warning Panel	4	EA	\$ 250.00	\$ 1,000			
Yellow thermo solid line	149	LF	\$ 5.00	\$ 745			
White thermo solid line	420	LF	\$ 5.00	\$ 2,100			
White thermo skip line	84	LF	\$ 5.00	\$ 420			
Stop bar (Thermo)	58	LF	\$ 24.00	\$ 1,392			
Stop Symbol (Thermo)	2	EA	\$ 150.00	\$ 300			
Wayfinding Sign	2	EA	\$ 400.00	\$ 800			
Stop sign	2	EA	\$ 350.00	\$ 700			
"Bikes to use pedestrian signal" sign	2	EA	\$ 350.00	\$ 700			
Two-sided RRFB	4	EA	\$ 10,000.00	\$ 40,000			



Virginia-Daisy Bikeway: Preliminary Cost Estimate

Design Feature Cost Breakdown

Item	Estimated Quantities	Unit	Unit Price	Total Cost	Notes	Design Feature Quantity	Cost By Feature Group
Pole-mounted pedestrian push-button	4	EA	\$ 250.00	\$ 1,000			
Stand-alone pedestrian push-button	2	EA	\$ 2,750.00	\$ 5,500			
Stand-alone bike push button	2	EA	\$ 2,750.00	\$ 5,500			
Total 32nd Ave Intersection Improvements				\$ 107,452			
Total w/ Contingencies & Other Costs Added				\$ 145,060	35%	1	\$ 145,060
Notes: 1) Asphalt overlay not included. See individual bottoms-up total for overlay.							
42nd Ave Roundabout (Option 1)							
Asphalt Removal	2,361	SF	\$ 1.00	\$ 2,361			
Curb Removal	453	LF	\$ 6.00	\$ 2,718			
Concrete Sidewalk Removal	2,050	SF	\$ 2.00	\$ 4,100			
Standard Curb & Gutter	606	LF	\$ 40.00	\$ 24,240			
Sidewalk - 4-inch	7,410	SF	\$ 15.00	\$ 111,150			
Stormwater Catch Basin	5	EA	\$ 2,500.00	\$ 12,500			
12-inch SDR 35 Storm Sewer	75	LF	\$ 80.00	\$ 6,000			
Raised Island (Median)	1,433	SF	\$ 12.00	\$ 17,196			
Roundabout - mountable apron	706	SF	\$ 15.00	\$ 10,590			
Crosswalk	4	EA	\$ 1,200.00	\$ 4,800			
Tactile Warning Panel	4	EA	\$ 250.00	\$ 1,000			
Yellow thermo solid line	662	LF	\$ 5.00	\$ 3,310			
White thermo solid line	658	LF	\$ 5.00	\$ 3,290			
White thermo skip line	49	LF	\$ 5.00	\$ 245			
Yield Markings (Thermo)	12	EA	\$ 50.00	\$ 600			
Wayfinding Sign	2	EA	\$ 400.00	\$ 800			
"Roundabout Ahead" warning sign	4	EA	\$ 350.00	\$ 1,400			
Utility Relocation	1	LS	\$ 12,000.00	\$ 12,000	OH Pole Relocation		
Total 42nd Ave Roundabout (Option 1)				\$ 218,300			
Total w/ Contingencies & Other Costs Added				\$ 294,705	35%	1	\$ 294,705
Notes: 1) Asphalt overlay not included. Extents of overlay at 42nd shown in overlay total costs. 2) ROW purchase not included.							
42nd Ave Layout (Option 2A)							
Asphalt Removal	1,571	SF	\$ 1.00	\$ 1,571			
Curb Removal	316	LF	\$ 6.00	\$ 1,896			
Concrete Sidewalk Removal	2,052	SF	\$ 2.00	\$ 4,104			
Standard Curb & Gutter	376	LF	\$ 40.00	\$ 15,040			
Sidewalk - 4-inch	4,039	SF	\$ 15.00	\$ 60,585			
Raised Island (Median)	-	SF	\$ 12.00	\$ -			
Roundabout - mountable apron	-	SF	\$ 15.00	\$ -			
Crosswalk	4	EA	\$ 1,200.00	\$ 4,800			
Tactile Warning Panel	4	EA	\$ 250.00	\$ 1,000			
Yellow thermo solid line	278	LF	\$ 5.00	\$ 1,390			
White thermo solid line	246	LF	\$ 5.00	\$ 1,230			
White thermo skip line	240	LF	\$ 5.00	\$ 1,200			
Traffic Turn Symbol (Thermo)	4	EA	\$ 200.00	\$ 800			
Stop bar (Thermo)	69	LF	\$ 24.00	\$ 1,656			
Stop Symbol (Thermo)	-	EA	\$ 150.00	\$ -			
Green Bike Box (Thermo)	935	SF	\$ 5.00	\$ 4,675			
Bike Box Border (Thermo)	347	LF	\$ 4.00	\$ 1,388			
Wayfinding Sign	2	EA	\$ 400.00	\$ 800			
Mast pole with 2 traffic signal heads	4	EA	\$ 30,000.00	\$ 120,000			
Pole-mounted pedestrian signal heads	8	EA	\$ 400.00	\$ 3,200			
Pole-mounted pedestrian push-button	8	EA	\$ 250.00	\$ 2,000			
Stand-alone pedestrian signal head with push button	4	EA	\$ 3,150.00	\$ 12,600			
Stand-alone bike push button	2	EA	\$ 2,750.00	\$ 5,500			
Bicycle conductive loop detector	2	EA	\$ 2,000.00	\$ 4,000			
Stand-alone advance traffic signal head	1	EA	\$ 25,000.00	\$ 25,000			



Virginia-Daisy Bikeway: Preliminary Cost Estimate

Design Feature Cost Breakdown

Item	Estimated Quantities	Unit	Unit Price	Total Cost	Notes	Design Feature Quantity	Cost By Feature Group
Total 42nd Ave (Option 2A)							
				\$ 274,435			
Total w/ Contingencies & Other Costs Added				\$ 370,487	35%	1	\$ 370,487
Notes: 1) Asphalt overlay not included. Extents of overlay at 42nd shown in overlay total costs. 2) ROW purchase not included.							
Bumpout On-Street Tree Planter (30 SF)							
Asphalt Removal	50	SF	\$ 1.00	\$ 50			
6" Curb	22	LF	\$ 20.00	\$ 440			
Tree	1	EA	\$ 500.00	\$ 500	36" box		
PVC Underdrain	-	LF	\$ 30.00	\$ -			
Connection to Ex. SW System	-	EA	\$ 750.00	\$ -			
Drain Rock	0.37	CY	\$ 45.00	\$ 17	3"		
Aggregate Base Rock	1	CY	\$ 45.00	\$ 50	1'		
Cleanout/Overflow Inlet	-	EA	\$ 1,500.00	\$ -			
Water Quality Growth Media	4	CY	\$ 40.00	\$ 178	Topsoil, 4' depth		
Cost per Bumpout On-Street Tree Planter				\$ 1,234			
Cost w/ Contingencies & Other Costs Added				\$ 1,666	35%	47	\$ 78,315
Curb Extension Stormwater Treatment Area - 150' Approx. Length							
Asphalt Removal	750	SF	\$ 1.00	\$ 750			
Curb & Gutter	160	LF	\$ 40.00	\$ 6,400			
Tree	1	EA	\$ 500.00	\$ 500	36" box		
PVC Underdrain	175	LF	\$ 30.00	\$ 5,250			
Connection to Ex. SW System	1	EA	\$ 750.00	\$ 750			
Check Dam	2	EA	\$ 300.00	\$ 600			
Concrete splash pad	2	EA	\$ 500.00	\$ 1,000			
Drain Rock	28	CY	\$ 45.00	\$ 1,238	3"		
Aggregate Base Rock	28	CY	\$ 45.00	\$ 1,250	1'		
Overflow Inlet	1	EA	\$ 1,500.00	\$ 1,500			
Water Quality Growth Media	42	CY	\$ 40.00	\$ 1,667	1.5'		
Cost per Curb Extension Stormwater Treatment Area				\$ 20,904			
Cost w/ Contingencies & Other Costs Added				\$ 28,221	35%	1	\$ 28,221
Driveways							
Driveways	1	EA	\$ 1,850.00	\$ 1,850			
Cost w/ Contingencies & Other Costs Added				\$ 2,498	35%	115	\$ 287,213
ADA Curb Ramp Corridor Upgrades							
Curb Ramps	1	EA	\$ 3,700.00	\$ 3,700			
Cost w/ Contingencies & Other Costs Added				\$ 4,995	35%	38	\$ 189,810
Asphalt Overlay - 42nd Ave Option 1 (Roundabout)							
Asphalt Overlay	1	EA	\$ 370,000.00	\$ 370,000			
Total Asphalt Overlay - Option 1				\$ 370,000			
Total w/ Contingencies & Other Costs Added				\$ 499,500	35%	1	\$ 499,500
Notes: 1) The asphalt overlay total area assumes proposed medians, raised crossings, mini roundabouts, and 42nd Ave roundabout are being constructed. It does not account for the area of the tree planters or curb extension planter. 2) Extent of concrete pavement on 42nd Ave to be coordinated with overlay extents. Asphalt overlay area is conservative in that it doesn't include 42nd Ave concrete pavement.							
Asphalt Overlay - 42nd Ave Option 2A							
Asphalt Overlay	1	EA	\$ 370,000.00	\$ 370,000			
Total Asphalt Overlay - Option 1				\$ 370,000			
Total w/ Contingencies & Other Costs Added				\$ 499,500	35%	1	\$ 499,500
Notes: 1) The asphalt overlay total area assumes proposed medians, raised crossings, and mini roundabouts are being constructed. It does not account for the area of the tree planters or curb extension planter.							



Virginia-Daisy Bikeway: Preliminary Cost Estimate

Design Feature Cost Breakdown

Item	Estimated Quantities	Unit	Unit Price	Total Cost	Notes	Design Feature Quantity	Cost By Feature Group
2) Extent of concrete pavement on 42nd Ave to be coordinated with overlay extents. Asphalt overlay area is conservative in that it doesn't include 42nd Ave concrete pavement.							
Total - 42nd Ave Option 1						\$	1,888,890
Total - 42nd Ave Option 2A						\$	1,964,673

Cost Summary (42nd Ave Option 1)

Safety and Bike Treatments	\$ 805,832
Asphalt Overlay	\$ 499,500
ADA & Driveway Upgrades	\$ 477,023
Stormwater Facility	\$ 106,536
Total	\$ 1,888,890

*Includes contingency

Cost Summary (42nd Ave Option 2A)

Safety and Bike Treatments	\$ 881,615
Asphalt Overlay	\$ 499,500
ADA & Driveway Upgrades	\$ 477,023
Stormwater Facility	\$ 106,536
Total	\$ 1,964,673

*Includes contingency

AGENDA ITEM SUMMARY

Meeting Date: 9/6/2016
Meeting Type: Work Session
Staff Contact/Dept.: Brian Barnett/DPW
Staff Phone No: 726.3681
Estimated Time: 20 Minutes
Council Goals: Maintain and Improve Infrastructure and Facilities

**SPRINGFIELD
CITY COUNCIL**

ITEM TITLE: MAIN STREET SAFETY CORRIDOR CREATION CRITERIA

ACTION**REQUESTED:** None. For discussion only.**ISSUE****STATEMENT:** Council requested information concerning the establishment of a safety corridor on Main Street. The Council Briefing Memorandum outlines Oregon Department of Transportation's (ODOT) requirements for creating and continuing a safety corridor and the commitment required of a local agency to maintain an active safety corridor status.**ATTACHMENTS:**

1. Council Briefing Memorandum
2. Oregon Safety Corridor Program Guidelines
3. Oregon Safety Corridor Program Guidelines Amendment

**DISCUSSION/
FINANCIAL
IMPACT:**

Springfield must determine if the resources of each affected department are adequate to plan, implement and maintain the corridor activities for several years to make a safety corridor designation effective.

The decision to establish a safety corridor is based upon ODOT's assessment of the corridor characteristics, the local agency's commitment to significant ongoing public involvement and outreach, public education, traffic law enforcement on drivers, bicyclists and pedestrians, engineering review and action, emergency medical service coordination, and ODOT's commitment to engineering review and action.

Springfield DPW staff is involved with several safety actions, many of which relate directly to Main Street, which have proven safety benefits. Examples include:

1. A vigorous citizen service request (CSR) program where comments, questions and concerns from the community are reviewed and analyzed by staff for consistency with nationally proven safety practices and appropriate laws.
2. An active safety education program reaching out to children and adults through print, social, audio, and video media, and direct interaction.
3. Active engagement of bicycle and pedestrian interests through the Bicycle and Pedestrian Advisory Committee, and the committee's outreach activities.
4. Thoughtful review of development applications and working with applicants, neighbors, and partner agencies to avoid and ameliorate safety issues at early stages of development.
5. Proactive maintenance of traffic controls (signs, markings, signals, pedestrian beacons, street lights) within budget constraints.
6. Updating traffic signal timing to reflect current needs for safety and mobility.
7. Pursuit and use of traffic safety grants to construct safer streets at low cost to the City of Springfield.

ODOT may expect increased, documented effort from the Police Department as a condition of establishing a safety corridor.

MEMORANDUM		City of Springfield
Date:	8/25/2016	
To:	Gino Grimaldi, City Manager	COUNCIL
From:	Anette Spickard, Director DPW Brian Barnett, PE, PTOE, City Traffic Engineer	BRIEFING
Subject:	Main Street Safety Corridor Creation Criteria	MEMORANDUM
<p>Council requested information concerning the establishment of a safety corridor on Main Street. This memo outlines Oregon Department of Transportation’s (ODOT) requirements for creating and continuing a safety corridor and the commitment required of a local agency to maintain an active safety corridor status.</p> <p>The authority to establish a safety corridor is vested with an ODOT designation review team based upon their analysis of a local agencies commitment to policing, emergency services, and education. Springfield Police Department, Springfield Development and Public Works Department, and Eugene Springfield Fire and Life Safety Department will have significant responsibilities to ongoing actions to maintain the safety corridor status.</p>		
ODOT Safety Corridor Program Guidelines		Springfield Staff Comment
<p>Safety Corridors are stretches of state highway with an incidence of fatal and serious injury traffic crashes higher than the statewide average for a similar type of roadway. Typical actions taken in these corridors to increase safety include more frequent enforcement, low-cost engineering improvements, and education efforts such as media events, brochures and poster distribution, and emergency medical services enhancements such as enhancing coordination between local agencies. These efforts are referred to as the “4E” multi-disciplinary approach to traffic safety - Education, Enforcement, Engineering, and Emergency Medical Services. Drivers are asked to pay extra attention and carefully obey all traffic laws when driving in these corridors.</p> <p>There are three key elements to designation of a successful safety corridor:</p> <ol style="list-style-type: none"> 1) Is there a fatal and serious-injury crash problem that has been sustained over a reasonable period of time? 2) Are there significant enforcement resources available? 3) The stretch is a reasonable length – two to ten miles is preferable. <p>Three criteria must be met to designate a safety corridor. Criterion (1) is met when the five-year average of the local fatal and serious-injury crash rate is at or above 110% of the latest statewide five year average for a similar type of roadway. Criterion (2) is met if state and/or local law enforcement agencies will commit to making the corridor a patrol priority. There is no</p>		<p>Springfield obligations:</p> <ul style="list-style-type: none"> • Frequent enforcement • Education efforts • Emergency medical service coordination • Signal timing adjustments (under ODOT maintenance and operations IGA) <p>ODOT obligations:</p> <ul style="list-style-type: none"> • Engineering improvements such as signs, markings, speed feedback signs <p>Main Street is a high crash location as compared to similar streets in Oregon. Some segments may be below 110% – criteria generally met. Springfield Police have increased</p>

<p>hard and fast definition of “patrol priority” in this case. This is a subjective call on the part of the designation team. Criterion (3) is met if the initial designation team agrees that the length is manageable from an enforcement and education (media coverage) standpoint. Rural sections may be substantially longer than urban sections.</p> <p>If the road segment submitted for review meets the three designation criteria, the initial designation review team may officially agree to designate the corridor. The authority to establish a safety corridor is vested with an ODOT designation review team comprised of the ODOT Safety Corridor Program Manager, a Traffic Roadway Engineering Section (TRS) representative, the Region Transportation Safety Coordinator (RTSC), the Region Traffic Manager/Engineer, the District Manager or designee, and a Region Public Information Officer.</p> <p>If the safety corridor is established City staff from several departments and ODOT staff are committed to significant actions to make the safety corridor effective at reducing crashes.</p> <p>The degree of complexity of the implementation process is largely at the discretion of the RTSC, Region Traffic Manager/Engineer and respective District Manager or designee.</p> <p>At a minimum the Region must:</p> <ul style="list-style-type: none"> ◆ Identify a multi-disciplinary stakeholder group. Stakeholders are defined as those individuals, groups and agencies that have expressed an interest in the safety corridor in the past and/or are considered to be valuable for the current discussion. Development of a Stakeholder List, which includes stakeholder names/entity, addresses, and telephone numbers. ◆ Provide a detailed review of the Annual Safety Corridor Data Summary and Recommendations report along with any other data available in order to identify problems and potential countermeasures using the 4E approach to traffic safety. Present appropriate information to the stakeholders possibly through a stakeholder meeting. ◆ Develop and share with the stakeholders an Annual Safety Corridor Plan. The plan consists of the following: <ul style="list-style-type: none"> • Updated Stakeholder List with stakeholder names/entity, addresses, telephone numbers and a designated stakeholder representative, • A set of data elements to be tracked representing the corridors problem identification, • Activities planned for the year, • Parties responsible for actions and time lines, • Funding sources and amounts (if any), and • Identification of any projects, infrastructure or otherwise, scheduled in the safety corridor. 	<p>enforcement effort – criteria met. 20th St. to 70th St. is about 5 miles – criteria met.</p> <p>Most ODOT Safety Corridors are located on rural highways.</p> <p>If the safety corridor is established Springfield will become obligated to “significant actions” to achieve a reduction in crashes.</p> <p>Support of ODOT’s efforts to create a plan, engage the public and key stakeholders, implement and monitor the plan will significantly impact the workload of staff from several work groups and departments.</p>
---	---

The following elements must be addressed in the following manner with the appropriate “Key Players”:

Enforcement: Annual commitment from the enforcement agencies noting that the corridor remains an active patrol priority for the jurisdiction.

Education: A minimum of four quarterly public information efforts planned and accomplished paid or volunteer efforts for the corridor. This may be a combination of print, radio, TV, cable, billboards theater ads, presentations to local schools, civic groups, etc., in an effort to provide awareness of the corridor or provision of traffic safety messages/information.

Engineering: Annual review of traffic control devices (signing, striping, pavement markings and delineation) on the corridor for compliance with current standards. Region Traffic and the applicable District will determine the viability of upgrading these items, based on budget and labor considerations annually.

Emergency Medical Services: Identification should be made of all medical service providers and their contact staff name and telephone numbers within the corridor area including ODOT, OSP, local agencies, ambulance services, fire, hospitals, etc. Specific EMS communication or vehicle access issues should be identified and documented.

The Annual Safety Corridor Plan should include “key players” signature blocks for assurance of participation and understanding of roles. Once fully developed and signed by all necessary parties a copy of the Annual Safety Corridor Plan and Stakeholder List must be forwarded to the ODOT Safety Corridor Program Manager.

- ◆ Install typical signing, per ODOT Sign Design Unit typically at District and/or Region expense.
- ◆ Develop press releases announcing the designation of the safety corridor or showcasing the event in which they reveal the corridor sign(s). Interested stakeholders, including enforcement representatives, may wish to participate in the press event. Other press releases should be coordinated during corridor events etc. or at decommissioning.
- ◆ Develop at the end of the Annual Safety Corridor Plan year an Annual Safety Corridor Plan Review that addresses all the accomplishments of the Annual Safety Corridor Plan and any other successes or problems identified for the corridor. The Annual Safety Corridor Plan Review should be sent to the ODOT Safety Corridor Program Manager with an updated Stakeholder List if it’s been modified since the Annual Safety Corridor Plan was submitted.

The annual planning process

ODOT recently reviewed the corridor for sign clutter and effectiveness and found no potential for improvement.

The purpose of the Annual Safety Corridor Plans are to assure that the Safety Corridor program remains a “living” program and not static. In general, the purpose of the planning process is to provide a framework for “revitalization” of those corridors that are not showing progress as expected, or removal of corridors that have shown sufficient “success” in reducing fatal and serious injury crashes. The goal for existing corridors remaining on the designation list is to refocus efforts and identify progress on at least an annual basis.

Who are the stakeholders?

The list of stakeholders will vary by Region and safety corridor. Typical participants may include:

- ◆ Region Traffic Manager/Engineer,
- ◆ Region Transportation Safety Coordinator (RTSC),
- ◆ District Manager or designee,
- ◆ State and/or local law enforcement,
- ◆ Local business(es),
- ◆ Local traffic safety committee/Safe Community,
- ◆ Emergency response representatives,
- ◆ School or school district staff,
- ◆ Local Mothers’ Against Drunk Drivers (MADD) Chapter,
- ◆ City/County public works representatives,
- ◆ Interested citizens,
- ◆ Civic Groups,
- ◆ Tribes, and/or
- ◆ Neighborhood Associations.

What improvements are made?

Improvements are again ultimately realized through developing a 4E approach to traffic safety including:

- Multi-disciplinary teams,
- Short-term countermeasures,
- Low cost projects,
- Data analysis and mapping tools,
- Roadway Safety Audits/Analysis,
- Minor engineering repairs or upgrades,
- Planned enforcement efforts,
- Timed educational events or campaigns, and
- Emergency Medical Service enhancements.

Who Develops the Corridor Plan?

The RTSC/Region has responsibility for

developing/administering the local safety corridor program. Approaches will vary by region, but generally, consensus is sought among the stakeholders as to an acceptable minimum investment of enforcement, education, minor engineering and emergency medical service enhancements.

Who monitors the plan's progress?

The intention of the Annual Safety Corridor Plan is to ensure at least a minimum investment of resources in the corridor. The plan is not binding. The minimum levels of investment are suggested in the "Development, Implementation and Minimum Requirements." However, a continued lack of activity and investment in the corridor by state and local stakeholders may result in loss of funds, if applicable or recommendation for decommissioning by the initial designation team.

The complete "Oregon Traffic Safety Guidelines" adopted and amended December 2006 are included as Attachments 2 and 3.

DECEMBER 2006

Oregon Safety Corridor Program Guidelines



ODOT TRANSPORTATION SAFETY DIVISION



Oregon Safety Corridor Program Guidelines

(Revised and adopted by TOLT 12/7/2006)

Background

Purpose of the guidelines

These guidelines have been established to explain the safety corridor program in Oregon – the concept, selection, implementation, administration and decommissioning.

They will set a framework for determining who should be involved and how the various stakeholders interact to make a lifesaving difference in the short term on a problem stretch of roadway.



These principles, procedures and practices can be applied to both state and local highways with equal potential for success. These Oregon Department of Transportation (ODOT) guidelines have been developed for use within ODOT's Safety Corridor Program.

What is a safety corridor?

Safety Corridors are stretches of state highway with an incidence of fatal and serious-injury traffic crashes higher than the statewide average for a similar type of roadway.

Typical actions taken in these corridors to increase safety include more frequent enforcement, low-cost engineering improvements, education efforts such as media events, brochures and poster distribution, and emergency medical services enhancements such as enhancing coordination between local agencies. These efforts are referred to as the "4E" multi disciplinary approach to traffic safety e.g. Education, Enforcement, Engineering, and Emergency Medical Services. Drivers are asked to pay extra attention and carefully obey all traffic laws when driving in these corridors.

One distinct advantage to the safety corridor concept is the ability to react to an identified crash problem in a short period of time. The implementation is relatively inexpensive and has been shown to have dramatic impacts on crash rates. In many cases, this concept is an intermediate step while progress is made toward more permanent safety infrastructure improvements.

How did the safety corridor program start?

The Federal Highway Administration (FHWA) held a national workshop in June 1990 to create a list of the five most promising short-term traffic crash countermeasures. The safety corridor concept was one of those five.

Oregon's first safety corridor was designated about the same time on Oregon Route 62 in Medford. In the late 1980s, the 10-mile stretch from Interstate 5 to the town of Eagle Point experienced 13 traffic deaths in a 16-month period. The local roadway planning council asked ODOT for help in solving the problem. The safety corridor concept with its focused, multi-disciplinary approach was deemed to have the most potential for impacting this serious crash problem.

Who manages the program and what tasks do they perform?

The following ODOT staff provide these general tasks:

ODOT Safety Corridor Program Manager:

- Manages the statewide program including drafting of program guidelines that are approved by the Traffic Operations Leadership Team (TOLT) including the State Traffic Engineer,
- Assures ODOT compliance with guidelines,
- Analyzes data and makes safety corridor recommendations,
- Participates on initial designation and decommissioning teams,
- Provides guidance on countermeasures, annual plans, etc.,
- Provides limited TSD Funds as available for enforcement, education and minor engineering including management of statewide grants, and
- Reviews and maintains completed Annual Safety Corridor Plans, Stakeholder Lists and end-of-year Annual Plan Review documents.

ODOT Traffic Roadway Engineering Section (TRS):

- Analyzes data and makes safety corridor recommendations,
- Participates on initial designation and decommissioning teams, and
- Provides engineering judgment and analysis.

ODOT Crash Analysis and Reporting Section (CARS):

- Provides annual safety corridor data for use in the Annual Safety Corridor Data, Summary and Recommendations report, and
- Provides special data runs as requested.

Five ODOT geographic Regions:

- Take ownership of the local safety corridors,
- Administer and take the lead on local safety corridor program including application and implementation of guidelines,
- Coordinate and develop Annual Safety Corridor Plans and Annual Plan Review documents including Stakeholder Lists,
- Coordinate initialization and participation of stakeholder group including meetings, etc.,
- Analyze data and makes safety corridor recommendations,
- Participate on initial designation and decommissioning teams,
- Provide engineering judgment and analysis,
- Are ultimately responsible for the 4E approach to traffic safety for the reduction of fatal and serious-injury crashes within its safety corridors,
- Provide region funding, as possible, for additional enforcement, education, minor engineering, and emergency medical services enhancements, and
- Provide annual review and upgrading of traffic control devices including safety corridor signing at Region/District cost as funds are available.

For a copy of the Annual Safety Corridor Data Summary and Recommendations report, contact the ODOT Transportation Safety Division at 1-800-922-2022.

Designation

Where do requests originate?

Requests for designation of a stretch of state highway as a safety corridor can come from many sources. Examples include:

- ◆ Concerned citizens,
- ◆ Legislators,
- ◆ Neighborhood groups,
- ◆ Local traffic safety committees, and
- ◆ School safety groups.



How and to whom are the requests made?

Safety Corridor designation is a serious investment of scarce resources. All requests are taken seriously. Interested parties should first discuss their requests with the local city or county public works agency, administration and police department to obtain support for the request locally. The city/county organization and/or individual should then obtain crash data to assist in verifying the problem exists to the extent perceived. Finally, once data is substantiated, as possible, any office of ODOT may be contacted and a request

made for a safety corridor to be forwarded to the Transportation Safety Division for consideration through the ODOT Safety Corridor Program Manager.

What makes a corridor a good candidate for designation?

There are three key elements to designation of a successful safety corridor:

- 1) Is there a fatal and serious-injury crash problem that has been sustained over a reasonable period of time?
- 2) Are there significant enforcement resources available?
- 3) The stretch is a reasonable length – two to ten miles is preferable.

What are the designation criteria?

Designation Criteria

Criterion (1) is met when the three-year average of the local fatal and serious-injury crash rate, as determined by CARS, is at or above 110% of the latest statewide three-year average for a similar type of roadway.

Criterion (2) is met if state and/or local law enforcement agencies will commit to making the corridor a patrol priority.

- ◆ There is no hard and fast definition of “patrol priority” in this case. This is a subjective call on the part of the designation team.

Criterion (3) is met if the initial designation team agrees that the length is manageable from an enforcement and education (media coverage) standpoint. Rural sections may be substantially longer than urban sections.

Who makes the final designation decision?

All requests for safety corridor designation status are forwarded to the ODOT Transportation Safety Division for consideration through the ODOT Safety Corridor Program Manager.

Upon receipt of the initial request the ODOT Safety Corridor Program Manager contacts the Region to identify the most practical milepost start and end points. Then initial safety corridor data is requested from CARS. Upon receipt of the data the data is forwarded for quick review and analysis to members of the initial designation team.

The initial designation team is comprised of:

- ◆ ODOT Safety Corridor Program Manager,
- ◆ Traffic Roadway Engineering Section (TRS) representative ,
- ◆ Region Transportation Safety Coordinator (RTSC),

- ◆ Region Traffic Manager/Engineer,
- ◆ Appropriate District Manager or designee, and
- ◆ Region Public Information Officer.

If the road segment submitted for review meets the three designation criteria, the initial designation review team may officially agree to designate the corridor.

Development, Implementation and Minimum Requirements

What happens next?

The degree of complexity of the implementation process is largely at the discretion of the RTSC, Region Traffic Manager/Engineer and respective District Manager or designee. At a minimum the Region must:

- ◆ Identify a multi-disciplinary stakeholder group. Stakeholders are defined as those individuals, groups and agencies that have expressed an interest in the safety corridor in the past and/or are considered to be valuable for the current discussion. Development of a Stakeholder List, which includes stakeholder names/entity, addresses, and telephone numbers.
- ◆ Provide a detailed review of the Annual Safety Corridor Data Summary and Recommendations report along with any other data available in order to identify problems and potential countermeasures using the 4E approach to traffic safety. Present appropriate information to the stakeholders possibly through a stakeholder meeting.
- ◆ Develop and share with the stakeholders an Annual Safety Corridor Plan. The plan consists of the following:
 - Updated Stakeholder List with stakeholder names/entity, addresses, telephone numbers and a designated stakeholder representative,
 - A set of data elements to be tracked representing the corridors problem identification,
 - Activities planned for the year,
 - Parties responsible for actions and time lines,
 - Funding sources and amounts (if any), and
 - Identification of any projects, infrastructure or otherwise, scheduled in the safety corridor.

The following 4E elements must be addressed in the following manner with the appropriate “Key Players”:

Enforcement: Annual commitment from the enforcement agencies noting that the corridor remains an active patrol priority for the jurisdiction.

Education: A minimum of four quarterly public information efforts planned and accomplished paid or volunteer efforts for the corridor. This may be a combination of print, radio, TV, cable, billboards theater ads, presentations to local schools, civic groups, etc., in an effort to provide awareness of the corridor or provision of traffic safety messages/information.

Engineering: Annual review of traffic control devices (signing, striping, pavement markings and delineation) on the corridor for compliance with current standards. Region Traffic and the applicable District will determine the viability of upgrading these items, based on budget and labor considerations annually.

Emergency Medical Services: Identification should be made of all medical service providers and their contact staff name and telephone numbers within the corridor area including ODOT, OSP, local agencies, ambulance services, fire, hospitals, etc. Specific EMS communication or vehicle access issues should be identified and documented.

The Annual Safety Corridor Plan should include “key players” signature blocks for assurance of participation and understanding of roles. Once fully developed and signed by all necessary parties a copy of the Annual Safety Corridor Plan and Stakeholder List must be forwarded to the ODOT Safety Corridor Program Manager.

- ◆ Install typical signing, per ODOT Sign Design Unit typically at District and/or Region expense.
- ◆ Develop press releases announcing the designation of the safety corridor or showcasing the event in which they reveal the corridor sign(s). Interested stakeholders, including enforcement representatives, may wish to participate in the press event. Other press releases should be coordinated during corridor events etc. or at decommissioning.
- ◆ Develop at the end of the Annual Safety Corridor Plan year an Annual Safety Corridor Plan Review that addresses all the accomplishments of the Annual Safety Corridor Plan and any other successes or problems identified for the corridor. The Annual Safety Corridor Plan Review should be sent to the ODOT Safety Corridor Program Manager with an updated Stakeholder List if it’s been modified since the Annual Safety Corridor Plan was submitted.

The annual planning process

The purpose of the Annual Safety Corridor Plans are to assure that the Safety Corridor program remains a “living” program and not static. In general, the purpose of the planning process is to provide a framework for “revitalization” of those corridors that are not showing progress as expected, or removal of corridors that have shown sufficient “success” in reducing fatal and serious-injury crashes. The goal for existing corridors remaining on the designation list is to re-focus efforts and identify progress on at least an annual basis. See Appendix for sample planning/administration process documents.



Who are the stakeholders?

The list of stakeholders will vary by Region and safety corridor. Typical participants may include:

- ◆ Region Traffic Manager/Engineer,
- ◆ Region Transportation Safety Coordinator (RTSC),
- ◆ District Manager or designee,
- ◆ State and/or local law enforcement,
- ◆ Local business(es),
- ◆ Local traffic safety committee/Safe Community,
- ◆ Emergency response representatives,
- ◆ School or school district staff,
- ◆ Local Mothers’ Against Drunk Drivers (MADD) Chapter,
- ◆ City/County public works representatives,
- ◆ Interested citizens,
- ◆ Civic Groups,
- ◆ Tribes, and/or
- ◆ Neighborhood Associations.

What improvements are made?

Improvements are again ultimately realized through developing a 4E approach to traffic safety including:

- Multi-disciplinary teams,
- Short-term countermeasures,
- Low cost projects,
- Data analysis and mapping tools,
- Roadway Safety Audits/Analysis,

- Minor engineering repairs or upgrades,
- Planned enforcement efforts,
- Timed educational events or campaigns, and
- Emergency Medical Service enhancements.

Additionally, ODOT TSD provides limited funds annually to the five, or so, worst problem safety corridors, as determined by the annual crash data within the Annual Safety Corridor Data and Recommendations report and at the discretion of the ODOT Safety Corridor Program Manager. The funds can be used at the region’s discretion typically for enforcement or education efforts.

Who Develops the Corridor Plan?

The RTSC/Region has responsibility for developing/administering the local safety corridor program.

Approaches will vary by region, but generally, consensus is sought among the stakeholders as to an acceptable minimum investment of enforcement, education, minor engineering and emergency medical service enhancements.

Who monitors the plan’s progress?

The intention of the Annual Safety Corridor Plan is to ensure at least a minimum investment of resources in the corridor. The plan is not binding. The minimum levels of investment are suggested in the “Development, Implementation and Minimum Requirements.” However, a continued lack of activity and investment in the corridor by state and local stakeholders may result in loss of funds, if applicable or recommendation for decommissioning by the initial designation team.

Decommissioning

When is it not a safety corridor any more?

The safety corridor concept has proven to be successful in reducing traffic crashes on problem stretches of highway.

Once in operation, when a safety corridor has an ongoing record of reducing fatal and serious injury crashes, it may be time to decommission that corridor. Annual safety corridor data is provided by CARS and



incorporated into the Annual Safety Corridor Data Summary and Recommendations report.

Annually the ODOT Safety Corridor Program Manager and a representative from TRS complete an analysis of the data. During this data analysis the fatal and serious-injury crash rate is a priority. The Status, Recommendation and Funding proposals are then developed jointly. Next, regions review and provide the final response to these recommendations within the Region Proposed Action. Finally the Annual Safety Corridor Summary and Recommendations report is published.

There are several categories of recommendations and funding in general. Here are a few examples:

- ◆ Decommission.
- ◆ Continue designation.
- ◆ Continue with TSD funding.
- ◆ Continue without TSD funding.

Who makes the final decommissioning decision?

A safety corridor will be recommended for decommissioning if any one of the following decommissioning criteria is met.

- ◆ The three-year average of the local fatal and serious-injury crash rate as determined by CARS is at or below 100% compared to the three-year average of the statewide fatal and serious injury crash rate for similar type of roadways.
- ◆ If any of the remaining designation criteria doesn't continue to be met.
- ◆ If the minimum requirements within the "What happens next" section are not being performed.
- ◆ And finally, if there is a continued lack of activity or investment.

The corridor will be decommissioned unless a local stakeholder group "adopts" the corridor. If a corridor is to continue to be designated through a local stakeholder group there should be meaningful local investment of resources and the guidelines followed as if ODOT was administering the effort. This is to be at the locals expense as this is one method of ensuring continued investment of these resources, where warranted.

Recommendations for decommissioning are just that – recommendations. Agreement for decommissioning must be reached among:

- ◆ ODOT Safety Corridor Program Manager,
- ◆ Traffic Roadway Engineering Section (TRS) representative ,
- ◆ Region Transportation Safety Coordinator (RTSC),
- ◆ Region Traffic Manager/Engineer,
- ◆ Appropriate District Manager or designee,
- ◆ Region Public Information Officer and,
- ◆ Stakeholder Group designee.

If agreement cannot be reached, the RTSC, Region Traffic Manager/Engineer, TRS representative and the ODOT Safety Corridor Program Manager will make a final decision.

As stated above, if continuation of safety corridor status is sought, there must be a commitment by state and/or local stakeholders group to make the minimum investments listed in these guidelines.

If you have any questions, please contact:

ODOT Safety Corridor Program Manager

Ph: 503-986-4195

FAX: 503-986-4341

235 Union Street, NE

Salem, OR 97301-1054

Visit the TranSafety Internet Home Page:

<http://www.odot.state.or.us/transafety/>

Appendices

→ **Sample Safety Corridor Annual Plan Stakeholder Involvement Memo**

→ **Sample Stakeholder Participation Form**

→ **Sample Safety Corridor Plan Stakeholder Meeting Agenda**

→ **Sample Annual Safety Corridor Plan**

→ **Sample Stakeholder List (to be added)**

→ **Sample Annual Safety Corridor Plan Review (to be added)**

Safety Corridor Annual Plan Stakeholder Involvement Memo

Date:
Time:
Place:
Safety Corridor:

Dear Traffic Safety Stakeholder

November 1, 2001

RE: 2001-2002 Safety Corridor Action Plan for Oregon Route 34 (Interstate 5 – Corvallis)
Milepost 0.34 – Milepost 10.12

Dear Traffic Safety Stakeholder:

You've been identified as a potential stakeholder for the above noted "Safety Corridor." Safety Corridors are stretches of state and local highway with an incidence of traffic crashes or fatalities higher than the statewide average for that type of roadway. This Safety Corridor was established in November 1993. It has remained a Safety Corridor due to the fatality rate being higher than the statewide four of the seven years that data is available.

Safety Corridors are addressed using a "4E" approach. The "4E" approach is defined as Education, Enforcement, Engineering and Emergency Medical Services. Additional information about the Statewide Safety Corridor Program is available at the following Oregon Department of Transportation, Transportation Safety Division website:

http://www.odot.state.or.us/transafety/Roadway_Safety/Roadway_Safety_Main_Page.htm.

During 2001 the Oregon Department of Transportation, Region Traffic Managers/Engineers adopted guidelines to enhance the ODOT Safety Corridor Program. The purpose was to ensure sustained success through continued state and local participation through a unified approach. The guidelines include the requirement for an annual "Safety Action Plan."

Please review the elements of the proposed "Safety Action Plan" on the attached "**Participation Form,**" provide comment and return by **November 20, 2001**. Completion of the "**Participation Form**" signifies your interest, commitment and desire to participate in whatever way possible and to be included in future mailings/updates. If you would like additional information or have questions, please feel free to contact me.

Sincerely,

Anne Holder, Transportation Safety Coordinator
ODOT Region 2, Traffic Section
455 Airport Road, Building B
Salem, Oregon 97301-5395
(503) 986-2763 Telephone
(503) 986-2840 Facsimile
anne.p.holder@state.or.us

SAMPLE

Oregon Route 34, Milepost 0.34 – Milepost 10.12(Interstate 5 - Corvallis) 2001-2002 Safety Corridor Action Plan

Stakeholder Participation Form

Completion of this “**Participation Form**” signifies your interest, support, and commitment to this safety corridor effort and desire to be included in future mailings/updates.

Category 1: Enforcement

State Police has been contacted and their interest, support and commitment have been secured that the safety corridor will receive patrol priority. All other police agencies are encouraged to participate in this manner, otherwise please consider participating in Category 2: Education.

Police Agency: _____

Contact: _____ Telephone Number: _____

Email Address: _____

Category 2: Education

Public information/education may be deployed in various forms and by any transportation safety advocate, public or private agency. Examples would be safety fairs, county fair presentations, newspaper/community paper articles, traffic safety presentations, billboards, theater slides, flyers, school presentations, brochures, and outreach etc.

If you know of, are willing to lead, or would be willing to participate in a public information and education effort, please complete as much of this section as possible.

Upon completion of efforts please let me know so that the effort can be documented. (Feel free to telephone me for transportation safety materials, information, coordination assistance etc.)

Individual/Agency: _____

Address: _____

Interested in: Coordinating/Leading or Volunteering/Participating

Telephone #: _____ Electronic mail address: _____

Category 3: Engineering

Traffic control device reviews will be addressed by the local ODOT District Maintenance office. Coordination with cities/counties will be conducted if necessary.

Category 4: Emergency Medical Services

Emergency Medical Service providers in the safety corridor have been contacted and are willing to participate in discussions and projects to further these efforts.

Individual/Agency: _____

Address: _____

Interested in: Coordinating/Leading or Volunteering/Participating

Telephone #: _____ Electronic mail address: _____

Return the completed “Participation Form” to me by November 20, 2001:

Anne Holder, Transportation Safety Coordinator

ODOT Region 2, Traffic Section

455 Airport Road, Building B

Salem, Oregon 97301-5395

(503) 986-2763 Telephone

(503) 986-2840 Facsimile

anne.p.holder@state.or.us



Safety Corridor Plan Stakeholder Meeting

Date
Place
Time

Agenda Topics

- Introductions
- Data review
- Development of plan elements
 - 1) Enforcement
 - ◆ Level of enforcement/agency
 - ◆ Equipment -RRBs/radars
 - ◆ Reporting
 - 2) Education
 - ◆ Media elements and timelines
 - 3) Engineering
 - ◆ Traffic control device review
 - ◆ Equipment -RRBs; VMSs, etc., to be used in corridor
 - 4) Emergency Medical Services
- Responsibilities
 1. Enforcement
 2. Education
 3. Engineering
 4. Emergency Medical Services

SAMPLE

Safety Corridor Annual Plan

October 2002 - September 2003

Local – State Safety Partnership

Administered by

**Region Transportation Safety
Coordinator**



Oregon Safety Corridor Program

SAMPLE

Planning and Evaluation Annual Safety Corridor Plan

Safety Corridor	Designated	Limits	Miles	MP
OR Route 22 (Salem)	Mar-93	Willamette River Bridges to 99W	9	16.15-25.2

Planning Period July 1, 2001 through June 30, 2002

Note: This planning document follows the format of the “Oregon Safety Corridor Planning and Evaluation” guidelines adopted by ODOT Region Traffic Engineers and Managers January 2001.

Problem Identification

The data identifies the problem consists of sporadic increases and decreases in the fatality rates since the safety corridors designation in March 1993. The anticipated calendar year 2000 fatality rate may be the highest fatality rate on record to date. The crash rate has consistently been below the statewide average for similar types of Oregon roadways.

Statistics to track in addition to crash and fatality rate against statewide rates are the number of head-on, turning movement, and rear end type crashes due to the severity of these crash types when they have occurred on this corridor.

Since there is currently several efforts underway to further define the safety problems on this corridor continuation of the safety corridor and safety issues will be reviewed on the next Plan or sooner if additional information is identified. Currently, there is an ODOT Refinement Plan underway and an active Hwy 22 citizen group who is partnering with Polk County in its “Project 22” along with ODOT Safety Corridor efforts.

Activities

- ◆ **Enforcement:** Police agency committed that the corridor would be a patrol priority.

Agency	Oregon State Police
Contact	_____

Agency	Polk County Sheriff’s Office
Contact	<u>Sgt. J. VanLaanen, Polk County ((503) 623-9251)</u>

SAMPLE

- ◆ **Education:** A minimum of four quarterly public information efforts. This may be a combination of print, radio, TV, cable, billboards theater ads, presentations to local schools, civic groups, etc.

Educational activity	<u>Press release of Safety Corridor Plan Implementation</u>
Date	<u>Early 2002</u>
Responsible Party:	<u>ODOT Region 2/ODOT Trans Safety</u>
Completion Date:	_____

Educational activity	_____
Date	_____

Educational activity	_____
Date	_____

Educational activity	_____
Date	_____

- ◆ **Engineering:** Annual review of traffic control devices (signing, striping, delineation, illumination) on the corridor for compliance with current standards. Bring TCDs into compliance using the following provisions:

POTENTIAL TRAFFIC CONTROL DEVICE IMPROVEMENTS

- *A) Improvements may be staged over a period of more than one year if costs exceed current available funds. Staging and priorities reviewed and approved by Traffic Management Section.*

TCD	_____	Location	_____
Cost to bring into compliance	\$ _____		
Estimated completion date	_____		
Comments on funding plan and completion	_____		

- ◆ **Emergency Medical Services:** Emergency Medical Service providers in the safety corridor have been contacted and are willing to participate in discussions and projects to further these efforts.

Agency	_____
Contact	_____

Agency	_____
Contact	_____

Amendment 1

December 2006

Oregon Safety Corridor Program Guidelines

The following changes have been made to the original:

Page 4 of 17:

What are the designation criteria?

Designation Criteria

Criterion (1) is met when the **five**-year average of the local fatal and serious-injury crash rate, as determined by CARS, is at or above 110% of the latest statewide **five** year average for a similar type of roadway.

Criterion (2) is met if state and/or local law enforcement agencies will commit to making the corridor a patrol priority.

◆ There is no hard and fast definition of “patrol priority” in this case. This is a subjective call on the part of the designation team.

Criterion (3) is met if the initial designation team agrees that the length is manageable from an enforcement and education (media coverage) standpoint. Rural sections may be substantially longer than urban sections.

Page 9 and 10 of 17:

Who makes the final decommissioning decision?

A safety corridor will be recommended for decommissioning if any one of the following decommissioning criteria is met.

- ◆ The **five**-year average of the local fatal and serious-injury crash rate as determined by CARS is at or below 100% compared to the **five**-year average of the statewide fatal and serious injury crash rate for similar type of roadways.
- ◆ If any of the remaining designation criteria doesn't continue to be met.

- ◆ If the minimum requirements within the “What happens next” section are not being performed.
- ◆ And finally, if there is a continued lack of activity or investment.

The corridor will be decommissioned unless a local stakeholder group “adopts” the corridor. If a corridor is to continue to be designated through a local stakeholder group there should be meaningful local investment of resources and the guidelines followed as if ODOT was administering the effort. This is to be at the locals expense as this is one method of ensuring continued investment of these resources, where warranted.

Recommendations for decommissioning are just that – recommendations. Agreement for decommissioning must be reached among:

- ◆ ODOT Safety Corridor Program Manager,
- ◆ Traffic Roadway Engineering Section (TRS) representative ,
- ◆ Region Transportation Safety Coordinator (RTSC),
- ◆ Region Traffic Manager/Engineer,
- ◆ Appropriate District Manager or designee,
- ◆ Region Public Information Officer and,
- ◆ Stakeholder Group designee.

If agreement cannot be reached, the RTSC, Region Traffic Manager/Engineer, TRS representative and the ODOT Safety Corridor Program Manager will make a final decision.

As stated above, if continuation of safety corridor status is sought, there must be a commitment by state and/or local stakeholders group to make the minimum investments listed in these guidelines.

If you have any questions, please contact:

ODOT Safety Corridor Program Manager

Ph: 503-986-4195

FAX: 503-986-4341

235 Union Street, NE

Salem, OR 97301-1054

Visit the TranSafety Internet Home Page:

<http://www.odot.state.or.us/transafety/>

Springfield Upbeat

September 6, 2016

Employee Recognition: Tom Boyatt, 10 Years

1. What personnel data, promotions, career highlights, and significant accomplishments best tell our Council about the employee?
 - Tom began his service with the city as the Transportation Manager for Public Works in July 2006 and became the Community Development Division Manager for the newly created Development and Public Works department in 2012. Tom frequently serves as the Acting DPW Director and represents the city on several state and LOC committees for transportation and planning issues.
2. How has the Department changed over the employee's career?
 - In 2012 Public Works and Development Services merged into one. Tom had a key leadership role in bringing the new department structure to life. After the merger, his responsibilities were expanded to now include HUD housing and CDBG programs, long range land use planning, infrastructure planning, capital projects, and oversight of the city engineer and city surveyor duties.
3. How has the employee grown in their position and their career?
 - He has broadened his scope of duties and knowledge to effectively lead several high profile projects beyond the transportation field. He has become a mentor to many new staff.
4. What significant projects or events has the employee been involved in?
 - Merger of Development Services and Public Works into DPW
 - Springfield's first Transportation System Plan
 - Franklin Blvd reconstruction
 - I5-Gateway-Beltline interchange and Gateway Area transportation planning
 - South Bank Viaduct path
 - 2030 Comprehensive Plan UGB Expansion
 - Main McVay Transit Study
 - Creation of new HOME partnership agreement with Eugene for federal HUD funds. Overhaul of city's CDBG program.
 - MPO, MPC and ODOT liaison – has advocated for and obtained millions of federal and state transportation project dollars for Springfield resulting in bike paths, large scale street surface overlays, traffic system upgrades, and pedestrian safety improvements that we could not have built on our own.
5. What positive comments do his/her co-workers have to share about the employee?
 - Strategic thinker and strong negotiator
 - Cares about and supports his team's success
 - Is a key advisor to the DPW Director and City Manager
 - Believes in creating community
 - Uses creative problem-solving and his network of relationships to leverage partnerships and resources that improve Springfield's livability.
 - Is committed to carrying out the council's goals and supporting the city's overall efforts to serve our businesses and residents.
 - Is always willing to roll up his sleeves and get in the trenches to get the work done.

Springfield Upbeat

September 6, 2016

Employee Recognition: Brian Humphreys, 20 Years

1. What personnel data, promotions, career highlights, and significant accomplishments best tell our Council about the employee?

- Brian began his policing career with Junction City Police Department in 1993
- He came to Springfield Police Department (SPD) in 1996. During his SPD career he:
 - served on SWAT
 - was a K-9 handler
 - was a narcotics detective assigned to INET and worked as a detective assigned to child and adult maltreatment cases.
- He received numerous commendations from the public and co-workers over the years. Many of the commendations from the public mention how helpful, responsive and professional Sgt. Humphrey's is.
- He has a Bachelor's and Master's degree from Northwest Christian University, and a Doctorate from George Fox University.

2. How has the employee grown in their position and their career?

- Sgt. Humphreys is slated to be the supervisor in charge of SPD's K-9 program once Sgt. Charboneau retires later this year. He will be only the third Sergeant in the history of SPD's K-9 program which will be a huge responsibility. Brian was chosen for this position not only because of his prior K-9 experience but his overall depth in Law Enforcement.

3. Personal Information

- Sgt. Brian Humphreys was born & raised in Eugene and graduated from Marist High School.
- He has 3 children
- His hobbies include hiking, mountaineering & triatholons.
- He is married to his wife Sara Nell

AGENDA ITEM SUMMARY

Meeting Date: 9/6/2016
Meeting Type: Regular Meeting
Staff Contact/Dept.: Amy Sowa
Staff Phone No: 541-726-3700
Estimated Time: Consent Calendar
Council Goals: Mandate

**SPRINGFIELD
CITY COUNCIL**

ITEM TITLE:COUNCIL MINUTES

ACTION**REQUESTED:** By motion, approval of the attached minutes.

ISSUE**STATEMENT:** The attached minutes are submitted for Council approval.

ATTACHMENTS:

Minutes:

- a. June 13, 2016 – Work Session
 - b. June 20, 2016 – Work Session
 - c. June 27, 2016 – Joint Elected Officials Work Session
 - d. July 18, 2016 – Work Session
 - e. July 18, 2016 – Regular Meeting
-

**DISCUSSION/
FINANCIAL
IMPACT:**None.

City of Springfield
Work Session Meeting

MINUTES OF THE WORK SESSION MEETING OF
THE SPRINGFIELD CITY COUNCIL HELD
MONDAY JUNE 13, 2016

The City of Springfield Council met in a work session in the Library Meeting Room, 225 Fifth Street, Springfield, Oregon, on Monday June 13, 2016 at 5:33 p.m., with Mayor Lundberg presiding.

ATTENDANCE

Present were Mayor Lundberg and Councilors VanGordon, Moore, Woodrow and Pishioneri. Also present were City Manager Gino Grimaldi, Assistant City Manager Jeff Towery, Assistant City Attorney Kristina Kraaz, City Recorder Amy Sowa and members of the staff.

Councilors Wylie and Ralston were absent (excused).

1. Downtown District Design Standards (File No. TYP414-00001).

Linda Pauly, Principal Planner, presented the staff report on this item.

Council directed staff to pursue concurrent amendments to the Springfield Development Code (SDC) and the Engineering Design Standards Manual (EDSPM) to implement Council's goals for Downtown's revitalization and to enable the new development and streetscape design envisioned in the Downtown District Urban Design Plan adopted by Council in 2010.

Downtown's revitalization and redevelopment continues to be a high priority of the Council and Springfield citizens. Increasing development capacity within the City center is a key element of the Springfield 2030 Comprehensive Plan. As the economy emerges from recession, the City can expect to receive more development proposals. Each could contribute to Downtown's improvement and the City's growth in potentially positive or negative ways, depending on the design of development and where development occurs. The proposed design standards are intended to enable new opportunities for larger scale, more intensive mixed-use commercial, employment and residential development, as well as opportunities for smaller scale infill on existing small lots. Instead of the City's existing Mixed Use Commercial zone "one size fits all" regulation, three different subareas are proposed to create design standards that are responsive to and respectful of the character and scale of Downtown's Main Street and the adjoining Washburne Historic District.

Since the Council's work session on Downtown Design (June 23, 2014) the City's Project Team (Linda Pauly, Kristi Krueger and Courtney Griesel) have been conducting a planning process to review and update the City's standards — working with the City's consultant, the Downtown Citizen Advisory Committee, and an interagency Technical Advisory Group. The Planning Commission discussed the draft standards on May 3rd. A Community Open House on May 4th was attended by 25 members of the public. At the May 23rd Council work session, consultant Marcy McInelly (UrbsWorks) presented an overview of the draft design concepts. Several more draft iterations will be produced between now and the end of the year to address and incorporate the input received. Updated design standards to address design elements will eventually be incorporated into the City's land use regulations as a new Downtown Plan District chapter of the SDC and a new chapter of EDSPM. The new code would include "form-based code" regulations to implement the new design standards for building form, setbacks, frontage, facades, height and other elements addressed in the attachments. At

this time, staff does not expect to incorporate significant changes to the list of permitted land uses currently allowed in the Downtown.

Ms. Pauly introduced Marcy McInelly, the consultant from UrbsWorks who presented at the last work session.

Mayor Lundberg discussed how they could best direct their questions to keep on topic. She checked with the rest of the Council.

Councilor Moore said she liked breaking it down into smaller pieces in design standards. She noted some questions she has regarding sidewalks.

Councilor Woodrow said she would like to scale it down to the subareas rather than the whole picture.

Mayor Lundberg said they would discuss the whole study, breaking it into segments. She asked staff to start with Streetscapes in each of the subareas. She asked Ms. Pauly to review the subareas.

Council reviewed the maps of the subareas.

Mayor Lundberg said in looking at the Streetscape Standards, she is fine with bulb-outs and parklets, but does not like bike corrals unless they are in low parking areas. Those riding bicycles can generally park farther away as they are more likely to be able to walk further. She doesn't want to take up prime parking spots. She likes the different color sidewalks in places where cars may be pulling out. In the width of sidewalks for the subareas, she didn't see where chairs and tables could go. It is also not clear where sidewalk widths would stay the same. The tree pits should be bigger to handle the roots. She suggested talking to Hanalei Rozen about how to make the tree well large enough to accommodate the trees to avoid tearing up the sidewalk. Having them large enough also helps with rain water runoff. It's also important to make the trees the right size so they don't block lights and signs. Leaves can get on roofs of buildings, clogging up the downspouts and HVAC systems, putting the onerous on the property owners to deal with those situations. She asked if three stories (90 feet) was the maximum in Subarea 1, and if that would include buildings next to the Washburne District.

Ms. McInelly said current zoning permits 90 feet. There are setbacks and stepbacks next to the Washburne District neighborhood.

Ms. Pauly said the City's existing standards in the code provide the reduced heights next to Washburne. They are trying to format this so it is easier to understand.

Mayor Lundberg said she likes the look of Downtown now, but the Mill Plaza subarea (D1) proposal allows a wider variety of materials. That concerns her and feels it would change the look of the Downtown core, and it would be the area up against the river. She also noted the proposal allowing neon signs in the Plaza area and asked Council to provide input. This subarea allows different materials which is a major shift. She noted the proposed requirement for 25 feet and 40% transparency. That is a lot of windows, which are much more expensive. She asked about the current standard.

Ms. McInelly said the transit center is an example of a building that has 25 feet windows. Many two story buildings Downtown are 25 feet or taller. The idea of these standards was to mimic the Downtown pattern. They looked at buildings that people liked and they are close to 60% transparency.

Mayor Lundberg said they need to decide what they want to see happen and where they want flexibility. Some storefronts Downtown are only one story and have shorter windows. Those would likely be the buildings a developer would tear down to rebuild. After talking with a builder/developer, the window standards would affect cost and would need to be penciled out. She liked the guiding principles of the structured parking with demarcation between the bottom and the top. She noted other buildings in Downtown with that distinction.

Councilor VanGordon asked if this document was going directly into the code, or just pieces of it.

Ms. Pauly said pieces of the design standards would go into the Development Code and streetscape standards would go into the Engineering Design Manual.

Councilor VanGordon said both documents were too complicated and he would like to see something more simplified. Both the presentation and context are too complicated. He would prefer to combine some of the zones, or something to make it easier for developers. He asked what width of sidewalk was currently allowed in Downtown.

Ms. McInelly said some are 5 feet and some 12 feet.

Councilor VanGordon asked about benches on the sidewalk as public space.

Ms. McInelly said café seating is applied for and is only for patrons of the establishment. A parklet could be more of a public space.

Councilor VanGordon said the language is confusing. When looking at streetscape furniture, it was noted they would be treated case by case by staff. He would like more clarity in that standard. He suggested removing the graphic showing a stand-alone bus lane since it is dependent on the outcome of the Main Street study. He doesn't want it to appear a decision has already been made. He agreed with the Mayor that the Mill Plaza should have more of a look of Downtown, but as a transition to Glenwood. He did not want skyscrapers.

Councilor Moore said the language describing alleys was interesting. It would be nice to indicate on the sidewalks where alleys are located for pedestrian safety. She asked how alleys provide connectivity.

Ms. Pauly said the alleys are currently heavily used.

Councilor Moore said she is concerned having alleys used for pedestrians. She asked if there is signage for safety. She asked how vegetative swales would work in Downtown.

Ms. Pauly said they do not currently have any swales. If large redevelopment occurs, the alley could be used as a swale.

Councilor Moore said she didn't envision benches looking out onto Main Street. She likes having the tree pits as large as possible to catch water, although the types of trees need to be considered. She is concerned about bike racks going on the sidewalk and is not sure how that is defined. She asked if there is a standard regarding how wide the sidewalk has to be for bike racks. She asked if bike racks are required for redevelopment.

Ms. Pauly said they are required for redevelopment.

Mayor Lundberg said it is a standard throughout the City.

Ms. McInelly said the location means whether or not it is located on the street and should be determined on a site by site basis. Placement tells where within the sidewalk zone bike racks can be located.

Mayor Lundberg discussed a process used when a business expanded and wanted to use the alley, and determination was made regarding who owned the alley. She asked staff to explain ownership of the alley.

Planning Manager Greg Mott said it may have been something the business had already paid for and as a condition of use been required to make improvements to the alley. When the alley is vacated, the City has a responsibility to recover costs the public has paid for.

Councilor Pishioneri located information on when this occurred in June 2003.

Mayor Lundberg asked if alleys were required.

Ms. Pauly said in some cases alleys are the only way to provide access for utilities. Every property will be different. She explained. Previous direction was to use the alleys.

Mayor Lundberg noted where alleys were depicted on South A.

Councilor Woodrow said she would like to see connectivity between the Plaza area, Downtown and eventually Glenwood. If they have an expanded idea of walkability and connectivity, she would like the character remain similar and enticing, and she's not sure a metal frame building would do that. This document is very complicated and difficult to understand. It is difficult to correlate the streets with the subareas. She feels they should have parameters for street furniture and if someone has something different, it could be addressed individually. She likes the colored sidewalks, but asked what type of maintenance would be needed for them. She likes the parklets, but is not in favor of bike corral. She would prefer they not take up space that could be utilized by people. She liked the demarcation and trim. She also agreed with the comments regarding trees and water recycling. Painting crosswalks and drains all lends to the character. She likes the alleys and the art alleys, and would like them utilized and enhanced. Springfield is becoming a go-to place for art.

Councilor Moore said when she thinks of the Mill Plaza, she thinks of a larger plaza where people sit and congregate. She asked if there was a vision or picture.

Ms. Pauly provided pictures of a plaza area. The vision is to have mixed use development with restaurants and retail on the ground floor. The plaza would be adjacent to the sidewalk. There would be pedestrian flow to Island Park.

Councilor Moore said adding that plaza into this plan is almost too big.

Ms. Pauly said it was brought into this project to provide principles to a developer who might choose to put in a plaza.

Councilor VanGordon said he would like a refresher work session on the Mill Plaza.

Mr. Grimaldi said staff could bring the standards back to Council and include additional time to discuss the Mill Plaza.

Councilor Pishioneri said he didn't like bike corrals using up vehicle spots, but prefers them off street. He likes the wayfinding sign recommendation. There should be a standard for the type of furniture allowed in parklets that is safe and sturdy. He likes the design and width of the benches and suggested putting armrests in the middle as well as on each end. He doesn't like to have his back to the street, but prefers to have his back against the wall. He is not clear where the bollards will be located. He likes the dark color metal galvanized for the furniture, but feels they should have the same design standard. He asked for explanation about Section 2.6 regarding façades and the wording to "commit contemporary treatment".

Ms. McInelly said the standards for the Downtown area are written to recreate much of the proportion of a traditional Main Street building. To contrast that, they are promoting a loosening up of standards outside that area for a more modern feel.

Councilor Pishioneri said he is concerned about keeping Downtown historic, and doesn't want to see something modern next to it.

Ms. McInelly said it would accentuate the Downtown pattern to make it more strong and special. In the Downtown areas, contemporary materials could be used as long as the proportion of the windows and wainscoting were carried through. She described how it could tie in such as the Royal Building.

Councilor Pishioneri said he doesn't want to depart from where they have gone.

Ms. McInelly said the theater is a contemporary building, but carries a lot of the traditional patterns.

Councilor Pishioneri spoke regarding street trees and noted that there are medium size trees that don't grow more than 30 feet. There is no specking for excessive runoff noted in the tree pits. Tigard has a minimum 1000 square feet for their tree pits. The tree size needs to be determined before setting a minimum tree pit.

Mayor Lundberg said it sounds like the Council would like the plaza to have a cohesive look to Downtown. She would like to remain open to the possibility of retail, etc. in the plaza area. Council needs to determine if they want to focus on this area for a plaza, or the square closer to City Hall as the plaza. They also need to determine how flexible they want to be with the plaza area in terms of redevelopment. Buildings and alleys are more complicated. She likes visuals and would like more pictures of examples of the different standards. When they get to the building standards, more in-depth conversations will be needed. She would like to have a group of builders look at the standards and provide feedback.

Mr. Grimaldi asked if there were any other issues regarding development standards.

Mayor Lundberg said they need more work sessions to discuss the development standards, with more visuals.

Discussion was held regarding development that may come in that changed original plans.

Mr. Grimaldi said a work session could be scheduled after the recess. He suggested that Council meet first before having an outside group review it.

Councilor Moore asked about the Booth Kelly plan.

Mr. Grimaldi said it was not a high priority at this time. Booth Kelly is currently fully leased with a waiting list so it is in good shape.

Mayor Lundberg said once the Mill Pond Paths are completed, Booth Kelly will take shape.

Mayor Lundberg noted that bulb outs should be painted so they are more visible for vehicles.

2. Recreational Marijuana Local Option Tax.

Bob Duey, Finance Director, and Kristina Kraaz, City Attorney, presented the staff report on this item.

ORS 475B.345 allows the City to adopt a 3% tax on marijuana items sold by retailers who are licensed by OLCC (under ORS475B.110). The tax must be adopted by ordinance that is referred by the City Council to the electors of the City at the next general statewide election, which occurs on November 8, 2016. If Council's decision is to proceed to the November election on this issue the appropriate timing would be to take such action and approve a final ballot time on July 18th prior to summer recess.

Mr. Duey described changes through the legislature regarding marijuana tax and State Shared Revenues. Beginning January of 2016, the formula will switch to how much is sold in each community. The Council could place a tax on the November 2016 ballot by adopting an ordinance to set the fee, and passing a resolution referring it to the voters. The State hasn't set rules on where funds from a local tax should go, so it is up to the Council to decide if they want that stipulated. It is difficult to estimate the amount will come into the City. He discussed anticipated amounts from State taxes. The tax is for recreational only.

Mr. Duey noted that the State could change the rules regarding what the funds from the tax could be used for. There are rumors the State could change the limit of 3% to something else in the future. This Council has been open regarding zoning and business licenses tax, and not banning sales, which is one of the criteria for placing the tax on the ballot.

Councilor Pishioneri said he is in favor of proceeding and would like to look at how to word a measure. He noted the tax on cigarettes which was more than what was being proposed by the State for recreational marijuana. He sees it as possible revenue for costs that will possibly be incurred by public safety. It could be a good source to offset the costs for the police levy.

Councilor Woodrow said she is also in favor and had similar thoughts regarding offsetting the police levy costs.

Councilor Moore asked about the cost of collection.

Mr. Duey said they could contract with the State, or could do it ourselves.

Councilor Moore said she would be interested in seeing a cost comparison for those two options. She likes the ideas of using the funds to help offset the police or fire levies.

Mr. Duey said he has not heard from the State about the cost of collection. The Council could move forward and determine later the costs of administration.

Ms. Kraaz said the State told the League of Oregon Cities (LOC) that the cost would be similar to what is taken off for similar items which is about 2%.

Councilor Moore said they could also put the funds towards the Library fund.

Councilor VanGordon said he is in favor and likes the idea of putting it back to public safety, and should possibly include that in the ballot title language. The details can be determined later.

Mr. Duey said once it is in the ballot title, the City would be locked in to that decision.

Councilor VanGordon said he feels the voters need to know where the funds are going.

Mayor Lundberg said she feels the voters will approve the measure. She asked about the breakdown of the State Shared Revenues.

Mr. Duey said State Shared Revenue goes into the General Funds. Public hearings are held each year asking the community where they want those funds, and no comments have been received.

Mayor Lundberg said they need to be careful how the ballot title is worded. When they passed the bond levy for public safety, people thought it was just for the jail and some people felt misled. She doesn't want to go out with anything that isn't absolutely clear. The money coming from the State will already be going to public safety. She doesn't want to get locked into something. She is concerned with the perception if it is designated for public safety, yet we still need to go out for bond measures.

Councilor Pishioneri said he wants to designate the funds. If it all went to public safety, it could free up General Funds for something else. He wants whatever wording is needed to maximize the ability for it to pass.

Mr. Grimaldi said the City conducted a recent survey about this tax and didn't include designating the funds to anything specific.

Ms. Kraaz said they could draft ballot title language with some options. Some jurisdictions put the funding option in the explanatory statement for the voter's pamphlet.

Mr. Duey said staff would come on back July 18 for discussion and action on the proposed ballot title.

Councilor Pishioneri asked that staff provide the summary as soon as it is available so councilors could give their individual input to Mr. Duey prior to the July 18 meeting.

3. Virginia-Daisy Bikeway Project Preliminary Design Concepts.

Emma Newman, Transportation Planner, and Michael Liebler presented the staff report on this item.

The Virginia-Daisy Bikeway project preliminary design concepts are in large part a result of the collaboration between staff and consultants at Alta Planning+Design. The project and design concepts are currently in the middle of the first round of outreach soliciting the community's feedback and preferences. Staff would like to combine the community input on the options and treatments proposed

in the Preliminary Design Concepts with the feedback and suggestions provided by the Planning Commission (6/7 work session) and City Council (6/13 work session) to help inform the next round of revisions which will lead to a final concept.

The Virginia-Daisy Bikeway Project is primarily funded through a grant by the ODOT Bicycle Pedestrian Advisory Committee Transportation Enhancement Program. The project is located on Virginia Avenue and Daisy Street from 32nd to Bob Straub Parkway. A full description of the project background was included in the May 9 City Council Communication Packet.

One of the focuses of this project is to increase safety at 42nd and Daisy, and address multiple needs from the Springfield Transportation Plan (TSP) with one project. They are looking at contributing stormwater funds to help with traffic calming elements. The purpose of tonight's meeting is to share some of the initial feedback received from the community and Planning Commission. She presented a power point presentation.

The guiding principles of this project are:

- Find a safe and comfortable biking corridor that can be used by bicyclists of all ages and abilities.
- The design of the bikeway should enhance the overall appeal for all users and groups, pedestrian safety and usage, provide traffic calming for automobiles
- Enhance the neighborhood feel. Since Daisy was opened for connectivity, there have been no steps taken to mitigate speed.

Community Outreach for this project has included open houses, postcards to neighbors, being present at the Willamalane Safety Fair, site visits by the Bicycle and Pedestrian Advisory Committee (BPAC), in-person meetings by staff with property owners, and received and responded to 24 phone calls.

Ms. Newman said they are trying to provide a consistent feel and treatments that are appropriate for traffic volumes, such as mini-roundabouts, medians and raised crossings. She displayed photos showing what the treatments could look like along this corridor and explained how they work. Different options were highlighted for Council consideration.

Ms. Newman noted that a parking utilization study was conducted, taking counts at different times throughout the day, as well as weekends. The treatments being proposed are appropriate based on the results of that study. She explained those treatments.

During their outreach, they found the property owners near the intersections were amenable to the project for safety purposes.

Ms. Newman noted that the Planning Commission prefers a roundabout at the 42nd Street intersection, as opposed to the 32nd Street intersection. They feel the shared bike lanes are appropriate as proposed, and agree that consistent signage is important.

Councilor Woodrow likes the 32nd Street crossing and the 42nd roundabout. She is not in favor of mini roundabouts, trees and the stormwater treatments. The stormwater treatments in Eugene are very confusing and less safe. If there is a way to accomplish that without distracting from the people on the street, it could make sense. She didn't like the pedestrian signal because it wasn't consistent. She is very concerned about safety.

A photo of a mini roundabout was displayed.

Mr. Liebler said they had heard concerns about landscaping and visibility of roundabouts. The mini-roundabout includes striping a low-profile center island. The photo helped to alleviate the citizen's concerns.

Councilor Woodrow asked who has the right-of-way.

Mr. Liebler said it works in the same way as a normal roundabout. If someone has a large vehicle or trailer, there is the ability to drive up and over the center island somewhat.

Councilor Woodrow said she could consider that, but still felt strongly about the other treatments.

Councilor Moore asked if \$700,000 covered all of the costs.

Ms. Newman said they have not received a cost estimate on this project yet, but are still looking at the concepts. They would get that information and bring it back to the Council.

Councilor Moore said it looks like additional right-of-way would need to be acquired for the roundabout on 42nd Street. She asked if they were cutting into properties extensively.

Ms. Newman said this is still a concept, but staff has talked with the property owners. One property owner would like to have their property taken, as does the person on the other corner as it would provide more access for her and visibility. The properties on the northeast and northwest corners may have some issues that could be addressed and provide safety improvements.

Councilor Moore said she likes the roundabouts. The stormwater treatment depicted on Attachment 2, page 6 should not affect traffic due to the location. Those kinds of things don't upset her driving, and provide separation between sidewalks.

Councilor Pishioneri asked the colors on the options.

Ms. Newman said most are to delineate parking and driving lanes.

Councilor Pishioneri said he is uncomfortable with a lot of the proposal.

Ms. Newman said the cost included \$710,000 for the bikeway project, and \$500,000 for the overlay.

Mr. Liebler said the overlay project is planned regardless of the bikeway.

Councilor Pishioneri said the vast majority of comments included concerns about loss of parking. He asked how many people felt comfortable with the project.

Ms. Newman said people came to staff first with concerns about parking. Once staff talked to people about their specific location and how parking would be accommodated, they were more comfortable.

Mr. Liebler said once they had the conversation, the majority were fine with the project.

Councilor Pishioneri said the study should have included a dinner time check on the weekend when most people are home.

Mr. Liebler said they could do a check during that time.

Councilor Pishioneri asked why they weren't proposing the beacons that are on Main Street for this project.

Ms. Newman said the pedestrian hybrid beacon is an option and would be for people crossing South 42nd to activate. The neighbors wanted to have treatments that worked for all users.

Mr. Liebler said all of the signalized options would require advanced signalization with warning lights. The roundabout option physically constrains and slows down traffic, and accommodates left turns westbound on Daisy.

Councilor Pishioneri said he can't support the large green island sanctuary. He feels a lot of this is overkill. He would like to see safe movement, but doesn't want to see city streets converted to bicycle streets because those driving on the streets are paying for the streets. He is fine with the calming effects, but not trees in the street as it takes away parking. He asked if they talked with the owner or renter on the northwest property at 42nd and Daisy.

Ms. Newman said they talked with the resident, and mailed the property owner. They have not had a conversation with the property owner yet.

Councilor VanGordon said the intersection at South 32nd looks good. He would prefer the roundabout on the South 42nd Street intersection as it would promote safety and improve traffic flow. The other alternatives seem to be overkill. The red parking is interesting, but he's not sure it is necessary for safety. He would like to hear more about it. He is surprised at the amount of traffic on this corridor. Regarding the mini-roundabouts, he could be supportive if it is more of a friction than something with landscaping. He has concerns about the trees and noted a lot of comments from the public. He asked if people were less concerned once hearing more details about the trees.

Mr. Liebler said some people didn't want trees and some did. The main concern was regarding their responsibility in maintaining the trees. Staff would work with the individuals if that was an option. It was about 50/50 in favor of trees for beautification.

Councilor VanGordon said perhaps they should describe it as being for beautification. He agreed it is best to look at them on a case by case basis. If all of the funding came in, they may be able to do everything. If not, the most important thing is getting the intersection treatments done.

Councilor Moore said the purpose of the project is to provide an east/west alternative for bikers to avoid Main Street. The funding is from the State. She has gotten a positive response from many commuters who ride their bikes to work about having an alternative. She thanked staff for reaching out to the neighbors.

Mayor Lundberg agreed that the purpose was to find an alternative to get people off Main Street. She noted the current connectivity in Springfield for bicyclists. Bikers look for the straightest route and the purpose of the Virginia-Daisy connector is to get people off Main Street for bikers, but also to accommodate vehicles. People have wanted to bicycle and this recognizes that and offers a safe alternative. The colored parking does stand out very well and is clear. It looked like there was more support for mini roundabouts and raised crosswalks than objections. There were more objections for trees, but some may want them so working with each property owner is a good idea. The proposal accomplishes what she hoped.

Councilor VanGordon said it would be helpful to simplify the Frequently Asked Questions (FAQ) to make it more understandable for citizens.

Councilor Woodrow said an occasional tree is fine, but they can also impeded bicycles as well. She would be voting against a major amount of trees or stormwater treatments.

Mr. Grimaldi said staff would bring this back to Council in September for a final look.

Mayor Lundberg said she didn't want September to be the last time they review since there were a couple of councilors absent from tonight's meeting.

Councilor Moore said it would be presented to the BPAC tomorrow. It will be good to hear their feedback.

Mr. Grimaldi said they would bring it back for one more work session, then a regular meeting for a decision.

ADJOURNMENT

The meeting was adjourned at 7:52 p.m.

Minutes Recorder – Amy Sowa

Christine L. Lundberg
Mayor

Attest:

Amy Sowa
City Recorder

City of Springfield
Work Session Meeting

MINUTES OF THE WORK SESSION MEETING OF
THE SPRINGFIELD CITY COUNCIL HELD
MONDAY JUNE 20, 2016

The City of Springfield Council met in a work session in the Jesse Maine Meeting Room, 225 Fifth Street, Springfield, Oregon, on Monday June 20, 2016 at 6:00 p.m., with Mayor Lundberg presiding.

ATTENDANCE

Present were Mayor Lundberg and Councilors VanGordon, Wylie, Moore, Ralston, and Woodrow. Also present were City Manager Gino Grimaldi, Assistant City Manager Jeff Towery, City Attorney Mary Bridget Smith, City Recorder Amy Sowa and members of the staff.

Councilor Pishioneri was absent (excused).

1. Street Repair Ballot Measure.

Anette Spickard, Development and Public Works Director, and Jeff Paschall, City Engineer, presented the staff report on this item.

At Council's January 25, 2016 work session, staff presented the results of the City's 2015 pavement condition report along with the list of unfunded High Priority Street Preservation and Repair projects. Council discussed several options for financing these projects and directed staff to conduct a scientific survey of registered voters to gauge the community's interest in improving street quality and their opinion of a fuel tax and/or general obligation bond (property tax) to fund needed repairs.

While the City no longer has a pavement preservation program due to cutbacks that occurred in 2007, the City has been successful in leveraging federal and state dollars to maintain our most critical arterial and collector streets. Even with these investments 42% of arterials and more than 50% of the collectors and local streets are now rated in poor condition. The estimated cost of the repair backlog is \$30 million. Staff will present example project lists of what could be completed in a five year period if a new revenue stream is approved by voters.

If Council would like to ask voters for approval of a tax measure to fund street repairs, Council can give direction to staff at this work session to prepare language for a Ballot Title, Measure, and Summary for the November 2016 election and bring those back to Council for a vote at the July 18, 2016 regular session. If Council wishes to continue the discussion, another work session is scheduled for July 11, 2016.

The survey was conducted in late May 2016 and results received by the City in early June. The executive summary of the survey results were provided for Council review. In short, the survey revealed that voters are aware of the poor condition of the street system, addressing the backlog is a priority and there is support for a modest tax increase to keep the situation from becoming insurmountable. Results show support for a 2 cent fuel tax increase and potential support for a 3 cent fuel tax increase. Respondents preferred a fuel tax because it is directly related to usage and is seen as more fair than a property tax. There is little support for a general obligation bond (property tax) measure at this time.

Ms. Spickard reviewed the survey results. The high level survey findings show that:

- 64% agreed our streets are in serious disrepair; however 63% are not aware of the City's efforts to address the backlog.
- 62% support a modest tax increase to repair Springfield's streets.
- When given a choice of tax methods to pay for street repairs, 52% prefer a fuel tax increase, 27% prefer a general obligation bond, and 19% do not want a tax increase of any amount.
- There is 62% likely support for a 2 cent fuel tax increase.
- There is 55% likely support for a 3 cent fuel tax increase.
- 52% said that the Council does not need a sunset clause on the fuel tax in order to have their support.
- 55% said the Council's endorsement of a measure has the highest impact on their decision whether to support a measure.
- 50% agreed that the elected officials in Springfield are completely trustworthy.

Based on the results of the survey, the consultant would recommend the Council put a 2 or 3 cent fuel tax on the ballot, with outreach and education about the condition of the streets. Staff developed a project list of what could be done with a 2 cent tax or a 3 cent tax. She noted that each additional penny of fuel tax is estimated to generate about \$370,000. The City's backlog is close to \$30M. A fuel tax increase would be a start towards making progress.

Councilor Ralston asked how much of an increase in the fuel tax would it take to catch up on our backlog.

Ms. Spickard said it would take about 7 cents increase to cover the entire backlog.

Mr. Grimaldi said the state is also considering some funding.

Councilor Ralston said he was fine with the 2 cent or 3 cent tax.

Councilor Wylie asked what City of Eugene has for a fuel tax at this time.

Ms. Spickard said they currently had 5 cents.

Councilor Wylie said she is good with a 2 or 3 cent gas tax, but feels we need to advertise the comparison with Eugene. She would also like to look at other options such as having the marijuana tax go to street repair.

Councilor Woodrow said she was fine with either a 2 or 3 cent tax. She feels they could get the 3 cent increase with the margin of error in the survey.

Councilor VanGordon asked about turning the gas tax into a revenue bond.

Ms. Spickard said in consulting with the Finance Department, they determined they would need to use about 5 cents minimum to back a revenue bond. It would then tie up those funds needed for projects.

Councilor VanGordon said he likes the idea of putting out a project list or map of projects that could be accomplished with the tax. He could support either 2 or 3 cents, but would prefer 3 cents. The survey data is not that different. He wants to be cautious about presenting information to the voters that this will not get us all the way. We need a state transportation bill.

Councilor Moore agrees 3 cents is good. She would be concerned that the body of the ballot measure includes information that this will only begin the work, and would not take care of everything. She asked about street map for projects that could be done with 3 cents.

Mr. Paschall said the 3 cents shows a first year project list that includes overlay preservation on 42nd Street, as well as the residential slurry seal program. He further explained the lines on the map and when projects could be done. The extra cent could get us caught up on residential slurry seal.

Councilor Moore asked if they had a plan of how this would be put out to the citizens.

Mr. Paschall said he took the project list from earlier this year that shows the high priority needs, and determined which projects could be completed with either 2 cents or 3 cents. Although this doesn't address the backlog, it should help keep the backlog from getting worse.

Mr. Grimaldi said there is a 5 percent margin of error in the survey. He noted the difference between the 2 cent and 3 cent results. The Mayor has a lot of experience in polling trends.

Councilor VanGordon asked if we would be able to remain caught up once we are caught up with the backlog.

Mr. Paschall said we would need \$4.5 to \$5M annually to have a full-fledged residential slurry seal program, and keep up on our thin lift overlays, crack sealing, potholes, etc.

Councilor Woodrow said any time people have had a slurry seal on their street, they have been happy. That could be a good selling point.

Councilor Moore asked about the City's current shortfall.

Ms. Spickard said we have no funds for preservation.

Mr. Paschall said the revenue the City has been able to designate on the capital side has been used to leverage federal dollars for projects such as Gateway, Thurston Road, etc. Those grants go in cycles and always require a match.

Ms. Spickard said state funding is for operations, engineering, maintenance, and daily operations. Any funds left at the end of the fiscal year have been set aside for funding opportunities.

Councilor Moore said the City should let the public know when grants are awarded and for what projects.

Mayor Lundberg said part of the concern is that people may feel we are going out for either this tax or the marijuana tax. It needs to be very clear and differentiated there are two measures. She said she spoke with Councilor Pishioneri and he supports a 3 cent tax. She said they need to have a group to form a yes committee. Mayor Lundberg said she is willing to help, but it will take all of the Council. An information campaign needs to get the word out and it will take some funding. Work has to be done. The councilors need to make those calls.

Mr. Grimaldi said the consultant stressed that they would only get the positive results with an organized campaign.

Mayor Lundberg said it was up to the elected officials to campaign for the measure.

Ms. Spickard said she would work with the City Attorney's office to draft a ballot title for consideration during the July 18 Council meeting. It is difficult to determine what the funds would be used for since the project list changes and the tax would be ongoing. They can include the current situation and project list in the informational materials.

Councilor Ralston said he agreed with 3 cents and would work on a campaign. This is an important issue.

Mayor Lundberg confirmed the full Council agrees with 3 cents.

2. 2016 Council Priority Initiatives Update.

Jeff Towery, Assistant City Manager, presented the staff report on this item.

As the City of Springfield moves into FY17, Council may benefit from an update of current initiatives, setting the stage for leadership to effectively allocate resources and staff hours to the highest priority projects:

- Consolidated Accounts Receivable – Finance Dept.
- Priority Based Budgeting Analysis – Finance Dept.
- DUII Court Program – Springfield Municipal Courts
- New Art to Attract Visitors – City Manager's Office
- Downtown Façade and Business Space Readiness Investments – City Manager's Office
- Prepare Glenwood for Future Development – City Manager's Office
- Advanced Timber Products/Cross Laminated Timber – City Manager's Office
- Springfield Economic Look – Regional Competitiveness and Industry Assessment and Economic Strategy – City Manager's Office
- Industrial Site Opportunity Look – City Manager's Office
- Booth Kelly Redevelopment Strategy – City Manager's Office
- Fire Local Option Levy Renewal – Fire Dept.
- Police Operating Levy Renewal in 2017 – Police Department
- Main Street Traffic Safety Improvements – Development and Public Works
- Age-Friendly Community – City Manager's Office
- Workforce Diversity, Inclusion & Competency – Human Resources
- Work with community to develop financing strategy for street system preservation and maintenance – Development and Public Works
- City-wide bicycle and pedestrian connectivity and way-finding implementation plan – Development and Public Works
- New Library Facility – Library
- Code Enforcement – Police Department

Any Council feedback will be incorporated into future project updates, work sessions and action items.

Last April, Council was presented with a list of priority initiatives. Council asked to have all of those initiatives brought forward. In October staff brought additional initiatives related to economic development and Council asked to have those move forward as well. Over the course of the last year,

some of the projects have come back to the Council as updates. Many of the economic development initiatives did not have staff when first brought forward. Those initiatives were brought to the Budget Committee and staff and resources were identified.

Councilor Woodrow said she read through it and she liked what was done and how it was put together. It outlined where we were and where we are now. She appreciated the timeline.

Councilor VanGordon asked about the initiative related to the redevelopment of Booth Kelly. He asked if we are able to put money aside to invest in redevelopment in the future.

Mr. Towery said staff is in the process of doing a capital assessment of Booth Kelly and what repairs need done. Money is set aside for some of those repairs. They wanted to do that first before doing the redevelopment plan.

Councilor VanGordon referred to the DUII program and said he felt it was written in relation to causation and not correlation. As that program develops, he would like to look for other potential things may be driving down the numbers. Other than that, it looks great.

Councilor Moore asked about adding a citizen review component to the Priority Based Budget (PBB) process. She asked if that was a separate committee.

Mr. Towery said there is a lot of flexibility in how that gets done. We have examples of how other communities have done it.

Mr. Duey said when setting goals, we want to check with the community to make sure it is what they want. Council was not interested in forming that committee last year, but it has remained on the list as something to consider in the future. They could check with the community through a survey or something similar.

Councilor Moore said she was thinking of a committee such as the Budget Committee. She asked how much surveys cost.

Mr. Grimaldi said normally between about \$24,000 to \$26,000.

Councilor Moore said she was not sure she would like to have that type of survey, but perhaps asking people during community events.

Mr. Duey said there are a number of ways to approach this. He explained.

Councilor Moore said she would like to receive more citizen input. She asked if the art projects were all funded through transient room tax (TRT) dollars.

Mr. Towery said the primary source of funds for the art project is from TRT, but they have also leveraged grants and some outside sources. Fox TV underwrote the costs for the Simpson Mural.

Mr. Laudati said the Military Memorial would use some TRT funds as well.

Councilor Moore said she would like to get that out to the citizens so they are aware of the funds being used. She appreciated the track changes on the document to see what has been changed, and how to move forward.

Mayor Lundberg referred to the initiative about the fire levy being affected by higher ambulance call volume. She had asked Chief Groves about call volume, and scheduling a meeting to discuss this with Eugene and Lane County. It is now being referred to as Mayor Lundberg's Task Force on Call Volumes. The meeting is scheduled and she wanted to let the Council know. High call volumes are affected when people use the 911 system when it's not needed. She also referred to Main Street Traffic Safety Improvements. She likes the Safe Routes to School Program and the Point-to-Point Solutions, but she is not sure if they are always cost effective. She would like to look at those to see if they are cost effective. She also wants to teach bicyclists the rules of the road. If they are spending money on safety, they need to start promoting education to kids and adults. A Safety Corridor was discussed at one point. She thought Council was interested in a Safety Corridor Designation on Main Street if the speed limit is lowered.

Mr. Grimaldi said he didn't believe that was currently on the list for Main Street, but it could be added.

Staff will do follow-up and send information in a Communication Packet.

Mayor Lundberg said it is something to consider. Enforcement is really what is needed and wanted from the businesses. She would love to have code enforcement in our UGB. Council agreed it was something to look into further. She would like to see figures for funds spent and support for special events.

Mr. Grimaldi said staff could provide more information.

Mayor Lundberg said she wants to see it as part of a work program similar to art projects.

Mr. Towery said these initiatives were to focus on implementing Council goals. Some events have been done for many years and were not included. Staff could report back to Council.

Mayor Lundberg said including it in the annual report would be fine. She asked when the PBB updates would come to Council.

Mr. Grimaldi said they were not quite to that point. They are using PBB to do things internally. The City is not growing and PBB is often used to see where we want to grow, or where contracting might be used for certain services they want to eliminate.

Mayor Lundberg said the Council should look at the PBB before it goes out for citizen comment.

Councilor VanGordon said he would like to see a list of example activities that staff has taken action on internally through PBB.

Councilor Wylie said one of the biggest flaws in PBB is that it often prioritizes unpopular things that are very important near the bottom of the list. They need to balance that.

Mr. Grimaldi said the best opportunity to come back to the Council with PBB is early in the budget process next year. Currently, the major activity under PBB includes the new budget system implemented by the Finance Department which will have more of a program budget which will dovetail with PBB. Staff can provide a clearer picture when they bring it back next Spring.

Councilor Moore referred to the initiative for the Library and preparing an RFP for Library Needs Assessment and Programmatic Facility Design. She asked if that had been done.

Ms. Griesel said it has just been posted.

Councilor Moore asked if they had any idea of the cost.

Mr. Towery said they built the RFP around the funds available.

Councilor Moore asked how they make the decision whether or not to renew the Police Levy in 2017. They won't be able to eliminate both the Fire and Policy levies. She asked when they would receive information.

Mr. Towery said typically the Council would see information in late winter or early spring of 2017 to look at the November ballot. It will be around the discussion of the budget. During the previous legislative session, there was the possibility of a legislative fix to allow jurisdictions to roll ongoing tax levies into their tax base, but that did not move forward.

Mr. Towery said as long as this format worked for the Council, staff would continue to update this and bring it back each year.

ADJOURNMENT

The meeting was adjourned at 6:53 p.m.

Minutes Recorder – Amy Sowa

Christine L. Lundberg
Mayor

Attest:

Amy Sowa
City Recorder

City of Springfield
Work Session Meeting

MINUTES OF THE JOINT ELECTED OFFICIALS
WORK SESSION MEETING OF
THE SPRINGFIELD CITY COUNCIL
LANE COUNTY BOARD OF COMMISSIONERS
LANE COUNTY PLANNING COMMISSION
MONDAY JUNE 27, 2016

The City of Springfield Council met in a joint work session with the Lane County Board of Commissioners and Lane County Board of Commissioners in the Library Meeting Room, 225 Fifth Street, Springfield, Oregon, on Monday June 27, 2016 at 5:32 p.m., with Mayor Lundberg presiding.

ATTENDANCE

Present from the City of Springfield were Mayor Lundberg and Councilors VanGordon, Wylie, Moore, Ralston, Woodrow and Pishioneri. Also present were City Manager Gino Grimaldi, Assistant City Manager Jeff Towery, Principal Planner Linda Pauly, City Attorney Mary Bridget Smith, Assistant City Attorney Kristina Schmunk, City Recorder Amy Sowa and members of the staff.

Present from the Lane County Board of Commissioners were Board Chair Stewart and Board Members Sid Leiken, Pete Sorenson, and Jay Bozievich. Also present were County Administrator Steve Mokrohisky and Senior Planner Keir Miller. Commissioner Farr was absent.

Present from the Lane County Planning Commission were Commission Chair Charlie Conrad, and Commissioners Gary Rose, Randy Hledik, Ryan Sisson, Dwight Coon, Charlcie Kaylor, Jason Theisfeld, and Larry Thorp.

Mayor Lundberg welcomed everyone and thanked them all for making the trip to Springfield for this important discussion. She said this joint meeting with the Lane County Planning Commission and Lane County Board of Commissioners was to allow them all to hear the information at the same time.

1. Springfield 2030 Plan Update: Economic Opportunities Analysis Final Report and Proposed Urban Growth Boundary (UGB) Amendment to Add Land to the UGB Designated for Employment; Natural Resources; Public Facilities; Parks and Open Space. (Metro Plan Amendment File No. LRP2009-00014).

Linda Pauly, Principal Planner, presented the staff report on this item.

Ms. Pauly introduced Keir Miller from Lane County.

Ms. Pauly said Springfield is doing the employment land determination. Residential land designation was done in 2011 when the Springfield urban growth boundary (UGB) was adopted. This is about planning for the future and the jobs for future generations. Hearings were held on Springfield's Commercial and Industrial Lands Buildable Lands Inventory and Economic Opportunities Analysis (CIBL/EOA) in 2010, and the final report is now complete. This is part of what the two jurisdictions will be asked to adopt in September.

Ms. Pauly said the analysis was dictated by State law and Oregon Administrative Rules (OARs) and included an inventory of how much land we have available, an economic opportunities analysis of

what types of jobs we will need in the future, what types of industries are needed to grow our economy, and what industries are a good fit with our community. Staff looked to see if the City had the right type, size and location of sites that would work with those types of industries. During the CIBL process, the committee identified a number of target industries for the community, and the size of site needed. They found the City does not currently have the size of sites for those industries. State law provides that the City can identify certain site characteristics for employment that will dictate where the UGB will expand. During that process, staff went back and revised the analysis to provide more detail about industries and site needs. Staff then went out and looked at how much land is already designated for the appropriate zoning within the City limits, and then determined if we had enough of that land to meet the needs. She referred to the final analysis that identified where those needs could be met. It was estimated that 10% of needed jobs would be filled through existing space, about 14% with home-based businesses, 23% through the UGB expansion, and 31% through vacant land inside the UGB. The city has enough sites that are 5 acres or less, but we need sites larger than 5 acres. The target number of suitable acres they are looking to add to the UGB is 223. "Suitable acres" means not constrained by wetlands, riparian area setbacks, slopes 15% or greater, or floodway. She noted that floodplain is considered suitable for purposes of our inventory and analysis. State Planning Goal 14 outlines how cities need to grow. Before expanding, the City needs to show our needs cannot be accommodated by land already in the UGB.

Ms. Pauly said the Council had asked for some examples of what development would look like in several different areas. She displayed a map showing existing employment areas and proposed areas.

Councilor Ralston asked why Highway 126 was not outlined as a major transportation corridor.

Ms. Pauly said they were only look at parcels of land that were developable for the inventory. She referred to a map of the proposed UGB expansion which would add 257 acres of suitable employment land, a bit more than the 223 which was identified as the land need. This additional land is to accommodate public facilities to serve the areas. They are looking to add 455 acres of public land, parks and open space. Some areas are already publicly owned park land, and include SUB wellfields. Willamalane requested those lands be brought in to the UGB as it is more efficient to manage current park lands if they are brought into the UGB. Currently, those properties are outside the Metro Plan so are subject to three plans.

Ms. Pauly reviewed the UGB Alternatives Analysis. The City is using ORS 197.298 to establish priority of lands to study when expanding the UGB. The first priority under the law for expansion is urban reserves, the second priority is exception areas, and the third priority is marginal lands. The staff report goes through every parcel and explains why each is not suitable. Springfield's 2nd and 3rd priority lands are quite distant from our current UGB. Many cities have exception areas close to their UGB. The fourth priority is resource land. Once they reach resources land, they must go through criteria to evaluate every potential site. Each area has been explained in detail in the staff report. Staff looked at soil capability classification and prioritized land based on capability class which is established by the Natural Resource Conservation Service. Some Class 2 areas are in the proposed expansion area as most of Springfield's surrounding land has some Class 2 soil. She noted the north Gateway area and how it was broken up. She discussed all of the areas considered and how those were analyzed and evaluated.

Ms. Pauly noted that expansion would add large sites in north Gateway and near the Mill Race site. She referred to maps of each area. Several members of the Board had asked that land between the current UGB to the river be included so it is not in County control, so that has been done. Having I-5 visibility is important for the industrial lands. She also noted that the proposal does not include land

west of I-5. She referred to the North Gateway area and the land that is in the floodway which is being proposed for natural resource. She also noted the industrial sites.

Commissioner Stewart asked about new proposed Federal Emergency Management Agency (FEMA) report and possible impacts.

Ms. Pauly said staff has done what they can to address that report.

It was decided that could be discussed in further detail after her presentation.

Ms. Pauly said the proposed zoning for this area is new and is called the Agriculture Urban Holding Area. This allows the City to bring it into the UGB, do additional planning work, allow existing uses, and hold it for future urbanization to meet the employment land needs. In the Mill Race site, SUB had purchased some property from Knife River for wellfields. She noted where industrial and public land is located in this area, as well as urban holding and public space.

Ms. Pauly referred to a final UGB map with proposed expansions. The Lane County Board will have a first reading on the ordinance on July 26. She reviewed the elements of the adopting ordinance. Our area is in transition with comprehensive planning because of HB3337. Springfield and Eugene are both developing comprehensive plans separately from one another, but coordinated. The two cities will still be planning public facilities and regional transportation facilities, and would still be coordinating planning efforts. The City will also be establishing the zoning code to address the new zone, as well as the zoning map. They will also be looking at the Lane County Rural Comprehensive Plan. Open houses are scheduled for August 3 and September 8, with further outreach occurring prior to and between those dates. A joint public hearing is scheduled for September 12, 2016.

Mr. Miller said this is a City initiated proposal, although Lane County would be required to co-adopt some plans to enable it to be initiated. The County reviews UGB expansion processes frequently, and he commends Springfield's staff. This is one of the most thorough and complete packets he had seen with comprehensive analysis. He feels confident about the proposed expansion areas and analysis. The City of Springfield is proposing to expand their UGB, which would then go into areas currently governed by the Rural Comprehensive Plan. The County would be required to implement a Rural Comprehensive Zoning Plan change. He noted a link to this document. Lane County also co-adopts the City of Springfield Code within the UGB and with the amendments to the Springfield zoning code, Lane County would need to co-adopt those changes. The Rural Comp Plan Maps will also be amended. In 2010, there was a recommendation by the Lane County Planning Commission following a public hearing to forward an affirmative recommendation on the Metro Plan Economic and Urbanization components of this proposal. A lot of this work had already been vetted by the Planning Commission.

LC Planning Commissioner Conrad asked about a small tip of land on the map showing the wellfield that was not proposed to be inside the UGB.

Ms. Pauly said there are places where staff had to make a decision about extending the UGB to a parcel line, river channel lines, etc.

City Surveyor Chris Moorhead said that is one section that is a remnant of an old channel of the river. There is a portion at south tip that is part of the tax lot to the south. Staff had decided to go with tax lot boundaries.

Ms. Pauly said part of the ordinance provides an explanation for each split tax lot.

LC Planning Commissioner Hledik asked if the urban holding designation was a Springfield innovation or modeled after another jurisdiction.

Ms. Pauly said it was something other cities such as the City of Redmond had used. The way we are doing it is different.

LC Planning Commissioner Hledik asked if it was essentially an urban reserve area.

Ms. Pauly said it is somewhat different and not to be confused with urban reserves under State law. These are lands they assume can be served in the planning period.

Mr. Miller said urban reserves are land outside the UGB held for future urban needs.

LC Planning Commissioner Hledik said he knows there are State criteria for expanding into urban reserves. He asked if there would be additional requirements with this land in the UGB.

Ms. Pauly said these would be in the UGB and could be easy to annex. If someone would like to develop, there is a path for them to take through the City's process. That process is spelled out in the policy document.

LC Planning Commissioner Kaylor asked about the floodplain.

Ms. Pauly said the North Gateway site is entirely in the 100-year flood plain. The Mill Race had some parcels that are not in the floodplain.

Commissioner Stewart said during a brief presentation about setbacks in floodplains, discussion was held regarding setbacks. He asked about distances and how they would address it if the new rules go through.

Ms. Pauly said they are following this very closely and have thought of ways to buffer our waterways. She noted the width in some of the areas which provide ample buffer. The City has an agreement with the Army Corps of Engineers that already requires a 100 foot buffer on any city-owned property so there would be at least a 100-foot buffer on the Mill Race site. Staff looked at the other areas using 200-foot buffers as a guide and they would still have developable land.

Assistant City Attorney Kristina Kraaz said they don't yet know what the ultimate regulations will be. There was a reasonable alternative suggested by the National Oceanic and Atmospheric Administration (NOAA), but FEMA doesn't have to go with that. There will be interim measures that will take effect within the next two years which includes a proposal that in a 175-foot buffer area, development would be limited. In the flood plain outside of the buffer, they are looking at some ratios for mitigation so development could be possible. The City can't stop all planning efforts while waiting to see what is implemented.

Commissioner Stewart said he has been working with some constituents in the County that were trying to get a loan on property in the floodplain. The application has changed regarding whether or not the development would have an impact on species, and no one was willing to sign off on that. He asked how that can be addressed.

Ms. Pauly said the City gives developers wanting to build in the floodplain, a letter with information on what is going on at the State and Federal level.

Ms. Kraaz said it sounds like the County was being conservative in that regard.

Mr. Miller said this situation comes up more in the County. FEMA told the County that they need to sign an agreement, which is a requirement. The 175-foot setback is from the ordinary high-water mark, not the edge of the floodplain. There would not be a prohibition on development in the entire area.

Ms. Kaylor asked if floodway was in the buffer zone.

Ms. Pauly said currently, the buffer is 75 feet per our existing regulations. If this property was in our UGB today, the City would require a 75-foot setback. This proposal designates land in the land use plan as a natural resource, so not developable. People could develop beyond that buffer. The buffer follows the floodway as mapped by FEMA.

Ms. Kraaz said the proposal is that development would be limited in the larger of 175-foot buffer, or the floodway. Where the floodway is larger than 175 feet, it would include the whole floodway.

Commissioner Leiken asked if the new zoning of Agricultural Urban Holding had been adopted in the City of Redmond. Ms. Pauly responded that it had. Commissioner Leiken said that means the Department of Land Conservation and Development (DLCD) staff has experience working with this.

Ms. Pauly said the DLCD has posted the City of Redmond's UGB expansion as a model on their website.

Commissioner Leiken said having a precedence set is good news.

Councilor Moore said she appreciates the work being done. She asked Ms. Pauly to explain how the legislature had a part in making this such a lengthy process.

Ms. Pauly said the 2014 legislature passed a law that required the State to update the Oregon Administrative Rules (OAR) that governs how UGB amendments are studied and processed. The City of Springfield, City of Eugene and about 7 or 8 other cities were using the old rules. These cities were told the rules had changed completely. Because of the years of work using the old rules, the cities asked the legislature to pass a bill to allow them to use the rules that were in effect when they started the process in 2009. The effort was successful and in March 2016, the City learned they would be able to move forward with the existing rules.

Commissioner Bozievich said the recommendation to revise the mapping of floodways with the 90% rather than the 50% is also in the Reasonable and Prudent Alternatives (RPA). He is surprised Maple Island Slough is not considered part of the floodway. There is more to come from FEMA. The majority of the area in South 28th is in the floodplain, and in those cases there is discussion about having to mitigate any historic volume lost, including displaced water. If they move forward with this RPA, it will affect the ability to develop. He asked about the College View property. There is a considerable amount of exception land parallel to I-5, and the land sits on low value soils. The fact that land is no longer being considered may come up when going forward so they need to make sure their findings are strong.

Mayor Lundberg said much of what we do now is controlled by litigation. They have weighed out what we most need, what we most want, and what would work the best. The amount of acreage has already been reduced significantly in order to present the best case. Gateway has always been a prime area to expand. She agrees with the flood plain issues. When in Washington DC earlier this year, she visited with the National Oceanic and Atmospheric Administration (NOAA) who said their goal was to restrict development. With that in mind, they all have to be aware.

Ms. Kraaz said interim measures must be taken, but we don't know what those are at this time. The new mapping requirements and other implementations could take years.

Mayor Lundberg said it affects all of our riverfront properties, so the City needs to remain on top of this situation. Congressman DeFazio has also taken a personal interest in this and is working on it as much as he can. They can't wait or they would never get this done.

Mr. Bozievich said the biological opinion doesn't take into account Oregon land use laws. Because our UGB's may have an impact on floodplain close to cities, we are providing huge amounts of preservation and resource land east of Springfield and north on the Willamette River.

Commissioner Sorenson asked about the public comment opportunities.

Ms. Pauly noted the open houses and public hearing dates that are scheduled. The public hearing will be held at Springfield City Hall.

Commissioner Sorenson said the Commissioners had a briefing on the NOAA fisheries work. He asked if there might be interest from the Planning Commission members of Eugene, Lane County and Springfield, and the elected officials to hear that briefing and invite NOAA officials to attend. Perhaps they can also learn from other communities that have had NOAA or Oregon Fish and Wildlife buyoff on their land use. That information may be helpful as they move forward. This has happened in other parts of the country such as Arizona where the desert tortoise lives.

LC Planning Commissioner Hledik said he is looking forward to the staff report for Planning Commission work session. He asked where the employment projections came from, how the number of large parcels was determined, and how the acreage was derived.

Ms. Pauly said Attachment 1 of tonight's agenda packet is a briefing memo with a high level summary of how those things were done. Attachment 2 was the graphic summary document. Attachment 5 is the very long staff report that the elected officials would be adopting.

LC Planning Commissioner Sisson asked if the GIS staff used to develop the maps is based on the same GIS flood insurance maps that have not yet been released. If so, he asked if this data can be used if the other maps have not been released.

Ms. Pauly said staff is using the currently adopted FEMA data. They have looked at the proposed maps to get a sense of the changes. Until those maps are official, the City can't use them.

Mr. Miller said studies regarding Seavey Loop have been ongoing for several years.

LC Planning Commissioner Sisson asked if staff was monitoring that so they overlay what is being proposed. Ms. Pauly responded that they were monitoring those studies.

Councilor Ralston said the City did detailed studies of each area, including Seavey Loop.

Mayor Lundberg thanked everyone for coming out for this meeting. The next JEO is scheduled for September 12, 2016.

ADJOURNMENT

The meeting was adjourned at 6:37 p.m. by Lane County Planning Commission, Lane County Board of Directors and Springfield City Council.

Minutes Recorder – Amy Sowa

Christine L. Lundberg
Mayor

Attest:

Amy Sowa
City Recorder

City of Springfield
Work Session Meeting

MINUTES OF THE WORK SESSION MEETING OF
THE SPRINGFIELD CITY COUNCIL HELD
MONDAY JULY 18, 2016

The City of Springfield Council met in a work session in the Jesse Maine Meeting Room, 225 Fifth Street, Springfield, Oregon, on Monday July 18, 2016 at 5:30 p.m., with Mayor Lundberg presiding.

ATTENDANCE

Present were Mayor Lundberg and Councilors VanGordon, Wylie, Moore, Ralston, Woodrow and Pishioneri. Also present were Acting City Manager Anette Spickard, City Attorney Mary Bridget Smith, City Recorder Amy Sowa and members of the staff.

1. Springfield Economic Look – Regional Competitiveness and Industry Assessment and Economic Strategy.

Courtney Griesel, Community Development Manager, presented the staff report on this item.

In September, the City will begin a project to create a city-wide economic development strategy with a focus on regional and national competitiveness and industry opportunities. This work will provide the foundation to later develop and market the community and industry values and opportunities through the creation of a Springfield Economic Development Marketing and Branding plan. The economic development strategy work is fully budgeted and anticipated to be complete in April, 2017. Marketing and branding would occur at a later date following completion of the economic strategy. The City is proposing to sole source this work to Allison Larsen with TadZo Consulting. TadZo is a leader in strategic economic development planning and marketing and branding work. Allison worked recently and extensively in the region to guide the regional “Big Look” efforts. In 2014, Allison worked specifically with the Springfield City Council and staff to explore tough questions and dialogue around our urban growth boundary expansion.

City Council has identified economic development and the Springfield economic look as priority initiatives, acknowledging a need to understand our competitive advantages and disadvantages in the regional and national markets. Funds were budgeted for this work during the FY17 budget process in an amount of \$75,000. The goal for this project will be to generate a strategy and marketing plan which sets clear direction for realistic priorities while clarifying responsibilities and metrics for implementation; the plan will identify where the City is best positioned to ‘go’ and how to most effectively get ‘there.’

Provided as Attachment 1 of the agenda packet is a detailed discussion of the proposed work, outlining;

- Why an Economic Strategic Plan and Marketing Effort, and
- Phased Work and Costs to Complete the Project;
 - Phase I – Strategic Economic Plan
Cost: \$64,500 (budgeted)
Estimated Start Time: September 2016
Estimated Complete: April 2017
 - Phase II – Economic Development Marketing and Branding
Cost: \$35,499 (not budgeted)
Estimated Time to Complete: Four Months

Ms. Griesel described Phase I.

Step 1 – Where are we now?

- A. Economic Performance
- B. Competitiveness Assessment
- C. Economic Development Program Review

Step 2 – Where do we want to be?

- A. Stakeholder Input
- B. Target Industry Analysis;
 - a. Industry trends research and screening
 - b. Capabilities screening
 - c. Niche and Emerging Industry Sectors
 - d. Industry Intelligence
- C. Competitor Benchmarking
- D. Priorities Interactive Work Session

Step 3 – How will we get there?

- A. Priority Strategic Initiative Work Sessions
- B. Written Plan
- C. Final Plan Presentation!

Ms. Griesel said looking at these things will help staff identify the priorities and work needed to move forward. This allows the City to look at the data to understand how we are positioned to be most competitive in for economic growth. It also helps staff and leadership assess new projects and opportunities and how they align with industry trends or the priorities set by the City. Staff has asked Ms. Larsen to create the plan and provide a train the trainer method by teaching staff how to do these things and update the plan in the future. Staff would love to start discussions about funding the marketing and branding component. Tonight, they are looking for feedback from the Council.

Councilor Woodrow said this is something whose time has come. In pulling the data together, she asked how many years of accumulation the trending encompassed.

Ms. Griesel said it was dependent on the industry. She could get clarification from Ms. Larsen.

Councilor Woodrow asked if there is a general standard for prospective developers.

Ms. Griesel said again it depends on the industry and is case specific. In the second phase of work, they will go into details of the general targets identified.

Councilor Woodrow said that is more beneficial than a standard response. In looking at the categories of entities researched, she did not see women's professional business networks, and other business networks, including the Board of Realtors.

Ms. Griesel said they will better define the stakeholders once they start. She acknowledged there may be some groups that are missing and will be added.

Councilor Pishioneri asked if the proposal was asking us to hire TADZo.

Ms. Griesel said she would come back with a formal request to hire TADzo. Staff had started with discussions because Ms. Larsen has experience in the area of branding and marketing.

Ms. Smith said under the City's public contracting code there is an exemption for marketing consultants and would not be subject to the same Request for Proposals (RFP) process. \$100,000 is the sole source maximum.

Councilor Pishioneri said a competitor may look at this as being excluded.

Ms. Griesel said the \$99,999 is an internal dollar amount, not a State requirement. Staff will bring the contract forward if needed.

Councilor Pishioneri said he wants to make sure it is clear they are doing their due diligence. He likes what he sees so far, but hopes the product will be more clear than this information.

Councilor Moore asked if they would have a better idea of the timeline once Ms. Larsen is hired.

Ms. Griesel said the earliest Ms. Larsen is available to start is September. If the City wanted to change the start date, other adjustments might be needed to extend the timeline.

Councilor Ralston asked how much the City pays the Springfield Chamber.

Ms. Griesel said \$45,000. It was recently increased from \$35,000.

Councilor Ralston said this seems like a steep price tag. He is not concerned about our brand, but wants someone who is looking for industries who might want to move here. He wants to make sure we aren't duplicating services we receive from the Springfield Chamber and Travel Lane County (TLC).

Ms. Griesel said Chamber funds are specifically for tourism services. The City works with the Chamber regarding economic development, but this work will be helpful for both entities to be able to respond to questions from industry and the public. TLC focuses on tourism, hotels and heads on beds. The City is looking at jobs in other industry areas. TLC is funded through a share of our overnight stay revenues.

Councilor Ralston asked about the time period involved.

Ms. Griesel said 6-8 months starting in September, wrapping up in April. Work sessions and meetings with stakeholders will occur during that time frame.

Councilor Ralston said he is excited to see what they come up with. Springfield needs to go out and target industry to come into town. It is going to be a tough environment with the State tax system.

Councilor Pishioneri asked if the \$75,000 was approved.

Ms. Griesel said they have not yet authorized Phase 2 and do not have the budget for that additional expense. Phase 1 will cost about \$65,000. Staff will likely come back in the next budget cycle or if funds become available to request completion of Phase 2. The Budget Committee and Council would review that request.

Councilor VanGordon said overall it looks good. He asked how Ms. Larsen would be dealing with regional issues.

Ms. Griesel said from a geographic perspective, it is focused on Springfield. When they get into the labor market and incomes, it will be a regional look. Ms. Larsen will identify how competitive Springfield is with comparable cities with comparable industries in surrounding states. That helps us understand our positioning at a national scale.

Councilor VanGordon said the main thing will be the end product. He wants to see some actionable items come from the final work plan.

Mayor Lundberg said she had worked with Allison and she was very good. She has a national perspective. They need a sense of who we want to reach out to proactively. It will be important to do the marketing piece in addition. Ms. Larsen has a distinct way of doing things, gets you where you need to go, and is familiar with the Council and the region. In addition to employment, we need to think about our transportation system, projections for population, and how to have more businesses. This gives us an opportunity to better define what the City wants to do. She is happy with what Ms. Larsen has put together to date.

Councilor Pishioneri asked what the City will get for Phase 1.

Ms. Griesel said Phase 2 requires Phase 1, but Phase 1 does not require Phase 2. Staff would like to see Phase 2 approved as it provides more technology moving forward. Phase 1 will provide the train-the-trainer work, allowing staff to update the plan as needed in the future. Phase 2 is the package to wrap up the information from Phase 1 with an out-facing brand and additional resources and tools.

Mayor Lundberg said Council is supportive of moving forward.

2. Downtown District Design Standards (File No. TYP414-00001).

Linda Pauly, Principal Planner, presented the staff report on this item.

Mayor Lundberg said last time they met the Council discussed streets, and now they will discuss building standards. She asked Ms. Pauly to go over which things need discussed. It was helpful to have a long list of question staff needs answered by the Council.

Councilor Ralston said it all looks great on paper, but the cost of doing this is high. He is not sure how they would get existing businesses to do this. He doesn't want Downtown streets to look like the diagrams; he wants it to look like Springfield. Bringing them up to these standards is onerous.

Mayor Lundberg said she didn't like neon signs in the Plaza District. She asked for clarification on new design standards and how they are meant to fit with existing buildings.

Ms. Pauly said the proposed standards are trying to use those historic patterns. A lot of it is based on work from the Historic Commission. The concept of the new area between the existing Main Street and the river and Glenwood takes into account that development may have a larger scale to it in that area. That area has larger lots and different patterns could emerge there. Council had noted that they would like to see that area as a smooth transition between the existing historic Main Street and new development in Glenwood.

Mayor Lundberg asked what size shops are allowed in the Glenwood District. She is not too concerned about transition between Downtown from Glenwood, but would prefer to see an identifying characteristic between Downtown and Glenwood such as the bridge. She asked if they were looking at

larger retail Downtown because Glenwood would not have larger retail, or if there was some duplication.

Ms. Pauly said there would be some duplication. The previous vision adopted by Council in 2010 was a desire to have more retail space. We currently don't have enough square footage to have a viable retail district in Downtown. Retail, including restaurants and stores, is part of a successful downtown.

Councilor Moore asked about the cost of meeting these standards for those businesses that wanted to remodel.

Ms. Pauly said only major exterior improvements trigger the new development standards. There are different levels depending on what is being done.

Councilor Moore asked about programs that could assist with the cost.

Mayor Lundberg said that would be a different conversation.

Councilor Ralston said tonight's topic is Downtown, and Glenwood is a different conversation. He doesn't see Main Street changing that much. He would be more supportive of this in Glenwood. He doesn't support trees and dividers as they take up too much roadway and are a huge expense.

Councilor Woodrow said one of the busiest areas on Main Street is Plank Town with the tables and chairs outside. They created an attractive place. It's possible to do that in other areas of Main Street without major remodeling of the buildings, but it takes incentives. She has seen businesses come in and improve their site, bringing it up to the new standards. That is not a bad thing. After several take that step, more people will become interested. She wants to see Downtown as walkable from 10th Street to Pioneer Parkway with stores that attract people to encourage them to keep walking. We need to have something like this to create that atmosphere.

Councilor VanGordon said this is still way too complicated and he is ready for the next draft. It needs to be streamlined. He wants to see Downtown with the historic look to the buildings. We need a plaza Downtown, but he doesn't want to lock the City into something specific.

Councilor Wylie agreed that it is too complicated. She doesn't want to lose our uniqueness, but doesn't want something unattractive coming in. They need to be careful not to require too much of the businesses, and be sensitive to what is existing and not requiring too much standardization. Too many standards will take the unique character of Downtown Springfield away.

Ms. Pauly said in the existing code, there is a list of different amenities that can be provided when a developer comes in. They don't have to do everything on the list. She asked if that was a good way to go about the proposed standards. There may be some things they definitely want, but other things could be requests.

Councilor Pishioneri said this is complicated. He asked about the 18 inch step up into the building. Many buildings are in need of upgrading and modernizing, but he doesn't want to lose what we already have. The standards look like a full modernization of Downtown. These standards could put off developers.

Councilor Ralston said this looks like a cookie cutter, but he wants to keep Downtown as it is. He wants to see something that can be used for Downtown.

Councilor Woodrow said her vision is a light updated look, but not modernization. She doesn't want to lose the character and personality in Downtown. She agreed the standards need to be simplified.

Councilor Moore said there appears to be some flexibility in the standards.

Ms. Pauly said the City did ask the consultant for more flexibility than the current standards. Many of the photos that the Council did not like were examples of what current code allows. The next time they bring this to Council, they will show examples of current versus proposed standards.

Mayor Lundberg said they are in agreement that the standards need to be refined, clarified and simplified. Council wants to keep the Downtown historic buildings, although there are some older buildings that aren't historic and could be replaced. It would be nice to have new buildings that are complimentary to the historic buildings. Main Street to A Street is her focus in this area and there is an opportunity for moving more activity to A Street. The area around City Hall, referred to as the Town Square, is friendly and inviting. They need to figure out how to make our design standards so someone could design something complimentary. They don't want to lose the sense of the historic area, but need to allow some flexibility.

Ms. Pauly asked if the Royal Building fit their definition of a complimentary new building in Downtown.

The majority of the Council said it did.

Councilor Pishioneri said for him that building pushes the envelope of modernization.

Ms. Pauly said staff had done outreach with community meetings and citizen advisory committee meetings. The idea of the setbacks has been favorable.

Mayor Lundberg asked who was reviewing this proposal.

Ms. Pauly said an architect who works for several developers serves on the citizen advisory committee. They plan on doing more outreach to the development community.

Mayor Lundberg said it is important to check in with the developers about these standards since they would be most likely to invest in Downtown.

Ms. Pauly said they did have a real estate appraiser on the committee.

Councilor Wylie said she would like staff to find out from developers what is feasible and what is not.

Councilor Ralston spoke about incentives and said he is not supportive of the city providing funds.

Ms. Pauly said some of the public improvements the Council has approved such as downtown lighting provide incentives.

Mayor Lundberg said businesses want to come.

Councilor Woodrow said other stores encourage others.

Mayor Lundberg said the block where Plank Town is located looks the best. The buildings have colors that complement each other and look warm and friendly. It is reflective of early Downtown Springfield.

ADJOURNMENT

The meeting was adjourned at 6:30 p.m.

Minutes Recorder – Amy Sowa

Christine L. Lundberg
Mayor

Attest:

Amy Sowa
City Recorder

MINUTES OF THE REGULAR MEETING OF
THE SPRINGFIELD CITY COUNCIL HELD
MONDAY JULY 18, 2016

The City of Springfield Council met in regular session in the Council Chambers, 225 Fifth Street, Springfield, Oregon, on Monday July 18, 2016 at 7:00 p.m., with Mayor Lundberg presiding.

ATTENDANCE

Present were Mayor Lundberg and Councilors VanGordon, Wylie, Moore, Ralston, Woodrow and Pishioneri. Also present were Development and Public Works Director Anette Spickard (AIS City Manager), Community Relations Manager Niel Laudati, City Attorney Mary Bridget Smith, City Recorder Amy Sowa and members of the staff.

PLEDGE OF ALLEGIANCE

The Pledge of Allegiance was led by Mayor Lundberg.

SPRINGFIELD UPBEAT

1. Mayor's Recognition

- a. World Breastfeeding Week Proclamation.

Mayor Lundberg read the proclamation and encouraged all citizens of Springfield to help support and promote breastfeeding in our community. Gabby from Daisy C.H.A.I.N. was present to accept the proclamation.

2. Other

- a. Government Finance Officers Association (GFOA) Certificate of Achievement Presentation.

Anette Spickard, Acting City Manager, presented the award to Accounting Manager Nate Bell and Accountant Meg Allocco. The City has received this award for 35 years. The Certificate of Achievement for Excellence in Financial Reporting is awarded by the Government Finance Officers Association of the United States and Canada (GFOA) for the City's comprehensive annual financial report (CAFR). This award represents a lot of hard work on behalf of our Finance staff. This distinction contributes to our overall credit rating.

CONSENT CALENDAR

1. Claims

- a. Approval of the June 2016, Disbursements for approval.

2. Minutes

- a. June 6, 2016 – Work Session
- b. June 6, 2016 – Regular Meeting
- c. June 13, 2016 – Special Regular Meeting
- d. June 20, 2016 – Regular Meeting

3. Resolutions

- a. RESOLUTION NO. 2016-21 – A RESOLUTION AUTHORIZING THE CITY MANAGER TO AWARD COMPETITIVE BIDS, REQUESTS FOR PROPOSALS, OTHER PERSONAL SERVICES CONTRACTS EXEMPT FROM BIDDING REQUIREMENTS UNDER THE PURCHASING REGULATIONS, AND APPROVE AMENDMENTS TO PUBLIC CONTRACTS IN CONFORMANCE WITH CITY OF SPRINGFIELD MUNICIPAL CODE AND ADMINISTRATIVE REGULATIONS DURING THE PERIOD COMMENCING JULY 26, 2016 AND CONTINUING THROUGH SEPTEMBER 5, 2016 WHILE THE COMMON COUNCIL IS IN RECESS.

4. Ordinances

- a. ORDINANCE NO. 6354 – AN ORDINANCE REPEALING SPRINGFIELD MUNICIPAL CODE SECTIONS 2.900 THROUGH 2.995.

5. Other Routine Matters

- a. Approval of the Brand Name Specification Exemption Request for Street Light Poles, LED Retrofit Kits and Powder Coating Authorizing Brand Name Merchandise to be Specified in Future Street Lighting Projects.
- b. Award the Subject Contract to Essex General Construction, Inc. in the Amount of \$284,794.00 for Project P11004, Springfield Wellness Center.
- c. Allow Construction Activities Outside of the Hours of 7 a.m. and 6 p.m., in Order to Complete Construction Activities in Association with the McKenzie Willamette Medical Center Expansion in and Around 1460 G Street.
- d. Allow Construction Activities Outside of the Hours of 7 a.m. and 6 p.m., in order to Complete Construction Activities in Association with the Cash & Carry Development in and around 3585 Gateway Street (Formerly 1073 International Way).
- e. Authorize the Development and Public Works Director to Issue a Public Right-of-Way Use Agreement to JM Hotel, LLC to Construct, Operate, and Maintain one Monument Sign and Associated Landscaping.
- f. Authorize and Direct the City Manager to Execute the Intergovernmental Agreement (IGA) with Willamalane Park and Recreation District (WPRD) for Construction and Maintenance of the Mill Race Path.
- g. Approve the Purchase of Police Vehicles for Fiscal Year 2017 and Authorize the City Manager to Sign Three Contracts for the Purchase of Five Patrol Vehicles and One Administrative Sergeant's Vehicle.
- h. Authorize and Direct the City Manager to Execute Amendment 1 to the Utility Services Intergovernmental Agreement (IGA) with Springfield Utility Board (SUB) for the Glenwood Refinement Plan Area.
- i. Approve and Authorize the City Manager to Sign a Contract for Animal Shelter Services with Greenhill Humane Society, as Well as the Sole Source Justification.
- j. Authorize City Manager Contract 1443 with Republic Parking Northwest, Extending the Term of the Agreement through June 30, 2018.
- k. Authorize the City Manager to Sign the Second Amendment to the Contract with McKenzie Defense Consortium, LLC for Court Appointed Attorney Services for the Period from July 1, 2016 to June 30, 2017 with the Possibility for Another One-year Renewal.
- l. Approve the Amended Council Operating Policies and Procedures.

- m. Approval of the Liquor License Application for JGB Enterprises LLC., DBA: The Man Cave, Located at 1444 Main Street, Springfield, Oregon.

IT WAS MOVED BY COUNCILOR WOODROW WITH A SECOND BY COUNCILOR WYLIE TO APPROVE THE CONSENT CALENDAR WITH ITEM 5 M REMOVED. THE MOTION PASSED WITH A VOTE OF 6 FOR AND 0 AGAINST.

ITEMS REMOVED

5. m. Approval of the Liquor License Application for JGB Enterprises LLC., DBA: The Man Cave, Located at 1444 Main Street, Springfield, Oregon,

Councilor Moore said she had asked to have this item removed. She asked the City Attorney for an explanation of the process and the Council's responsibilities with this request.

City Attorney Mary Bridget Smith said the City's role is to endorse the OLCC license; they are not the approving body. OLCC licensing does allow nude dancing as part of this type of premise and proposed license. There are some 1st Amendment and Freedom of Expression laws around that type of dancing so the City or State cannot deny the license based on just that criteria. When a business comes in for an OLCC license, that building goes through the other departments in the City to ensure the building is up to Fire Code, Building Code and it is a fully permitted structure. That has occurred to date. Council's endorsement of the application does not say they approve of the use.

IT WAS MOVED BY COUNCILOR WOODROW WITH A SECOND BY COUNCILOR WYLIE TO APPROVE ITEM 5.M. THE MOTION PASSED WITH A VOTE OF 6 FOR AND 0 AGAINST.

PUBLIC HEARINGS - Please limit comments to 3 minutes. Request to speak cards are available at both entrances. Please present cards to City Recorder. Speakers may not yield their time to others.

1. Public Hearing on 2016 Justice Assistant Grant

Michael Harman, Police Associate Program Manager, presented the staff report on this item.

As part of the application process for the annual Justice Assistance Grant, the City and the Department is required to hold a public hearing to allow public comment. The Department is proposing to use the 2016 Justice Assistance Grant to purchase instant recall/replay functionality for Dispatch radio consoles, and to pay for additional training for a detective assigned to the Computer Forensics program.

The City of Springfield is eligible to receive \$18,251 from the Department of Justice 2016 Local Justice Assistance Grant (JAG). This is an annual, non-competitive grant intended to support public safety goals. The Department expects to receive these funds sometime in the Fall, and the grant period will be for two years. Previous awards have been used to support specialized equipment purchases, training for police and court staff, and support for community policing programs.

The Department is proposing that this year's grant award be used to purchase "instant recall/instant replay" functionality for the three main radio console positions in the Dispatch center, at a cost of \$11,430. The remaining funds, \$6,821, would be used to pay for additional training and equipment for

the detective assigned to the computer forensics program. Specifically, the grant will allow this detective to attend training specific to Apple computers and iPhone computer systems.

The Department has requested this public hearing to inform the Council and the public of the grant opportunity, and to meet a grant requirement that a public hearing be held for comment on the proposed uses of the grant award.

Councilor Woodrow said she was in favor of both uses of the grant funding. She felt the instant replay unit will be very helpful. The more we have in computer forensics, the better for our community.

Councilor Pishioneri said he also supports the uses. He asked if they would also be looking at permanent funding for equipment besides the grant funding. He would like to look into the officers on the street having throw-on 4.

Mayor Lundberg asked for an explanation of what they were referring.

Mr. Harman said these are ballistic vests and are rated for the caliber round they can stop. The most protective kind has the solid plates that go into them. They are heavier and more expensive.

Councilor Pishioneri said level 4 hard plates would stop high velocity rifle rounds. He would like to have staff look into the 4 for our officers. Information could be brought back in a Communication Packet.

Mayor Lundberg opened the public hearing.

No one appeared to speak.

Mayor Lundberg closed the public hearing.

BUSINESS FROM THE AUDIENCE

1. John Logan, Springfield, OR. Mr. Logan noted that the section of T Street between 1200 and 1400 was a dead end road for years. Twelve years ago it was opened up for through traffic and with the heavier traffic load is now degrading with cracks and weeds growing in the cracks. They are asking for a slurry seal for that section of the road. He noted other streets in the area that have gotten the slurry seal. Without the slurry seal, it will be costly to repair. He distributed copies showing that section of the road to Ms. Spickard. He noted he is in favor of the 3 cent gas tax.

Ms. Spickard said we don't currently have funding for this street, but it is on the backlog list.

Mayor Lundberg said the backlog would be addressed through a 3 cent fuel tax.

Councilor Wylie said the Council also wants to get these streets fixed and has been looking for ways to get funding.

2. Frank Lawson, Eugene, OR. Mr. Lawson introduced himself as the new General Manager for Eugene Water and Electric Board (EWEB). He grew up in the area and left for about twenty-five years before returning to his hometown. He thanked the City of Springfield for their

cooperation over the years. He is looking forward to working together on a number of projects in the future.

The Mayor and Council welcomed Mr. Lawson.

3. Sandra Gulley, Springfield, OR. Ms. Gulley said she is frustrated. She called the City and was told that the law that people had to keep their yards up and weeds down was dropped. She contacted the person across the street from her, said he said he would clean up the yard, but he has not. The weeds are very high and now they are dry and could be a fire hazard. It is unfair to the neighbors who keep their properties up. She has to put up a new fence due to damage from the blackberries. The neighbors on each side have to do the same thing. The woman who owns the property with the blackberries has never been made to clean up her property. The house has now been condemned. She pays her taxes, but the City is not there to back them up. She distributed some pictures of the property. She would like to see that law put back into place. It is affecting all of Springfield.

Mayor Lundberg said she would have staff talk with Ms. Gulley.

Ms. Spickard said staff is aware of the property and it has been posted “do not occupy”. She will have Building and Land Development Manager Matt Ruettgers call Ms. Gulley tomorrow about what the City can do.

Mayor Lundberg asked if this was up for a nuisance violation.

Ms. Spickard said Code Enforcement had looked at the property and there isn’t anything that falls into the criteria of a code violation. Mr. Ruettgers said he would be happy to contact the owner of the property to try to encourage them to take care of it.

4. Geraldine Harrington, Springfield, OR. Ms. Harrington said she is here with Ms. Gulley and lives next door to the subject property. She bought her place in 1971. The neighboring house was kept up until the owner passed away. The place is now in very bad shape. She has called code enforcement numerous times. The Fire Marshal agreed it was a fire hazard, but nothing has been done. She needs to put up a new fence because the blackberries had ruined her fence. She cleans out the blackberries on her side, but is not able to go onto the neighboring property. Her property values have gone down and no one would buy her home. The house should have been condemned in 1989. They used to have dozens of cats and even after the owner left she would drop cats off there. Ms. Harrington has continued to call the City and doesn’t know what else to do. People drop cigarette butts along that area, which is another fire hazard. She distributed photos of the property.

Mayor Lundberg said someone would contact Ms. Harrington as well.

Councilor Moore asked if there was anything the City could do about the blackberry briars.

Ms. Spickard said her understanding is that the City can only remove them if it is in the right-of-way. We do not have the legal authority to go on private property.

Ms. Smith said there may be something in the fire code about a distance from the fence.

Mayor Lundberg said when they had nuisance issues, the City came up with the nuisance ordinance. She asked staff to look at what we changed in our Code and what we could do to address these issues.

Ms. Smith said there are nuisance laws between private properties.

5. Steve Moe, Springfield, OR. Mr. Moe spoke regarding the gas tax. He said he is fully supportive and feels it could pass.
During the work session, the Council discussed downtown and economic development which are two different items, yet are tied together. He is strong behind economic development. There are a lot of Springfield's around the country trying to do the same thing. We need to find something unique.

COUNCIL RESPONSE

CORRESPONDENCE AND PETITIONS

1. Petition from Main Street Businesses Regarding Main Street Transit Study.

IT WAS MOVED BY COUNCILOR WOODROW WITH A SECOND BY COUNCILOR WYLIE TO ACCEPT THE CORRESPONDENCE FOR FILING. THE MOTION PASSED WITH A VOTE OF 6 FOR AND 0 AGAINST.

BIDS

ORDINANCES

1. Amend Springfield Municipal Code 2.340.

ORDINANCE NO. 2 – AN ORDINANCE AMENDING CHAPTER 2, “GOVERNMENT AND ADMINISTRATION” SECTION 2.340 “RECORDS RETENTION SCHEDULE” OF THE SPRINGFIELD MUNICIPAL CODE (SMC) TO MATCH UPDATED OREGON ADMINISTRATIVE RULES AND UPDATING THE DEFINITION OF CITY RECORDS (FIRST READING)

Amy Sowa, City Recorder, presented the staff report on this item.

Following an update to the Oregon Administrative Rules governing the City Retention Schedule, the Springfield Municipal Code needs to be amended with the new Administrative Rule reference.

Following a year-long review of Oregon Administrative Rule (OAR) 166, Division 200, which governs the retention of records produced and maintained by cities in the State of Oregon, the revised OAR was formally adopted in the summer of 2014.

Under Springfield Municipal Code Section 2.340 Records Retention Schedule, reference is made to the OAR for the City Retention Schedule. This amendment updates this to the current OAR reference, and also expands on the definition of a city record to include all formats.

Councilor Ralston asked if it was illegal for the Council to delete their email.

Ms. Sowa said the Council email are public record and must follow retention based on the content. She noted some of the retention periods for specific records. If the Council has questions about their emails, they can contact her for assistance.

No action requested. First reading only.

BUSINESS FROM THE CITY COUNCIL

1. Mayor Lundberg said the Joint Transportation Committee is coming to the area on Wednesday, July 20 to hear what local officials feel is important in the way of transportation issues. There will be lunch, a tour, and public hearing. The Committee is trying to be more transparent this time around.
2. Councilor Pishioneri spoke regarding the Metropolitan Wastewater Management Commission (MWMC). The commission voted on and ratified the FY16/17 budget and looked at their insurance. They also went through their mission, vision and values to determine how to get the word out about MWMC. The commission is looking for DEQ licensing. A new commissioner from Eugene was appointed to replace a member who had resigned. MWMC got 156 acres of the biocycle farm poplar tree replanted.

Mayor Lundberg said she keeps trying to sell the poplars because they can be used to make veneer.

3. Councilor Moore said the City won an award for the Cross Laminated Timber (CLT) grant in the amount of \$155,000. That will help establish the parking garage in Glenwood.

Mayor Lundberg said it will be a big catalyst for Glenwood and provide an opportunity for the University of Oregon (UO) and Oregon State University (OS) to study effects of CLT. We have the corner of the market on innovation and Advanced Timber at the moment. She notified Dr. World Nieh of the US Forestry Department in DC about the award and he was very happy for Springfield. He has been a proponent of Springfield and will be a help in the future to make sure we can use our Advanced Wood Products effectively.

4. Councilor Wylie thanked Bob Duey and staff for their work on the GFOA award. These awards mean the City is maintaining wonderful standards and staff is doing a good job. We can feel secure our department is doing well.

Mayor Lundberg agreed.

BUSINESS FROM THE CITY MANAGER

1. Resolution for a Ballot Title to Increase the Motor Vehicle Fuel Tax by \$.03 Per Gallon.

RESOLUTION NO. 2016-22 – A RESOLUTION REFERRING TO THE ELECTORS OF THE CITY A BALLOT MEASURE AUTHORIZING THE INCREASE IN THE SPRINGFIELD MOTOR VEHICLE FUEL TAX BY 3 CENTS PER GALLON.

Anette Spickard, Development and Public Works Director, and Mary Bridget Smith, City Attorney, presented the staff report on this item.

To begin to address high priority unfunded projects in the Street Preservation and Repair project list, the City Council is proposing an increase in the local fuel tax in Springfield by \$.03 per gallon, from \$.03 to \$.06 per gallon.

Since 2008, staff have briefed the Council regularly on the decline in pavement condition quality of the City's roadway system resulting from the elimination of the City's street preservation program due to stagnation of local and state fuel taxes, and the loss of County payments supported by revenues under the Secure Rural Schools Act of 2000. In 2008, 19% of the City's streets were in poor condition. As of the 2015 Street Condition Survey, 51% of the City's streets were in poor condition.

On January 25, 2016 Council reviewed the list of unfunded high priority street preservation and repair projects and directed staff to conduct a scientific voter survey regarding voter opinion on a fuel tax increase or a property tax increase to fund street preservation and repair. On June 20, 2016 the Council received the results of the survey showing support for a fuel tax increase and very little support for a property tax increase. Council gave direction to staff to present a resolution and ballot title for a three cent fuel tax increase at the July 18, 2016 Regular Meeting for their adoption to refer this item to the November 8, 2016 General Election ballot.

Ms. Spickard said the 3 cent fuel tax is estimated to bring in an estimated \$1.1M annually. The backlog of projects is estimated at about \$30M so this would just help get started. The money will be dedicated to road preservation and repair activities including slurry seal, overlay and other preservation to maintain collector streets. The ballot title states no new City staff would be added, all funds would go to preservation projects. Staff would provide a report each year of projects completed.

Councilor Ralston clarified that this would raise our current 3 cent tax to 6 cents. He asked if the additional 3 cents would raise the \$1.1M or the full 6 cents.

Ms. Spickard said it is the 3 cent increment.

Councilor Ralston said that is not clear in the ballot title.

Ms. Spickard said that can be included.

IT WAS MOVED BY COUNCILOR WOODROW WITH A SECOND BY COUNCILOR WYLIE TO ADOPT RESOLUTION NO. 2016-22. THE MOTION PASSED WITH A VOTE OF 6 FOR AND 0 AGAINST.

BUSINESS FROM THE CITY ATTORNEY

1. Proposed Changes to Springfield Municipal Code 7.330 and 7.332.

ORDINANCE NO. 6355 – AN ORDINANCE AMENDING THE SPRINGFIELD MUNICIPAL CODE SECTIONS 7.330 AND 7.332 REGARDING PUBLIC PASSENGER VEHICLE SERVICES.

Kristina Kraaz and Mary Bridget Smith, City Attorneys, presented the staff report on this item.

The City of Eugene administers and enforces the business license requirements for public passenger vehicles for both Eugene and Springfield. Eugene recently updated their code and administrative regulations to allow for transportation network companies (TNCs) to operate in the area. For those

operators to be able to conduct business in Springfield with the license issued by Eugene, the City Council needs to co-adopt the code amendments. There is no cost to Springfield for Eugene to provide this service, nor does Springfield receive any license revenue. Adopting the proposed code amendment will have no financial impact to the City. From the operator perspective, it is more cost effective to obtain one license and follow one set of standards in order to operate in both cities.

A first reading was conducted on May 2. In response to Council's requests for further information and clarification of the inspection requirements for traditional taxis and TNC vehicles under Eugene's adopted administrative rules, a Council Briefing Memo is attached.

Mayor Lundberg asked if they changed anything in Eugene after Springfield commented.

Ms. Kraaz said Eugene had said they wanted to see how the new regulations worked first and then would consider Springfield's comments.

Mayor Lundberg said Uber had made it clear that they would not come to area with the current code as written in Eugene, especially concerning insurance. She is concerned that Eugene passed their Administrative Rules and it is done. The City has to adopt the code amendments in order to allow taxis to work in Springfield. We will be stuck with that until they decide they want to do something different, or Springfield meets with Eugene again. If Springfield adopted something different, there would be two sets of licensing. She is frustrated because the changes Springfield suggested were based off Portland's code and Eugene did not change anything from what was first seen by the Council.

Ms. Kraaz said their first published in November for public comment. At that time, they got feedback from Uber and Lyft and the public, and then made changes and brought forward in the Spring. No further changes were made based on Springfield feedback.

Mayor Lundberg said she had met with Uber representatives who said the new rules in Eugene would not allow them to come. She asked Council how they would like to proceed. She asked Ms. Kraaz if the insurance got changed.

Ms. Kraaz said the insurance requirements did not get changed. The City of Eugene's comments on that were that there were several lawsuits were filed against Uber and Lyft. Eugene felt that without tougher insurance standards, the City could face liability.

Mayor Lundberg asked about background checks.

Councilor Pishioneri said they wanted to see what criteria were used for the background checks.

Ms. Kraaz said the City of Eugene used the background system that was used for taxis. The step above that was fingerprinting. Uber and Lyft said they would not go to jurisdictions that required fingerprinting requirements. No changes were made regarding signage either. If the code amendments are not approved tonight, Eugene could choose not to administer the program in Springfield. Any transportation companies that would like to locate in Eugene or Springfield would have to follow Springfield code when operating in Springfield. The current code allows only taxis. Eugene had received inquiries from other start-up transportation network companies about starting up an Oregon owned version of Uber or Lyft. She had not received additional information on those companies.

Councilor VanGordon asked what the City of Eugene's process was for Administrative Rules.

Ms. Kraaz said the City Manager adopts them without Council direction.

Councilor VanGordon said he would suggest adopting the code amendments to keep business occurring in Springfield, and then bring this topic back for discussion in the Fall. Council could ask staff to draft a letter from the Council about their frustration.

Mayor Lundberg said the Council should adopt the ordinance in order keep taxis in Springfield. Rather than a letter, she would prefer to have Mr. Grimaldi speak to Eugene City Manager Jon Ruiz to see what would be the best steps to revisit this issue. Mayor Lundberg has spoken with Mayor Piercy of Eugene.

Councilor Pishioneri asked where the source of information was that the City of Eugene received that indicated the City could be in a position to be sued regarding the insurance.

Ms. Kraaz said there have been instances of collisions with Uber and Lyft where there was injury. There was uncertainty and questionability under the typical insurance model of what phase the vehicle was in during the accident. That lead to confusion about what level of insurance was in place at the time of the accident. She said she would get further information.

Mayor Lundberg said the closest jurisdiction to check would be Portland to see how they have handled those situations.

IT WAS MOVED BY COUNCILOR WOODROW WITH A SECOND BY COUNCILOR WYLIE TO ADOPT ORDINANCE NO. 6355. THE MOTION PASSED WITH A VOTE OF 6 FOR AND 0 AGAINST.

2. Recreational Marijuana Local Option Tax.

ORDINANCE NO. 6356 – AN ORDINANCE ADDING SECTION 7.1002(3) TO CHAPTER 7 OF THE SPRINGFIELD MUNICIPAL CODE AND IMPOSING A 3% TAX ON MARIJUANA RETAILERS’ RECREATIONAL SALES IN SPRINGFIELD AND DECLARING AN EMERGENCY.

RESOLUTION NO. 2016-23 – A RESOLUTION REFERRING TO THE ELECTORS OF THE CITY OF SPRINGFIELD THE MEASURE OF ORDINANCE NO. 6356 IMPOSING A 3% TAX ON MARIJUANA RETAILERS’ RECREATIONAL SALES IN SPRINGFIELD

Bob Duey, Finance Director presented the staff report on this item.

ORS 475B.345 allows the City to adopt a 3% tax on marijuana items sold by retailers who are licensed by OLCC (under ORS475B.110). The City Council has previously directed staff to prepare the required Council actions for this to occur. The tax must be adopted by ordinance that is referred by the City Council to the electors of the City at the next general statewide election, which occurs on November 8, 2016. The ordinance as presented will enable the tax to be levied pending the successful vote on November 8th. The Resolution to be passed by Council refers the measure to the voters and includes the actual wording for the ballot title that will be subsequently published for citizen review prior to filing with the County Elections Officer.

Council is being asked to select only one of three versions for the ballot title resolution. The difference between each is the optional placement of restrictions on the future use of any proceeds received from

the tax. Version 1 includes in the 20-word Statement, “The City of Springfield intends to use the net revenue from this tax for public safety purposes”. This version is the most restrictive method of the use of the revenue and limits the use of the revenue from this tax. Version 2 includes in the Explanatory Statement, “Under state law, there are no restrictions on how the City may use the revenues generated by this tax. The City intends to use the revenue for public safety purposes”. This is not an action in the ballot title, but more of an explanation for uses and is more of a policy direction. The policy could be changed if needed in the future. Version 3 has no Statement about uses and includes in the Explanatory Statement, “There are no restrictions on how the City may use the revenues generated by this tax”. Mr. Duey said it is difficult to determine the amount of revenue that would be generated from this tax.

Councilor Ralston asked why it is an emergency ordinance.

Mr. Duey said the emergency is to have the ordinance in place in order to be able to move ahead, and have the resolution to refer the measure ready in time for the November ballot. He explained the three versions in more detail.

Councilor Ralston said knowing how much will come in will make a difference in which version he would select.

Mr. Duey said there is no reliable source to determine the amount of funds anticipated. He explained.

Councilor Moore said she feels inclined towards Version 3. Version 2 doesn't seem up front as it gives the Council the ability to change where the funds go. She likes the ability to use it for things other than public safety, such as public health. She hopes the citizens of Springfield trust the Council to use it in a way that would benefit the City.

Councilor VanGordon asked how broad the term public safety is.

Mr. Duey said if they used the state definition, it includes mental and public health services that deal with the use of drugs.

Councilor VanGordon said he would treat the term as a policy issue rather than in the Statement, which is Version 2. If they are going in front of the voters and asking for something, they should let them know what they intend to do with the funds.

Councilor Pishioneri said he agrees with Version 2. The first thing they have to do is get the voters to say yes. As a voter, he would like to know the funds would be going to things related to the source, such as Cahoots, police, etc.

Councilor Ralston said he prefers Version 1 over Version 2.

Councilor Woodrow asked if the City is restricted to the Statement “for public safety” or if they could clarify it with “public health and safety”.

Ms. Smith said they could do that, but have to stay inside the word limit.

Councilor Woodrow said if that can be added, she is inclined to go with Version 2 because it gives room to explain public health and safety.

Ms. Smith said they can reword Version 1 to read, "City of Springfield intends to use the net revenue from this tax for public health and safety purposes".

Councilor Woodrow said she would be fine with Version 1 with that language. She would be fine with either Version 1 or 2.

Mayor Lundberg said she doesn't want to confuse people that this will fund police before going out for the police levy next year. Including language in the Statement of the ballot title would restrict future Councils and how they can use the funds. Funds from alcohol and tobacco are not restrictive, so this would put marijuana in its own category. She is thinking of Version 3 so they don't mislead people that these funds could be more than they are, it doesn't tie future Councils, and it doesn't put marijuana in a separate category. As an example, Transient Room Tax (TRT) funds are for tourism, but were formerly used for cutting weeds. She doesn't want to put in a restriction and interpret it broadly which could be misunderstood by the public.

Ms. Smith said responded to earlier requests to add language in the Statement. The funds the City gets from the State collection of taxes will go to public safety and public health. The funds discussed this evening are only those from the 3%.

Mayor Lundberg said the revenue would not be based on number of purchases, but by the number of retail outlets per City.

IT WAS MOVED BY COUNCILOR WOODROW WITH A SECOND BY COUNCILOR WYLIE TO ADOPT ORDINANCE NO. 6356. THE MOTION PASSED WITH A VOTE OF 6 FOR AND 0 AGAINST.

IT WAS MOVED BY COUNCILOR WOODROW WITH A SECOND BY COUNCILOR WYLIE TO ADOPT RESOLUTION NO. 2016-23 WITH VERSION 3. THE MOTION PASSED WITH A VOTE OF 5 FOR AND 1 AGAINST (PISHIONERI).

ADJOURNMENT – 8:10pm

RECONVENE – 8:37pm

ATTENDANCE

Present were Mayor Lundberg and Councilors VanGordon, Wylie, Moore, Ralston, Woodrow and Pishioneri. Also present were Development and Public Works Director Anette Spickard (AIS City Manager), Community Relations Manager Niel Laudati, City Attorney Mary Bridget Smith, City Recorder Amy Sowa and members of the staff.

BUSINESS FROM THE CITY MANAGER

1. Resolution to Ratify an Amendment to the Glenwood Urban Renewal Plan.

RESOLUTION NO. 2016-24 – A RESOLUTION RAFTIYING AN AMENDMENT TO THE GLENWOOD URBAN RENEWAL PLAN FOR THE ACQUISITION OF REAL PROPERTY.

Courtney Griesel, Community Development Manager, presented the staff report on this item.

The SEDA Board has taken action to amend the Glenwood Urban Renewal Plan to include acquisitions of three parcels located in the Glenwood Riverfront area. Council is asked to ratify the SEDA Board's resolution amending the Glenwood Urban Renewal Plan.

IT WAS MOVED BY COUNCILOR WOODROW WITH A SECOND BY COUNCILOR WYLIE TO ADOPT RESOLUTION NO. 2016-24. THE MOTION PASSED WITH A VOTE OF 6 FOR AND 0 AGAINST.

ADJOURNMENT

The meeting was adjourned 8:39 p.m.

Minutes Recorder Amy Sowa

Christine L. Lundberg
Mayor

Attest:

City Recorder

AGENDA ITEM SUMMARY

Meeting Date: 9/6/2016
Meeting Type: Regular Meeting
Staff Contact/Dept.: Nancy Machado
Staff Phone No: 541-726-3670
Estimated Time: Consent Calendar
Council Goals: Mandate

**SPRINGFIELD
CITY COUNCIL**

ITEM TITLE: LIQUOR LICENSE APPLICATION FOR ADDITIONAL PRIVILEGES FOR ALONG CAME TRUDY, LLC, DBA: ALONG CAME TRUDY.

ACTION REQUESTED: Endorsement of OLCC Liquor License Application for Along Came Trudy, an entertainment style location, located at 1486 18th Street, Springfield, Oregon 97477.

ISSUE STATEMENT: The owner of Along Came Trudy, LLC has requested the City Council to endorse its OLCC Liquor License Application.

ATTACHMENTS: Attachment 1: OLCC Liquor License Application

**DISCUSSION/
FINANCIAL
IMPACT:** The license endorsement for Along Came Trudy, LLC, DBA: Along Came Trudy is requesting a Greater Privilege with other public locations and applying as a Limited Liability Company. The new license application has been reviewed and approved by the appropriate City Departments.



OREGON LIQUOR CONTROL COMMISSION LIQUOR LICENSE APPLICATION

#17462

Application is being made for:

LICENSE TYPES

- Full On-Premises Sales (\$402.60/yr)
 - Commercial Establishment
 - Caterer
 - Passenger Carrier
 - Other Public Location
 - Private Club
- Limited On-Premises Sales (\$202.60/yr)
- Off-Premises Sales (\$100/yr)
 - with Fuel Pumps
- Brewery Public House (\$252.60)
- Winery (\$250/yr)
- Other: _____

ACTIONS

- Change Ownership
- New Outlet
- Greater Privilege
- Additional Privilege
- Other _____

CITY AND COUNTY USE ONLY

Date application received: _____

The City Council or County Commission:

(name of city or county)

recommends that this license be:

Granted Denied

By: _____
(signature) (date)

Name: _____

Title: _____

OLCC USE ONLY

Application Rec'd by: pmothen

Date: 8/16/16

90-day authority: Yes No

90-DAY AUTHORITY

Check here if you are applying for a change of ownership at a business that has a current liquor license, or if you are applying for an Off-Premises Sales license and are requesting a 90-Day Temporary Authority

APPLYING AS:

- Limited Partnership
- Corporation
- Limited Liability Company
- Individuals

1. Entity or Individuals applying for the license: [See SECTION 1 of the Guide]

① TRUDY LOGAN ③ _____

② Along Came Trudy, LLC ④ _____

2. Trade Name (dba): ALONG CAME TRUDY

3. Business Location: 1486 18th Springfield Lane Or. 97477
(number, street, rural route) (city) (county) (state) (ZIP code)

4. Business Mailing Address: 3092 Hayden Bridge Rd Spfld Or. 97477
(PO box, number, street, rural route) (city) (state) (ZIP code)

5. Business Numbers: 541-517-0440 541-393-6597
(phone) (fax)

6. Is the business at this location currently licensed by OLCC? Yes No

7. If yes to whom: Along Came Trudy Type of License: Limited on premises sales

8. Former Business Name: Along Came Trudy

9. Will you have a manager? Yes No Name: Trudy Logan
(manager must fill out an Individual History form)

10. What is the local governing body where your business is located? Springfield
(name of city or county)

11. Contact person for this application: TRUDY LOGAN 541-517-0440
(name) (phone number(s))
3092 Hayden Br Rd Spfld, OR 97477 alongcamedtrudy@hotmail.com
(address) (fax number) (e-mail address)

I understand that if my answers are not true and complete, the OLCC may deny my license application.

Applicant(s) Signature(s) and Date:

① Trudy Logan Date 8/7/16 ③ _____ Date _____

② _____ Date _____ ④ _____ Date _____

OREGON LIQUOR CONTROL COMMISSION
LIMITED LIABILITY COMPANY QUESTIONNAIRE



Please Print or Type

LLC Name: Along Came Trudy LLC Year Filed: 2014
Trade Name (dba): Along Came Trudy
Business Location Address: 1486 15th
City: Springfield ZIP Code: 97477

List Members of LLC:

- 1. Trudy Logan
(managing member)
- 2. _____
(members)
- 3. _____
- 4. _____
- 5. _____
- 6. _____

Percentage of Membership Interest:

100%

(Note: If any LLC member is another legal entity, that entity must also complete an LLC, Limited Partnership or Corporation Questionnaire. If the LLC has officers, please list them on a separate sheet of paper with their titles.)

Server Education Designee: Trudy Logan DOB: 8/23/57

I understand that if my answers are not true and complete, the OLCC may deny my license application.

Signature: Trudy Logan (name) Owner (title) Date: 8/7/14

AGENDA ITEM SUMMARY

Meeting Date: 9/6/2016
Meeting Type: Regular Meeting
Staff Contact/Dept.: Nancy Machado – DPW
Staff Phone No: 541-726-3670
Estimated Time: Consent Calendar
Council Goals: Mandate

**SPRINGFIELD
CITY COUNCIL**

ITEM TITLE: LIQUOR LICENSE APPLICATION FOR GREATER PRIVILEGE FOR MCKENZIE RIVER BREWING COMPANY, LLC. DBA: HOP VALLEY BREWING COMPANY.

ACTION REQUESTED: Endorsement of OLCC Liquor License Application for Hop Valley Brewing Company for a restaurant style location, located at 980 Kruse Way, Springfield, Oregon 97477.

ISSUE STATEMENT: The owner of McKenzie Brewing Company, LLC has requested the City Council to endorse its OLCC Liquor License Application.

ATTACHMENTS: Attachment 1. OLCC Liquor License Application.

**DISCUSSION/
FINANCIAL
IMPACT:** The license endorsement for McKenzie Brewing Company, LLC, DBA: Hop Valley Brewing Company for Greater Privileges for the Brewery and applying as a Limited Liability Company. The new license application has been reviewed and approved by the appropriate City Departments.



**OREGON LIQUOR CONTROL COMMISSION
BUSINESS INFORMATION**

Please Print or Type

Applicant Name: McKenzie River Brewing Company, LLC Phone: (541) 868-3810

Trade Name (dba): Hop Valley Brewing Co.

Business Location Address: 980 Kruse Way

City: Springfield ZIP Code: 97477

DAYS AND HOURS OF OPERATION

Business Hours:

Sunday 11:30 AM to 11:00 PM
 Monday 11:30 AM to 11:00 PM
 Tuesday 11:30 AM to 11:00 PM
 Wednesday 11:30 AM to 11:00 PM
 Thursday 11:30 AM to 11:00 PM
 Friday 11:30 AM to 11:00 PM
 Saturday 11:30 AM to 11:00 AM

Outdoor Area Hours:

Sunday 11:30 AM to 11:00 PM
 Monday 11:30 AM to 11:00 PM
 Tuesday 11:30 AM to 11:00 PM
 Wednesday 11:30 AM to 11:00 PM
 Thursday 11:30 AM to 11:00 PM
 Friday 11:30 AM to 11:00 PM
 Saturday 11:30 AM to 11:00 PM

The outdoor area is used for:

- Food service Hours: 11:30 AM to 11:00 PM
 Alcohol service Hours: 11:30 AM to 11:00 PM
 Enclosed, how: Hedges / Landscaping
 The exterior area is adequately viewed and/or supervised by Service Permittees.
 _____ (Investigator's Initials)

Seasonal Variations: Yes No If yes, explain: _____

ENTERTAINMENT

Check all that apply:

- Live Music Karaoke
 Recorded Music Coin-operated Games
 DJ Music Video Lottery Machines
 Dancing Social Gaming
 Nude Entertainers Pool Tables
 Other: _____

DAYS & HOURS OF LIVE OR DJ MUSIC

Sunday _____ to _____
 Monday _____ to _____
 Tuesday _____ to _____
 Wednesday _____ to _____
 Thursday _____ to _____
 Friday _____ to _____
 Saturday _____ to _____

SEATING COUNT

Restaurant: 100 Outdoor: 10
 Lounge: 60 Other (explain): _____
 Banquet: _____ Total Seating: 200

OLCC USER ONLY
 Investigator Verified Seating: (Y) (N)
 Investigator Initials: _____
 Date: _____

I understand if my answers are not true and complete, the OLCC may deny my license application.

Applicant Signature: [Signature] Date: 7/27/16

1-800-452-OLCC (6522)
 www.oregon.gov/olcc

(rev. 12/07)

OREGON LIQUOR CONTROL COMMISSION
LIMITED LIABILITY COMPANY QUESTIONNAIRE



Please Print or Type

LLC Name: McKenzie River Brewing Company, LLC Year Filed: 2008

Trade Name (dba): Hop Valley Brewing Co.

Business Location Address: 980 Kruse Way // 990 W. 1st

City: Springfield // Eugene ZIP Code: 97477 / 97402

List Members of LLC:	Percentage of Membership Interest:
1. _____ (managing member)	_____
2. <u>MillerCoors LLC</u> (members)	<u>72.092</u>
3. <u>Trevor J. Howard</u> ✓	<u>6.977</u>
4. <u>John Charles Hare</u> ✓	<u>6.734</u>
5. <u>Jonas Kungys</u> ✓	<u>6.444</u>
6. <u>Ronald J. Howard</u> ✓	<u>4.504</u>

(Note: If any LLC member is another legal entity, that entity must also complete an LLC, Limited Partnership or Corporation Questionnaire. If the LLC has officers, please list them on a separate sheet of paper with their titles.)

Server Education Designee: Cassia Sexton DOB: 01/14/1988
8VED: 12/30/11 ✓ AS

I understand that if my answers are not true and complete, the OLCC may deny my license application.

Signature:  _____ Date: 8/4/16
(name) (title)

1-800-452-OLCC (6522)
www.olcc.state.or.us

(rev. 8/11)

OREGON LIQUOR CONTROL COMMISSION
LIMITED LIABILITY COMPANY QUESTIONNAIRE



Please Print or Type

LLC Name: MillerCoors LLC Year Filed: 2008

Trade Name (dba): _____

Business Location Address: 250 S. Wacker Drive, Ste. 800

City: Chicago, IL ZIP Code: 60606

List Members of LLC:

Percentage of Membership Interest:

- | | |
|---|---|
| 1. _____
(managing member) | _____ |
| 2. <u>MC Holding Company LLC</u>
(members) | <u>(42% economic interest; 50% voting interest)</u> |
| 3. <u>Miller Brewing Company</u> | <u>(58% economic interest; 50% voting interest)</u> |
| 4. _____ | _____ |
| 5. _____ | _____ |
| 6. _____ | _____ |

(Note: If any LLC member is another legal entity, that entity must also complete an LLC, Limited Partnership or Corporation Questionnaire. If the LLC has officers, please list them on a separate sheet of paper with their titles.)

Server Education Designee: N/A DOB: N/A

I understand that if my answers are not true and complete, the OLCC may deny my license application.

Signature: [Signature] President, Tenthet Blake Date: July 29, 2016
(name) (title)

1-800-452-OLCC (6522)
www.olcc.state.or.us

(rev. 8/11)

AGENDA ITEM SUMMARY

Meeting Date: 9/6/2016
Meeting Type: Regular Meeting
Staff Contact/Dept.: Matthew Ruetters/DPW
Staff Phone No: 541-736-1035
Estimated Time: Consent Calendar
Council Goals: Maintain and Improve Infrastructure and Facilities

**SPRINGFIELD
CITY COUNCIL**

ITEM TITLE: REQUEST BY HYLAND CONSTRUCTION AND THEIR SUB-CONTRACTORS TO WORK ON HAMLIN MIDDLE SCHOOL CONSTRUCTION OUTSIDE THE HOURS OF 7 AM AND 6 PM.

ACTION REQUESTED: Approve/not approve the following motion:

ALLOW CONSTRUCTION ACTIVITIES OUTSIDE OF THE HOURS OF 7 AM AND 6 PM, IN ORDER TO COMPLETE CONSTRUCTION ACTIVITIES IN ASSOCIATION WITH THE HAMLIN MIDDLE SCHOOL IN AND AROUND 326 CENTENNIAL BLVD.

ISSUE STATEMENT: Section 5.220(c) of the Springfield Municipal Code restricts the hours that construction activities may occur to between 7 am and 6 pm. To help facilitate completing the construction of the new Hamlin Middle School in a timely manner, and reduce the project's impact on traffic, Hyland Construction has requested to perform work outside the hours of 7:00 am and 6:00 pm. The request is for the period August 5, 2016 through September, 2018. It is noted in the request that typically the work will occur within an hour or two prior to or after the permitted hours of construction with minimal overnight disruptions.

ATTACHMENTS:

1. Special Noise Permit Application from Hyland Construction.
2. Special Noise Permit Request Work Area Plan.

**DISCUSSION/
FINANCIAL
IMPACT:** Due to the nature of the project, after hours work is requested to facilitate its timely completion.

Possible sounds that could be emitted include engine noise, back-up beeper, excavating, hauling and loading, air compressors, cutting equipment, hammering, voices and other general noises associated with construction. The noise associated with this construction will be minimized to the maximum extent possible. Because of the minimal proposed expanded hours of work indicated in the request, significant impact to the residential properties is unlikely. The residential properties are located across Pioneer Parkway on the West, Centennial Blvd. on the South and directly adjacent to the site on the East as shown on the Work Area Plan.

Temporary approval of this request was granted by the City Manager's Office during Council Break. The council is now being asked to allow/not allow the continued work outside of the hours of 7:00 am and 6:00 pm.

City of Springfield

SPECIAL NOISE PERMIT APPLICATION
(City Code 5.220)

Applicant Hyland Construction

Address 326 Centennial Blvd
Springfield

Phone 971-777-5677

Purpose for Special Permit: (check below)

- Using a mechanical device operated by compressed air, steam or otherwise between 6:00 pm and 7:00 am.
- Erecting, including excavation, demolition, altering, or repairing any building between the hours of 6:00 pm and 7:00 am.
- Broadcasting programs of music, news speeches or general entertainment.

Location for permitted activity: 326 Centennial Blvd
Springfield, OR

Specific description of requested noise activity: Normally we would only need an extra hour or so outside of normal working hours for grading, equipment concrete pouring/finishing. There is though some required shutdowns and days where we have to coordinate our hours with owner operations and weather requirements (concrete) disruptions will normally be minimal but days and hours vary with normal hrs being 7:00 to 3:30

Date and Time for which permit is being requested: 8/5/16 to 9/28/18

Jay Coalman (Project Manager)

Applicant Signature

8/5/16

Date of Application

(Instructions for completion of form attached)

8/8/2016
Scale: 1 : 3799

Special Noise Permit Request
Hamlin Middle School - 326 Centennial Blvd



X: 4256432.485937 Y: 882908.890231

X: 4260134.267434 Y: 880712.535221

AGENDA ITEM SUMMARY

Meeting Date: 9/6/2016
Meeting Type: Regular Meeting
Staff Contact/Dept.: Emma Newman/DPW
Staff Phone No: 541.726.4585
Estimated Time: Consent Calendar
Council Goals: Maintain and Improve Infrastructure and Facilities

**SPRINGFIELD
CITY COUNCIL**

ITEM TITLE: BICYCLE/PEDESTRIAN ADVISORY COMMITTEE (BPAC) BYLAW AMENDMENTS

ACTION REQUESTED: Approve/not approve the proposed BPAC bylaw amendment.

ISSUE STATEMENT: The Bicycle and Pedestrian Advisory Committee (BPAC) is recommending the addition of the Springfield Safe Routes to School Coordinator as a non-voting, liaison member of the committee.

ATTACHMENTS: Attachment 1: Recommended BPAC Bylaw Amendment

**DISCUSSION/
FINANCIAL
IMPACT:** The BPAC bylaws state that they “may be amended by the City Council either upon Council initiation or recommendation of a majority of the Committee made at a regular meeting of the Committee.” A change to the BPAC bylaws was recommended unanimously by the BPAC at the April 12, 2016 regular committee meeting.

The BPAC has a City Councilor, Planning Commissioner, and Willamalane staff position designated as non-voting members on the committee to serve as liaisons. Since the formation of the BPAC, Springfield Public Schools has established the Springfield Safe Routes to School program that is managed by a Safe Routes to School Coordinator. The BPAC recommended that the Safe Routes to School Coordinator be added to the Committee as a non-voting member to better enhance communication between the BPAC and the Safe Routes to School program, similar to the role the other liaison positions serve.

City of Springfield Bicycle and Pedestrian Advisory Committee

Bylaws

Proposed change was recommended for approval by the BPAC at the April 12th, 2016 regular committee meeting.

ARTICLE I. Name & Duration

This Committee, established by the Springfield City Council, shall be called the Springfield Bicycle and Pedestrian Advisory Committee. This Committee will serve at the will of the City Council.

ARTICLE II. Purpose

The purpose of the Springfield Bicycle and Pedestrian Advisory Committee is to advise the City Council, Planning Commission and City Staff on matters relating to bicycle and pedestrian planning. Committee members should have an interest in promoting bicycle and / or pedestrian interests in Springfield. The responsibilities of the Committee shall include, but are not limited to the following:

Section 1. Bicycle / Pedestrian Policy

Review and make recommendations on planning documents prepared by City departments affecting the use of walking and bicycling as a transportation mode.

Section 2. Bicycle / Pedestrian Facility & Program Implementation

Work closely with City Staff to ensure input into bicycle and pedestrian facilities and operation planning and program development.

Assist City Staff with review and prioritization of grant opportunities as they arise.

Section 3. Education, Enforcement and Encouragement

Assist City Staff in the public outreach of pedestrian and bicycle issues, and recommend additional education, enforcement and encouragement tools that the City may implement.

Section 4. Citizen Input

Encourage citizen participation in the City's bicycle and pedestrian programs, including: identifying program or system deficiencies; reviewing existing facilities; and planning and implementing new projects and programs.

Section 5. Americans with Disabilities Act (ADA) Compliance

Work closely with City staff to continue implementing and upgrading ADA compliant bike and pedestrian facilities.

ARTICLE III. Membership

Section 1. Composition of Committee

Membership of the Committee shall consist of 10-16 voting members. Non-voting members may include one City Councilor, one Planning Commissioner, Willamalane staff, [the Springfield Safe Routes to School Coordinator](#), and at least one city staff member. The non-voting members are in addition to the 10-16 voting members. Other non-voting guests may participate at the request of the Committee and may represent other government agencies or City departments having an interest in pedestrian and bicycle issues.

Section 2. Appointment

All applicants shall complete a standard application form and submit it to the City Manager's Office.

Applications shall be reviewed and evaluated by City Staff and the City Council. Committee positions shall be appointed by the City Council.

Section 3. Tenure

Membership on the Committee shall be two year terms. Half of the members terms shall be odd year followed by even year terms and the second half shall be even year followed by odd year terms. A term shall commence on January 1st.

Committee members may reapply after one term, but may only serve two consecutive terms, unless specifically directed otherwise by the Council. Members may reapply after not serving one full term.

If the total Committee membership number falls below 10 members, City staff shall recruit for additional members. If a member resigns or is removed, the replacement shall be for the remainder of the term.

Section 4. Termination

Committee members may voluntarily be removed from the Committee with written notice to City Staff and the Chair. All Bicycle and Pedestrian Advisory Committee appointees serve at the pleasure of the City Council. A position shall be vacated by the Council when the appointee has two or more consecutive unexcused absences from the commission meetings in any twelve consecutive month period. (Section IX (5) 5.5) of the Council Operating Policies). The Chair, in consultation with City Staff, may also recommend to the Council a member be removed from the Committee if a member is found not to meet the Committee's adopted Code of Conduct.

ARTICLE IV. Officers

Section 1. There shall be a Chair and a Vice-Chair for the Committee. Each office shall serve for one calendar year per term. Both the Chair and Vice-Chair positions shall be elected by Committee members.

ARTICLE V. Meetings

Section 1. Regular Meeting

Regular meetings shall be held four times during the course of one year at Springfield City hall, unless otherwise agreed upon. Time and duration of the meetings shall be determined by City Staff.

Section 2. Special Meetings

Special meetings may be called by the Chair or by resolution of the Committee. Notice of a special meeting shall include the agenda for the meeting.

Section 3. Conduct of Meetings

60% of voting members in attendance shall constitute a quorum for the transaction of business at any regular or special meeting.

The act of the majority of the members present at a meeting at which there is a quorum shall be the act of the committee.

All meetings are open to the public and shall be conducted in accordance with Robert's Rules of Order.

City staff will provide brief meeting summaries and audio recordings of meetings.

Section 4. Code of Conduct

By accepting an appointment to the BPAC, members agree to adhere to a Code of Conduct, which includes:

1. Share the available speaking time at meetings
2. Follow instructions of meeting facilitator
3. Be respectful of a range of opinions
4. Be respectful of all people in attendance at meetings
5. Focus on successfully completing the agreed upon agenda
6. Avoid side discussion when others are speaking
7. Voice concerns and complaints at the meeting, not outside the meeting
8. Strive for consensus
9. Adhere to same ethical and behavior standards as City employees

ARTICLE VI. Amendments to Bylaws

These Bylaws may be amended by the City Council either upon Council initiation or recommendation of a majority of the Committee made at any regular meeting of the Committee, provided that written notice of the proposed amendment shall be emailed and /or mailed to each Committee member not less than one (1) week prior to such regular meeting of the Committee.

AGENDA ITEM SUMMARY

Meeting Date: 9/6/2016
Meeting Type: Regular Meeting
Staff Contact/Dept.: Erin Fifield/DPW
Staff Phone No: 541-726-2302
Estimated Time: Consent Calendar
Council Goals: Encourage Economic Development and Revitalization through Community Partnerships

**SPRINGFIELD
CITY COUNCIL**

ITEM TITLE: 2016-2017 HUD AGREEMENT FOR COMMUNITY DEVELOPMENT BLOCK GRANT (CDBG) FUNDS

ACTION REQUESTED: Approve a motion to authorize the City Manager to execute the Funding Approval/Agreement with the Department of Housing and Urban Development (HUD) in order to receive and make available CDBG funding for fiscal year 2017.

ISSUE STATEMENT: Annually, the City must execute a grant agreement with the Department of Housing and Urban Development (HUD) in order to receive CDBG entitlement funds. The City cannot execute an agreement with sub-recipients who have been allocated CDBG funds for the FY16/17 year until the City signs the grant agreement with HUD.

ATTACHMENTS: ATT1: 2016-2017 HUD Funding Approval/Agreement for CDBG funds

DISCUSSION/ FINANCIAL IMPACT: The City of Springfield's FY16/17 HUD CDBG entitlement award is \$488,028. This motion would allow the City to execute the HUD Agreement, and then subsequently execute agreements with sub-recipients.

Staff recommends Council approve giving the City Manager the authority to sign the agreement.

Funding Approval/Agreement

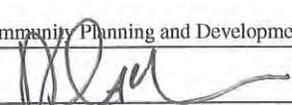
Title I of the Housing and Community Development Act (Public Law 930383)
 HI-00515R of 20515R

U.S. Department of Housing and Urban Development
 Office of Community Planning and Development
 Community Development Block Grant Program

OMB Approval No.
 2506-0193 (exp 5/31/2018)

1. Name of Grantee (as shown in item 5 of Standard Form 424) Springfield	3a. Grantee's 9-digit Tax ID Number 936002258	3b. Grantee's 9-digit DUNS Number 010737658
2. Grantee's Complete Address (as shown in item 5 of Standard Form 424) 225 5th St Springfield, OR 97477-4671	4. Date use of funds may begin (mm/dd/yyyy) 07/01/2016	
	5a. Project/Grant No. 1 B-16-MC-41-0002	6a. Amount Approved \$488,028.00
	5b. Project/Grant No. 2	6b. Amount Approved

Grant Agreement: This Grant Agreement between the Department of Housing and Urban Development (HUD) and the above named Grantee is made pursuant to the authority of Title I of the Housing and Community Development Act of 1974, as amended, (42 USC 5301 et seq.). The Grantee's submissions for Title I assistance, the HUD regulations at 24 CFR Part 570 (as now in effect and as may be amended from time to time), and this Funding Approval, including any special conditions, constitute part of the Agreement. Subject to the provisions of this Grant Agreement, HUD will make the funding assistance specified here available to the Grantee upon execution of the Agreement by the parties. The funding assistance specified in the Funding Approval may be used to pay costs incurred after the date specified in item 4 above provided the activities to which such costs are related are carried out in compliance with all applicable requirements. Pre-agreement costs may not be paid with funding assistance specified here unless they are authorized in HUD regulations or approved by waiver and listed in the special conditions to the Funding Approval. The Grantee agrees to assume all of the responsibilities for environmental review, decision making, and actions, as specified and required in regulations issued by the Secretary pursuant to Section 104(g) of Title I and published in 24 CFR Part 58. The Grantee further acknowledges its responsibility for adherence to the Agreement by sub-recipient entities to which it makes funding assistance hereunder available.

U.S. Department of Housing and Urban Development (By Name) Douglas Carlson	Grantee Name Gino Grimaldi
Title HUD Community Planning and Development Director	Title City Manager
Signature 	Signature
Date (mm/dd/yyyy) 7/22/16	Date (mm/dd/yyyy)

7. Category of Title I Assistance for this Funding Action (check only one) <input checked="" type="checkbox"/> a. Entitlement, Sec 106(b) <input type="checkbox"/> b. State-Administered, Sec 106(d)(1) <input type="checkbox"/> c. HUD-Administered Small Cities, Sec 106(d)(2)(B) <input type="checkbox"/> d. Indian CDBG Programs, Sec 106(a)(1) <input type="checkbox"/> e. Surplus Urban Renewal Funds, Sec 112(b) <input type="checkbox"/> f. Special Purpose Grants, Sec 107 <input type="checkbox"/> g. Loan Guarantee, Sec 108	8. Special Conditions (check one) <input type="checkbox"/> None <input checked="" type="checkbox"/> Attached	9a. Date HUD Received Submission (mm/dd/yyyy) 05/11/2016	10. check one <input checked="" type="checkbox"/> a. Orig. Funding Approval <input type="checkbox"/> b. Amendment Amendment Number
		9b. Date Grantee Notified (mm/dd/yyyy) 07/22/2016	
9c. Date of Start of Program Year (mm/dd/yyyy) 07/01/2016			
11. Amount of Community Development Block Grant			
	FY (2016)	FY ()	FY ()
a. Funds Reserved for this Grantee	\$488,028.00		
b. Funds now being Approved	\$488,028.00		
c. Reservation to be Cancelled (11a minus 11b)			

12a. Amount of Loan Guarantee Commitment now being Approved N/A	12b. Name and complete Address of Public Agency 225 5th St Springfield, OR 97477-4671
Loan Guarantee Acceptance Provisions for Designated Agencies: The public agency hereby accepts the Grant Agreement executed by the Department of Housing and Urban Development on the above date with respect to the above grant number(s) as Grantee designated to receive loan guarantee assistance, and agrees to comply with the terms and conditions of the Agreement, applicable regulations, and other requirements of HUD now or hereafter in effect, pertaining to the assistance provided it.	12c. Name of Authorized Official for Designated Public Agency
	Title
	Signature

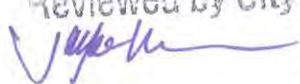
HUD Accounting use Only

Batch	TAC	Program	Y	A	Reg	Area	Document No.	Project Number	Category	Amount	Effective Date (mm/dd/yyyy)	F
	153											
	176											
			Y					Project Number		Amount		
			Y					Project Number		Amount		

Date Entered PAS (mm/dd/yyyy)	Date Entered LOCCS (mm/dd/yyyy)	Batch Number	Transaction Code	Entered By	Verified By
-------------------------------	---------------------------------	--------------	------------------	------------	-------------

24 CFR 570

form HUD-7082 (4/93)

Reviewed by City Contract Office
 8.22.16
REVIEWED & APPROVED
 AS TO FORM
 DATE: 8/23/16
 OFFICE OF CITY ATTORNEY
 C1733 page 1/4

8. Special Conditions.

- (a) The period of performance for the funding assistance specified in the Funding Approval ("Funding Assistance") shall begin on the date specified in item 4 and shall end on September 1, 2023. The Grantee shall not incur any obligations to be paid with such assistance after September 1, 2023.
- (b) If Funding Assistance will be used for payment of indirect costs pursuant to 2 CFR 200, Subpart E - Cost Principles, attach a schedule in the format set forth below to the executed Grant Agreement that is returned to HUD. The schedule shall identify each department/agency that will carry out activities with the Funding Assistance, the indirect cost rate applicable to each department/agency (including if the de minimis rate is charged per 2 CFR §200.414), and the direct cost base to which the rate will be applied. Do not include indirect cost rates for subrecipients.

<u>Administering Department/Agency</u>	<u>Indirect cost rate</u>	<u>Direct Cost Base*</u>
<i>See Page 4</i>	_____ %	_____
_____	_____ %	_____
_____	_____ %	_____

*Specify the type of cost base utilized - e.g., Modified Total Direct Costs (MTDC). Do not include amounts.

- (c) In addition to the conditions contained on form HUD 7082, the grantee shall comply with requirements established by the Office of Management and Budget (OMB) concerning the Dun and Bradstreet Data Universal Numbering System (DUNS), the System for Award Management (SAM.gov), and the Federal Funding Accountability and Transparency Act as provided in 2 CFR part 25, Universal Identifier and System for Award Management, and 2 CFR part 170, Reporting Subaward and Executive Compensation Information.
- (d) The grantee shall ensure that no CDBG funds are used to support any Federal, State, or local projects that seek to use the power of eminent domain, unless eminent domain is employed only for a public use. For the purposes of this requirement, public use shall not be construed to include economic development that primarily benefits private entities. Any use of funds for mass transit, railroad, airport, seaport or highway projects as well as utility projects which benefit or serve the general public (including energy-related, communication-related, water-related and wastewater-related infrastructure), other structures designated for use by the general public or which have other common-carrier or public-utility functions that serve the general public and are subject to regulation and oversight by the government, and projects for the removal of an immediate threat to public health and safety or brownfields as defined in the Small Business

Liability Relief and Brownsfield Revitalization Act (Public Law 107-118) shall be considered a public use for purposes of eminent domain.

- (e) The Grantee or unit of general local government that that indirectly receives CDBG funds may not sell, trade, or otherwise transfer all or any such portion of such funds to another such entity in exchange for any other funds, credits or non-Federal considerations, but must use such funds for activities eligible under title I of the Act.
- (f) E.O. 12372-Special Contract Condition - Notwithstanding any other provision of this agreement, no funds provided under this agreement may be obligated or expended for the planning or construction of water or sewer facilities until receipt of written notification from HUD of the release of funds on completion of the review procedures required under Executive Order (E.O.) 12372, Intergovernmental Review of Federal Programs, and HUD's implementing regulations at 24 CFR Part 52. The recipient shall also complete the review procedures required under E.O. 12372 and 24 CFR Part 52 and receive written notification from HUD of the release of funds before obligating or expending any funds provided under this agreement for any new or revised activity for the planning or construction of water or sewer facilities not previously reviewed under E.O. 12372 and implementing regulations.

CITY OF SPRINGFIELD, OREGON
 Federal Central Service Cost Allocation Plan
 Indirect Rate Proposal
 For the Fiscal Year Ended June 30, 2016

	(1) Departmental Indirect Costs	(2) Allocated Central Services	(3) Total Actual Indirect Costs	(4) Direct Cost Allocation Base	(5) Proposed Indirect Rate
<u>Operating Departments</u>					
Fire	\$ 296,057	\$ 912,452	\$ 1,208,509	\$ 8,755,612	13.80%
Police	3,504,981	1,296,235	4,801,216	12,438,274	38.60%
Library	302,044	105,591	407,635	1,013,223	40.23%
Public Works and Development Services	2,194,444	1,173,141	3,367,585	11,257,104	29.92%
Courts and Prosecution	-	87,916	87,916	843,616	10.42%
Ambulance Services	178,935	381,990	560,925	3,665,464	15.30%
Bancroft Administration	-	7,847	7,847	75,301	10.42%
Total	\$ 6,476,461	\$ 3,965,173	\$ 10,441,634	\$ 38,048,594	

NOTES:

Columns (1), (2) and (4) from Exhibit E
 Column (3) = Column (1) + Column (2)
 Column (5) = Column (3) / Column (4)

AGENDA ITEM SUMMARY**SPRINGFIELD
CITY COUNCIL****Meeting Date:** 9/6/2016
Meeting Type: Regular Meeting
Staff Contact/Dept.: Erin Fifield/DPW
Staff Phone No: 541-726-2302
Estimated Time: Consent Calendar
Council Goals: Encourage Economic Development and Revitalization through Community Partnerships

ITEM TITLE: INTERGOVERNMENTAL AGREEMENT FOR HUMAN SERVICES

ACTION REQUESTED: Approve a motion to authorize the City Manager to execute the Intergovernmental Agreement (IGA) for Human Services with Lane County and the City of Eugene for the allocation of general funds in 2016-17.

ISSUE STATEMENT: The Human Services Commission (HSC) is an intergovernmental committee made up of Lane County, Eugene, and Springfield, which collectively manages the funding of human services.

For 2016-17, City Council approved \$132,600 in general funds to the Human Services Commission (HSC); this motion would allow the City Manager to execute this IGA and make the funds available.

ATTACHMENTS: ATT1: 2016 DRAFT Intergovernmental Agreement for Human Services

**DISCUSSION/
FINANCIAL
IMPACT:** As detailed in the HSC Budget for 2016-17 (see ATT1), Springfield's general fund contribution is pooled with the City of Eugene's and Lane County's contributions, and budgeted for the following programs and services:

- Children and Youth Development;
- Cultural and Linguistic Access;
- Basic Needs and Housing Services;
- Veterans Services; and
- Program Coordination and Administration.

The Attachment is a DRAFT Agreement for the general funds portion of the HSC allocation, and will be reviewed by the purchasing manager prior to the City Manager's signature.

Staff recommends Council approve giving the City Manager the authority to sign the agreement.

INTERGOVERNMENTAL AGREEMENT FOR HUMAN SERVICES
 Agreement No. 52847

THIS Agreement is made and entered into by LANE COUNTY, a political subdivision of the State of Oregon, hereinafter referred to as COUNTY, and the CITY OF EUGENE and the CITY OF SPRINGFIELD, municipal corporations of the State of Oregon, hereinafter referred to as EUGENE and SPRINGFIELD, respectively.

WHEREAS, ORS 190.010 and the Lane County Home Rule Charter provides that units of local government may enter into agreements for the performance of any and or all functions and activities that a party to the agreement, its officers or agencies, have authority to perform; and

WHEREAS, COUNTY, EUGENE, and SPRINGFIELD have determined that it is in their best mutual interest to manage the funding of the human services as a consortium under the direction of an intergovernmental committee, hereinafter referred to as the Human Services Commission, and under the administration of the COUNTY Department of Health & Human Services; and

WHEREAS, the COUNTY, EUGENE, and SPRINGFIELD are agreeable to the terms and conditions hereinafter set forth governing the provision of specified services.

The total amount of funds to be paid to the COUNTY for the period of the Agreement is identified as follows:

Funds Paid by Eugene and Springfield (FY 2016:2017)		
Funding Source	Funding Amount	Account Number
City of Eugene General Fund July 1, 2016 – June 30, 2017	\$776,125	455120-285-3427030
City of Eugene General Fund July 1, 2016 – June 30, 2017	\$69,875	455120-285-3427070
City of Springfield General Fund July 1, 2016 – June 30, 2017	\$ 122,486	455160-285-3427030
City of Springfield General Fund July 1, 2016 – June 30, 2017	\$10,114	455 160-285-3427070
TOTAL	\$978,600	

The terms of this Agreement are contained within the attached Intergovernmental Agreement for Human Services and Exhibits A, B and C, attached.

IN WITNESS WHEREOF, the parties hereto have executed this Agreement on the day and year set opposite their respective signatures.

LANE COUNTY, a political subdivision of the State of Oregon

BY Steve Mokrohisky, County Administrator

Date

CITY OF EUGENE, a municipal corporation of the State of Oregon

BY Jon R. Ruiz, Eugene City Manager

Date

CITY OF SPRINGFIELD, a municipal corporation of the State of Oregon

BY Gino Gimaldi, Springfield City Manager

Date

DRAFT

INTERGOVERNMENTAL AGREEMENT FOR HUMAN SERVICES

THIS AGREEMENT is made and entered into by and between LANE COUNTY, a political subdivision of the State of Oregon, hereinafter referred to as COUNTY and the CITY OF EUGENE and the CITY OF SPRINGFIELD, municipal corporations of the State of Oregon, hereinafter referred to as EUGENE and SPRINGFIELD, respectively.

RECITALS

1. ORS 190.010 provides that units of local government may enter into agreements for the performance of any and or all functions and activities that a party to the agreement, its officers or agencies, have authority to perform; and
2. COUNTY, EUGENE and SPRINGFIELD have determined that it is in their best mutual interest to manage the funding of human services as a consortium under the direction of an intergovernmental committee, hereinafter referred to as the Human Services Commission, and under the administration of the COUNTY Department of Health and Human Services; and
3. COUNTY, EUGENE and SPRINGFIELD participate in a human services consortium to minimize duplication of effort, maximize intergovernmental cooperation, and minimize related administrative expenses; and
4. COUNTY, EUGENE and SPRINGFIELD are eligible to accept grants for human services from the State and Federal governments and to contribute grant revenues to the Human Services Commission Fund for service agreements with public and nonprofit human service providers; and
5. The Human Services Commission developed human service budgets and plans for the period beginning July 1, 2016 and ending June 30, 2017 to enter into service agreements with public and non-profit agencies with the funds allocated by the COUNTY, EUGENE and SPRINGFIELD; and
6. Request for Proposals for human services and subsequent contracts were written for the period beginning July 1, 2016 and ending June 30, 2017; and
7. The City Councils of EUGENE and SPRINGFIELD and the Board of Commissioners of LANE COUNTY, upon making a determination of the need for human services, did authorize a total appropriation of \$17,126,922 for the Human Services Division Fund for services and local administration during the fiscal year ending June 30, 2017.
8. It is anticipated that COUNTY will contract separately with EUGENE and SPRINGFIELD for CDBG funding to support FY 17 Human Services Commission programs.

AGREEMENTS

NOW, THEREFORE, in and for consideration of the mutual covenants and conditions herein contained to be faithfully performed and kept by COUNTY, EUGENE and SPRINGFIELD, the said parties do mutually agree as follows:

I. OVERSIGHT AND MANAGEMENT

A. Human Services Commission

An Intergovernmental Committee, hereinafter referred to as Human Services Commission (HSC), is designated as the oversight committee for administration of the human services activities, resources, funds and projects. The Human Services Commission provides leadership for the EUGENE and SPRINGFIELD City Councils and the COUNTY Board of Commissioners on all matters concerning human services policy, planning and funding as outlined in Exhibit C-1 attached to this agreement and incorporated herein by reference.

B. Poverty and Homelessness Board

The COUNTY has designated the Poverty and Homelessness Board, established as the administering board for the County's Community Action Agency in accordance with ORS 458.505 and the County's Homeless Continuum of Care Board in accordance with 42 USC 11302, 24 CFR 578.7, to additionally serve as the Human Services Commission's advisory board for regional human services policy, planning and funding allocations.

The Board provides advice to the Human Services Commission with the goal of reducing and preventing poverty and homelessness in Lane County. It assists the development of the delivery of housing and services to meet the specific needs of people who are impoverished or homeless improving their stability. It assists to maximize the allocation of local, state and federal funds made available for this purpose.

Its tasks shall include: participate in the development of the county's planning, implementation and monitoring of performance and evaluate outcomes of programs serving low-income and homeless persons; develop and review program policies and priorities; assure the coordination and implementation of a housing and human service system; review coordinated assessment system for service access; review and approve privacy, security, and data quality plans, policies and procedures, and performance measures for the Human Services Management Information System; review the process for performance improvement ;participate in a point-in-time count of homeless persons that is conducted at least biannually; review an annual gaps analysis that is conducted of homelessness needs and services; develop program and financial priorities for the distribution of public funds; assure a collaborative, fair, and transparent process for developing priorities for projects to be submitted in grant applications to funders; and, review the efficiency and effectiveness of funding expenditures for funded activities

The Board shall consist of twelve voting members. Representation shall be as follows: A third of the members shall be public officials currently serving or their designees; a third of the members shall be representatives of low income

persons in Lane County selected democratically; a third of the members shall represent business, law enforcement, the private philanthropic sector, faith-based organizations, education, healthcare or other major groups of interest in the community. Public officials shall consist of one Lane County Commissioner, one City of Eugene, one City of Springfield and one rural Lane County elected official. The Board shall also consist of non-voting ex-officio participants representing governmental agencies and departments that are responsible for housing, employment, health and human services and public welfare and continuum of care grant co-applicants.

C. General Administration

The COUNTY's Department of Health and Human Services shall be responsible for the general administration and management of the human services program including service planning, monitoring and evaluation of contracted services as described in Exhibit C-2, attached hereto, and by this reference incorporated herein.

II. FINANCIAL PARTICIPATION AND ACCOUNTABILITY

A. Funding

COUNTY agrees to participate in funding for services in the amount of **\$980,867**. Additionally, the COUNTY will use private, local, state and federal funds in the amount of **\$14,071,557** to support services, which includes carryover funds in the amount of **\$991,603**.

EUGENE agrees to participate in the funding of services in the amount of **\$846,000** from its general fund.

SPRINGFIELD agrees to participate in funding for services in the amount of **\$132,600** from its general fund.

Part of the total budget of **\$16,031,024** includes an intrafund transfer of **\$511,194**, which is not additional revenue. Said funds are to be expended in the amounts as shown on the Human Services Commission Budget Exhibit A attached to this agreement and incorporated herein by reference.

B. Disbursement of Resources & Payments

1. Based upon revenue contributions specified in Exhibit B, and subject to availability of funds, disbursements to the various service providers shall be made by COUNTY pursuant to provisions of the various contractual agreements between each respective service provider and COUNTY. Payments will be made on a cost reimbursement basis. Services are assigned to appropriate revenue sources and the funds will be allocated as described in Exhibit A.

2. It is agreed that the following procedure shall apply to transfer of payments from COUNTY, EUGENE and SPRINGFIELD to the Intergovernmental Human Services Commission fund:
 - a. Payments will be made in advance on a quarterly basis (July 1, October 1, January 1, and April 1) equaling one-fourth of each participating government's General Fund contribution as specified in Exhibit B. If payments are not received as scheduled, COUNTY may withhold payments from service providers.
 - b. Notwithstanding the above Section 11.B.2.a, at the commencement of this Agreement, each participating government will transfer, or pay into the Human Services Commission fund, their first General Fund quarterly payment.
 - c. The parties agree to budgeted expenses for the administration of the Human Services Commission program to be paid from state and federal grants and jurisdictional general funds in the amount of **\$461,947**.
 - d. The parties each understand that each party's financial obligations under this Agreement are contingent upon receiving appropriations and expenditure authority sufficient to allow each party, in the exercise of its reasonable administrative discretion, to perform its financial obligations under this Agreement. The funding provisions of this section shall be incorporated into all agreements with nonprofit agencies.

III. DURATION OF AGREEMENT

The term of this Agreement is from July 1, 2016 to June 30, 2017. The parties recognize the funding described in Exhibit A is for one year. This agreement may be subsequently amended for up to three years, by agreement of the parties, to implement the services that will be planned and budgeted for subsequent fiscal years during the term of this agreement. This agreement may not be modified or amended except by written agreement of all the parties.

IV. INDEMNIFICATION

Each of the parties agrees to defend, indemnify and hold the other harmless from and against all claims, suits, actions, losses, damages, liabilities, costs and expenses, resulting from or arising out of any negligent performance or failure to perform on the part of the indemnifying party, its officers, employees or agents. The parties' indemnity and hold harmless obligations are subject to the limitations of the Oregon Tort Claims Act and any applicable limitations of the Oregon Constitution.

V. TERMINATION

This Agreement may be terminated by any one party upon that party's written notice

of termination to the other parties, and the written consent of all other parties within 30 days after delivery of the notice of termination. Termination is effective no sooner than 90 days after delivery of the notice of termination. Obligation for costs under this Agreement shall end on the termination date. Upon the receipt of notice of termination, the parties shall commence negotiations as to the equitable disposition of any improvements made and any outstanding fees and revenues. If EUGENE or SPRINGFIELD initiates the termination, payment of costs actually and normally incurred to the date of termination shall be paid to the COUNTY. In the event of such a termination, COUNTY has no obligation to provide reimbursement to the various recipient social service agencies beyond the termination date.

VI. SUB AGREEMENTS

Any party to this agreement may enter into addendum agreements for additional services with the COUNTY. All provisions of this agreement apply to sub agreements. COUNTY and EUGENE or SPRINGFIELD may enter into sub agreements for additional services without a signature from the non-contributing city.

VII. PUBLICITY AND PUBLIC INFORMATION

Whenever written or verbal information related to the services provided through this Agreement is distributed to the media or directly to the general public, another agency or governmental audience, whether such information is solicited or unsolicited, the Service Provider shall acknowledge and name the Human Services Commission, City of Eugene, City of Springfield and Lane County as sponsoring the services provide through this Agreement.

VIII. PUBLIC CONTRACTS

The applicable provisions of the Lane Manual setting forth standard provisions for public contracts (LM 20.590) are incorporated by this reference as if fully set forth.

EXHIBIT A

Additional Terms and Conditions

DRAFT

HUMAN SERVICES COMMISSION BUDGET FY 16-17																
	FUNDING SOURCE▶	CARRYOVER	OTHER FEDERAL	OTHER STATE	OTHER LOCAL	FEDERAL L- CSBG	ANTICIPATED FEDERAL E- CDBG	ANTICIPATED FEDERAL S- CDBG	FEDERAL HUD ESG	STATE SHAP	FED/STATE HSP/IEHA	STATE EHA/DRF/LIRHF	FEDERAL HUD COC	ANTICIPATED COUNTY/EUGENE SPRINGFIELD GF	TOTAL	
PROGRAMS/SERVICES	AGENCY						To be Contracted Separately	To be Contracted Separately								
CHILDREN & YOUTH DEVELOPMENT																
Child Abuse Services - Therapeutic Nursery	RELIEF NURSERY						\$57,989	\$14,247						\$12,752	\$84,988	
Homeless Access Center - Metro Youth	LOOKING GLASS											\$115,524	\$152,627	\$268,151		
Youth Homeless Diversion Demonstration Project	LOOKING GLASS											\$126,000		\$126,000		
Family Mediation & Parent Education Services	HSD (4.00 FTE)	\$513,222		\$532,949	\$159,525									\$1,205,696		
Parent Training - Preschool	PEARL BUCK													\$55,663	\$55,663	
Supportive Transitional Housing - Youth (HUD McKenzie Transitions)	LOOKING GLASS												\$116,897	\$133,347		
SUBTOTAL		\$513,222	\$0	\$532,949	\$159,525	\$0	\$57,989	\$14,247	\$0	\$0	\$0	\$241,524	\$116,897	\$237,492	\$1,873,845	
CULTURAL & LINGUISTIC ACCESS																
Latino Access to Services	CENTRO LATINOAMERICANO													\$43,271	\$43,271	
SUBTOTAL		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$43,271	\$43,271	
BASIC NEEDS & HOUSING SERVICES																
Community Service Center - Eugene & North Central Lane County	CATHOLIC COMM SVCS					\$71,218	\$25,189		\$53,717			\$12,462		\$71,614	\$234,200	
Community Service Center - Springfield & East Lane County	CATHOLIC COMM SVCS					\$84,419		\$67,668	\$20,703			\$5,000		\$45,147	\$222,927	
Community Service Center - South Lane County	COMMUNITY SHARING					\$53,092				\$2,100	\$61,538	\$55,760		\$102,784	\$275,274	
Community Service Center - West Lane County	SUSLAW OUTREACH SVCS					\$29,105				\$7,350	\$35,438	\$49,084		\$45,445	\$166,422	
Family Homeless Diversion Demonstration Project	ST. VINCENT DE PAUL											\$294,987		\$294,987		
Homeless Access Center - Metro Homeless Families	ST. VINCENT DE PAUL						\$39,223		\$112,395			\$50,955		\$35,739	\$238,312	
Homeless Access Center - Metro Homeless Singles	ST. VINCENT DE PAUL						\$27,207		\$64,422	\$46,783		\$41,679		\$63,924	\$244,015	
Homeless Access Center - Metro DV	WOMENSPACE						\$53,830	\$8,029	\$72,056					\$87,823	\$221,738	
Homeless Family Temporary Housing - Metro	SHELTERCARE											\$41,416		\$12,847	\$54,263	
Emergency Shelter - Metro Seasonal Warming Center	ST. VINCENT DE PAUL									\$22,300		\$0		\$3,942	\$26,242	
Dusk to Dawn Winter Alternative Shelter Families	ST. VINCENT DE PAUL									\$47,089				\$47,089	\$47,089	
Dusk to Dawn Winter Alternative Shelter Singles	ST. VINCENT DE PAUL									\$145,976				\$145,976	\$145,976	
Safe Parking Winter Alternative Shelter	ST. VINCENT DE PAUL									\$3,000				\$3,000	\$3,000	
Chronic Homelessness Intervention Project	SHELTERCARE											\$225,383		\$225,383	\$225,383	
Energy Assistance/Conservation	HSD (6.00 FTE)	\$107,126	\$2,606,991	\$119,407	\$323,716									\$3,157,240	\$3,157,240	
Energy Assistance - Weatherization	HACSA		\$1,212,973	\$200,855										\$1,413,828	\$1,413,828	
Hunger Relief - Food Distribution	FOOD FOR LANE CO						\$133,463	\$19,770						\$26,066	\$179,299	
Hunger Relief - Metro Meal Site	FOOD FOR LANE CO						\$13,099							\$26,264	\$39,363	
Hunger Relief - Food Box Distribution	QAKRDC CDC													\$12,000	\$12,000	
Hunger Relief - Seniors Meals on Wheels	LOGG													\$52,484	\$52,484	
Rapid Rehousing - High Medical Need (HUD Cascades Rapid Rehousing)	SHELTERCARE												\$92,358	\$12,680	\$105,038	
Supportive Permanent Housing - Veterans	HACSA											\$37,822		\$37,822	\$37,822	
Supportive Permanent Housing - Developmental Disabilities (HUD Emerald Options)	MAINSTREAM HOUSING												\$181,901	\$25,275	\$207,176	
Supportive Permanent Housing - Mental Illness (HUD Shankle Safe Haven)	SHELTERCARE												\$516,988	\$66,550	\$583,538	
Supportive Transitional Housing - Eugene & North Central Lane County (HUD McKenzie Transitions)	SHELTERCARE												\$208,874	\$29,460	\$238,334	
Supportive Transitional Housing - Springfield & East Lane County (HUD McKenzie Transitions)	CATHOLIC COMM SVCS												\$208,874	\$29,460	\$238,334	
Supportive Permanent Housing - Chronically Homeless (HUD Camas #1)	SHELTERCARE												\$69,038	\$9,330	\$78,368	
Supportive Permanent Housing - Chronically Homeless (HUD Camas #2)	SHELTERCARE												\$88,364	\$11,950	\$100,314	
Additional Funds to be Allocated/Subcontracted	To Be Determined													\$132,155	\$132,155	
Supportive Transitional Housing - Rural (HUD Tenant Based Assistance)	HSD		\$78,706											\$78,706	\$78,706	
URHF Deposit Program	HSD											\$7,561		\$7,561	\$7,561	
Landlord Incentive Program	HSD											\$130,000		\$130,000	\$130,000	
Housing & Human Services Program Coordination	HSD (2.85 FTE)									\$11,368		\$71,852	\$45,896	\$196,499	\$325,615	
Housing & Human Services Client/Program Information & Evaluation	HSD (1.60 FTE)					\$138,094			\$16,168				\$96,260	\$250,522	\$250,522	
SUBTOTAL		\$107,126	\$3,898,670	\$320,262	\$323,716	\$375,928	\$292,011	\$95,457	\$267,405	\$358,022	\$96,976	\$1,023,961	\$1,508,653	\$1,099,438	\$9,767,524	
EMPLOYMENT SERVICES																
Workforce Jobs Program	HSD (8.70 FTE)			\$1,133,037											\$1,133,037	
Workforce Investment Act	HSD (9.80 FTE)	\$50,209	\$994,864	\$683,243	\$50,000									\$1,758,316	\$1,758,316	
SUBTOTAL		\$50,209	\$2,127,901	\$683,243	\$50,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,891,353	
VETERANS SERVICES																
Veterans Benefits Assistance	HSD (4.00 FTE)			\$160,876										\$322,994	\$483,870	
SUBTOTAL		\$0	\$0	\$160,876	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$322,994	\$483,870	
OTHER PROGRAM COORDINATION/ADMINISTRATION																
Senior Holiday Dinner					\$13,412										\$13,412	
County Indirect			\$108,033	\$91,557	\$6,348	\$17,697			\$7,227			\$3,197	\$53,396	\$106,923	\$394,378	
Health & Human Services Department Administration			\$96,662	\$39,535	\$37,915	\$12,143				\$4,355	\$1,302	\$12,340		\$87,075	\$291,327	
Human Services Division Administration	HSD (3.05 FTE)		\$87,802	\$19,215	\$84,123	\$39,723				\$11,921	\$4,086	\$27,744		\$187,333	\$461,947	
Operating Contingency		\$394,802													\$394,802	
SUBTOTAL		\$394,802	\$292,497	\$150,307	\$141,798	\$69,563	\$0	\$0	\$7,227	\$16,276	\$5,388	\$43,281	\$53,396	\$381,331	\$1,555,866	
TOTAL EXPENDITURES	HSD (40.00 FTE)	\$1,065,359	\$6,319,068	\$1,827,637	\$675,039	\$445,490	\$350,000	\$109,704	\$274,632	\$374,298	\$102,364	\$1,308,766	\$1,678,846	\$2,084,526	\$16,615,728	
TOTAL REVENUE		\$1,065,359	\$6,319,068	\$1,827,637	\$675,039	\$445,490	\$350,000	\$109,704	\$274,632	\$374,298	\$102,364	\$1,308,766	\$1,678,846	\$2,084,526	\$16,615,728	

NOTE: Appx. \$1.1 million in utility assistance is administered by HSC but is not reflected in our budget as it is kept by utility companies and directly credited to customer accounts.

EXHIBIT B

**INTERGOVERNMENTAL AGREEMENT
FUNDING SOURCES
PROPOSED FY 16/17**

LANE COUNTY		CONTRIBUTION
General Fund Contribution		\$980,867
State and Federal Funds		12,230,406
Private/local Contributions		849,548
Carry Forward Funds		991,603
	Subtotal	\$15,052,424
CITY OF EUGENE		
General Fund Contribution		\$810,000
General Fund Contribution – EPD Youth Shelter Bed		36,000
	Subtotal	\$846,000
CITY OF SPRINGFIELD		
General Fund Contribution		\$132,600
	Subtotal	\$132,600
	GRAND TOTAL	\$16,031,024

EXHIBIT C-1

Human Services Commission Activities for Human Services Program

The Human Services Commission provides coordination for the Eugene and Springfield City Councils and the Lane County Board of Commissioners on matters concerning human services policy, planning and funding, including:

- Pursues regional cooperation in the planning, funding and delivery of human services
- Engages in research and makes recommendations for regional partners' funding, planning, policy, programs and partnerships on emergent issues and concerns in the area of human services
- Develops recommendations on priorities for the allocation of regional resources to meet identified human needs
- Evaluates and makes recommendations on all submitted jurisdictional requests for funding of human services
- Develops and manages a variety of community resources to maximize the benefit on human needs
- Guides and optimizes the use of partners' resources in addressing major community issues and concerns
- Evaluates and reviews the performance of individual human service agencies
- Develops a regional plan for human service efforts supported by local government, ensuring community involvement
- Coordinates with other groups and human service planning agencies and organizations
- Reviews city and county actions which may affect the availability and quality of human service delivery in the county
- Encourages collaboration in seeking regional solutions to human service needs
- Encourages caring and action on human needs in the community by raising awareness

EXHIBIT C-2

Performance of Management Activities for Human Services Program

LANE COUNTY agrees to carry out the following activities in order to manage the Human Services Commission Program operations for the period July 1, 2016 through June 30, 2017.

I. Contract Monitoring

- A. Conduct quarterly monitoring of agency contracts compliance by reviewing minutes and financial statements.
- B. Conduct semiannual review of program progress reports.
- C. Review annual audits.
- D. Conduct biennial site visits to all subcontracted agencies.
- E. Provide technical assistance as needed to agencies in solving problems affecting their contract performance.

II. Accounting

- A. Set-up payment schedule for subcontractors.
- B. Track receipt of revenues from Eugene and Springfield and disbursements of the funds to subcontracted agencies.
- C. Bill cities of Eugene and Springfield.

III. General Management

- A. Prepare annual budget, monitor and adjust as necessary.
- B. Prepare annual program and fiscal reports for the Human Services Commission and all reports required by other funding agencies.
- C. Make records available to cities of Eugene and Springfield as requested.
- D. Conduct human services and homeless assistance planning process
- E. Perform resource development activities.
- F. Staff the Human Services Commission, Poverty and Homelessness Board and related subcommittees.
- G. Coordinate program activities.
- H. Promote and maintain public relations with other community organizations and the general public.

AGENDA ITEM SUMMARY

Meeting Date: 9/6/2016
Meeting Type: Regular Meeting
Staff Contact/Dept.: Amy Sowa
Staff Phone No: 541.726.3700
Estimated Time: Consent Calendar
Council Goals: Mandate

**SPRINGFIELD
CITY COUNCIL**

ITEM TITLE: EXECUTIVE SESSION NEWS MEDIA ATTENDANCE POLICY

ACTION REQUESTED: Authorize the City Manager to sign the amended Executive Session News Media Attendance Policy.

ISSUE STATEMENT: In 2011, the City of Springfield adopted an Executive Session News Media Attendance Policy to address social media. An amendment is needed to update the language in this policy.

ATTACHMENTS: Attachment 1: Executive Session News Media Attendance Policy

**DISCUSSION/
FINANCIAL
IMPACT:** In 2011, the City of Springfield adopted an Executive Session News Media Attendance Policy. This policy was drafted to address bloggers and other social media who may wish to attend an executive session. This policy was based upon the model policy developed in 2009 by a task force consisting of representatives of Open Oregon, Lake Oswego City Attorney (also representing the League of Oregon Cities), Lake Oswego Mayor, Clackamas County Counsel, the Oregonian, the Oregon Newspaper Publishers Association and the Oregon Association of Broadcasters.

The Oregon Government Ethics Commission (OGEC) requested an opinion from the Attorney General regarding media attending Executive Sessions. The attached policy includes revisions made in accordance with the Oregon Attorney General Opinion OP 8291 (April 18, 2016).

The amendments proposed more broadly define representatives of news media and remove restrictions that exclude representatives of new media on impermissible basis, including past lack of compliance with rules limiting reporting on executive sessions and the requirement that a member of news media or publication report on subject matter germane to the executive session. The City has not had any recent issues with media reporting on executive sessions, or of unauthorized people claiming to be media attending the meetings. These amendments ensure the City remains in compliance with state law and the recent AG opinion.

Council is being asked to authorize the City Manager to sign the amended Executive Session News Media Attendance Policy.

**CITY OF SPRINGFIELD
EXECUTIVE SESSION NEWS MEDIA ATTENDANCE POLICY**

WHEREAS Oregon public meetings law provides that representatives of the news media shall be allowed to attend certain executive sessions of public bodies, but may be required to not disclose specified information (ORS 192.660(4)); and

WHEREAS because at the time state law relating to media attendance at executive sessions was adopted "news media" consisted of entities that were institutionalized and structured to support compliance with the requirements of ORS 192.660(4), the law includes no express mechanism for enforcing those requirements; and

WHEREAS technological advances since the time the public meetings law was initially adopted have resulted in development of communication mechanisms allowing virtually any individual or entity to disseminate information widely; and

WHEREAS the City of Springfield finds that in that absence of a statutory definition of "news media" as that term is used in ORS 192.660(4) it is necessary to adopt a policy that implements the intent of the public meetings law relating to executive session attendance without precluding attendance by Internet-based or other "non-traditional" information disseminators that are institutionalized and committed to compliance with ORS 192.660(4); and

WHEREAS the City of Springfield recognizes that this policy is solely for the purpose of determining eligibility to attend executive sessions, which requires non-disclosure of specified information from executive sessions, and is not intended to otherwise define "news media" or to determine eligibility to report on Springfield activities or to limit access to other Springfield meetings by any person;

The City of Springfield hereby adopts the following policy:

1. Currently Recognized News Media Organizations. The following entities are hereby recognized as news media organizations eligible to attend executive sessions because they are recognized as institutions formally organized for the purpose of gathering and disseminating news~~have an established history of meeting the requirements of this policy:~~

Main Media Contact

Print:

Cottage Grove [Cottage Grove Sentinel](#)

Creswell [Creswell Chronicle](#)

Drain Drain Enterprise

Eugene [Daily Emerald \(UofO\)](#)

Eugene Ethos Magazine (UofO)

[Eugene Oregon Commentator \(UofO\)](#)

[Eugene Oregon Insurgent \(UofO\)](#)

Eugene [Register Guard](#)

Eugene [Eugene Weekly](#)

Eugene Money Saver

Eugene West Lane News

Eugene [The Torch \(LCC\)](#)

McKenzie Bridge [McKenzie River Reflections](#)

Oakridge [Dead Mountain Echo](#)

Portland [Associated Press](#)

Portland [Oregon Cycling](#)

Portland [The Oregonian](#)

[Portland Mercury \(503-294-0840\)](#)

[Portland Willamette Week \(503-242-2122\)](#)

Salem Northwest Senior News

Springfield [Springfield Times](#)

Media Contact Affiliates

Print:

Portland Mercury (Portland) — 503-294-0840

Willamette Week (Portland) — 503-243-2122

Yalla — University of Oregon (Eugene) — nwillion@uoregon.edu

Oregon Commentator — University of Oregon (Eugene) — 541-346-3721

Other Print Publications:

Albany [Democrat-Herald](#)

Ashland [Ashland Daily Tidings](#)

Astoria [The Daily Astorian](#)

Baker City [Baker City Herald](#)

Beaverton [Beaverton Valley Times](#)

Bend [Bend Weekly](#)

Bend [Cascade Business News](#)

Bend [The Bulletin](#)

Bend [the Source](#)

Brookings [Curry Coastal Pilot](#)

Burns [Burns Times Herald](#)

Canby [Canby Herald](#)

Cannon Beach [Cannon Beach Gazette](#)

Clatskanie [Clatskanie Chief](#)

Coos Bay [The World](#)

Corvallis [Corvallis Gazette Times](#)

Cottage Grove [Cottage Grove Sentinel](#)

Dallas [Polk County Itemizer-Observer](#)

Enterprise [Wallowa County Chieftain](#)

Gold Beach [Curry County Reporter](#)

Grants Pass [Daily Courier](#)

Gresham [The Outlook](#)

Hermiston [Hermiston Herald](#)
Hillsboro [Hillsboro Argus](#)
Hood River [Hood River News](#)
John Day [Blue Mountain Eagle](#)
Keizer [Keizertimes](#)
Klamath Falls [Herald and News](#)
La Grande [La Grande Observer](#)
Lake Oswego [West Linn Tidings](#)
Lakeview [Lake County Examiner](#)
Lebanon [Lebanon Express](#)
Lincoln City [The News Guard](#)
Madras [Madras Pioneer](#)
Manzanita [North Coast Citizen](#)
McMinnville [News-Register](#)
Medford [Mail Tribune](#)
Molalla [Molalla Pioneer](#)
Newberg [The Newberg Graphic](#)
Newport [News Times](#)
Ontario [Argus Observer](#)
Pendleton [East Oregonian](#)
Portland [Business Journal of Portland](#)
Portland [Jewish Review](#)
Portland [Mid-County Memo](#)
Portland [Oregon Capitol News](#)
Portland [Oregon Herald](#)
Portland [Portland Observer](#)
Portland [Portland Tribune](#)
Portland [The Asian Reporter](#)
Portland [The Skanner](#)
Prineville [Central Oregonian](#)
Rogue River [Rogue River Press](#)
Roseburg [The News-Review](#)
Saint Helens [St. Helens Chronicle](#)
Salem [Capital Press Agriculture Weekly](#)
Salem [Salem News](#)
Salem [Salemmonthly.com](#)
Salem [Statesman Journal](#)
Sandy The Sandy Post
Scappoose [South County Spotlight](#)
Seaside [Seaside Signal](#)
Silverton [The Appeal Tribune](#)
Sisters [Nugget Newspaper](#)
Stayton [Stayton Mail](#)
Sweet Home [The New Era](#)
The Dalles [Dalles Chronicle](#)
Tillamook [Headlight-Herald](#)
Toledo [Yaquina Wavelength](#)
Wilsonville [Wilsonville Spokesman](#)

Woodburn [Woodburn Independent](#)

Radio:

KUGN AM 590	KPNW	KORE
KAGI AM 930	KDUK	KRVM
KEX AM 1190	KODZ	KWVA
KOPB FM 91.5 (NPR)	KFLY	KEUG
KXL AM 750	KHPE	KLCC
KUGN	KKNU	KMGE
KZEL	KKNX	KQFE

~~All Affiliates stations of CBS, NBC, and ABC, and NPR also welcome.~~

Television:

KVAL 13 and all CBS affiliates
KPTR 16 (~~NBC 16~~) and all NBC affiliates
KEZI 9 and all ABC affiliates
KLSR and all Fox affiliates
KEVU
South Lane TV

No other entity shall be permitted to attend an executive session unless it is recognized through the process described in Section 2 below.

2. Recognition of Other News Media Organizations.

a. The following entities are recognized as news media organizations eligible to attend executive sessions:

(1) A general or associate member newspaper of the Oregon Newspaper Publishers Association, a broadcast member of the Oregon Association of Broadcasters or a member of the Associated Press; or

(2) A newspaper that Springfield uses for publication of public notices and that meets the requirements of ORS 193.020; or

(3) An entity recognized by Springfield as being a news source that:

A. is formally organized and operated to regularly and continuously publish, broadcast, transmit via the Internet or otherwise disseminate news to the public, ~~and that regularly reports on activities of the City of Springfield or matters of the nature under consideration by the City of Springfield;~~ additional considerations include frequency of publication,

quantity of articles published per week, permanency of web address, and number of visitors to news media's website.

B. is determined by the City of Springfield to be a business entity that is institutionalized¹ and that is committed to, and is structured to support, the terms of ORS 192.660(4).² In making this determination, the City of Springfield may consider and weigh any factors that it deems to be relevant, including, ~~without limitations but not limited to~~, the existence of any of the following factors:

- i. ~~the~~The entity has multiple personnel with defined roles within its organizational structure;
- ii. ~~the~~The names of news-reporting personnel, and responsible entity management personnel, together with addresses and contact telephone numbers, are readily available;
- iii. The entity has an available process for correcting errors, including violations of executive session statutes, by a person with authority to take corrective measures.

b. It shall be the entity's burden to persuade the City of Springfield by substantial evidence that it should be recognized as a news media organization meeting the criteria in Section 2(a) of this policy. Such evidence must be submitted 30 days in advance of the first executive session that the entity desires to attend. The City of Springfield shall make a determination within 15 days of receiving the evidence submitted by the entity. The City of Springfield ~~may elect to forgo this procedure~~will allow expedited consideration or same-day recognition in cases where the City of Springfield, in its sole discretion, determines that it can immediately recognize that an entity qualifies under this policy or in cases where the public body, in its sole discretion, determines that other good cause exists for making an expedited determination. A determination that

¹ For the purposes of this policy, "institutionalized" media means ~~long-established or well-established~~ an established media organization or corporation, organized for the purpose of gathering and disseminating news.

² ORS 192.660(4). Representatives of the news media shall be allowed to attend executive sessions other than those held under subsection (2)(d) of this section relating to labor negotiations or executive session held pursuant to ORS 332.061(2) but the governing body may require that specified information be undisclosed.

the entity is not recognized shall be based upon written findings addressing the criteria in Section 2(a).

3. Attendance at Executive Sessions. Representatives of news media organizations recognized pursuant to Sections 1 and 2 of this policy shall be allowed to attend executive sessions, except as described in ORS 192.660(4) and 192.660(5), pursuant to the following process:

a. The representative must provide substantial evidence persuading the City of Springfield, that he or she is a ~~news reporter for the representative of a~~ recognized news media organization. In making its determination whether to recognize the person as a representative of a recognized news media organization (as set forth in Section 2), the City of Springfield shall require proof of identity (such as a driver's license) and:

(1) A press badge or identification issued by the recognized news media organization, ~~plus proof of identity (such as a driver's license);~~ or

(2) A recently published news article in the recognized news media organization publication or broadcast, with the person's byline, or a masthead showing the person's name as a member of the news gathering staff of the news media organization, ~~plus proof of identity; or~~

(3) A letter on the news media organization's letterhead, ~~written by from~~ an editor of the recognized news media organization, who may be the same person as the reporter if that person is also an editor of the news media organization, in which the editor states that the reporter is covering the meeting for the news media organization, ~~plus proof of identity.; or For a blogger, the editor and reporter may be the same person.~~

(4) Any other evidence that conclusively establishes that a person is acting in a representative capacity on behalf of a recognized news media organization, including as an employee, contractor, or agent of the news media organization.

b. Representatives of the news media are not permitted to attend executive sessions involving deliberations with persons designated to carry on labor negotiations. ORS 192.660(4). If the executive session is being held for the purpose of conferring with counsel about current litigation or litigation likely to be filed, the City of Springfield shall exclude any member of the news media from attending if the member is a party to the litigation

to be discussed or is an employee, agent, or contractor of a news media organization that is a party to the litigation. ORS 192.660(5).

c. The City of Springfield may require that a request to attend an executive session be made in writing on a form provided by the City of Springfield (see attached). The form shall require disclosure of the person's name, and the entity for which he or she is a news reporter, and shall require submission of evidence described in Subsections 3(a)(1), (2) or (3) of this policy. The form shall also include a signature line whereby the person certifies that they are gathering news for a recognized news media organization, that the information given is true and that they agree to comply with ORS 192.660(4).

d. The City of Springfield may consider any relevant evidence provided or gathered in making its decision as to whether a person shall be recognized as a representative of a recognized news media organization.

4. Recording Devices Prohibited. Cameras, tape recorders and other recording devices shall not be used in executive sessions, except for the official executive session tapes made by City of Springfield staff.

~~5. Exclusion Based on a Direct Personal Interest. A representative of a news media organization that has a direct personal interest in the subject of the executive session that would frustrate the purpose of the executive session may be barred from attending.~~

65. Application to Boards and Commissioners. These policies and procedures shall apply to the City of Springfield and all of its boards and commissions.

MODEL POLICY

This policy is based upon the model policy developed in 2009 by a task force consisting of representatives of Open Oregon, Lake Oswego City Attorney (also representing the League of Oregon Cities), Lake Oswego Mayor, Clackamas County Counsel, the Oregonian, the Oregon Newspaper Publishers Association and the Oregon Association of Broadcasters. These 2016 revisions are made in accordance with the Oregon Attorney General Opinion OP 8291 (April 18, 2016).

Gino Grimaldi, City Manager

MEMORANDUM

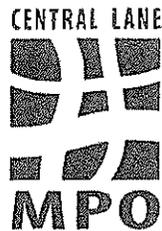
City of Springfield, Oregon

To: Mayor and Councilors
From: Amy Sowa, City Recorder
Date: September 1, 2016
Subject: Correspondence Regarding the Congestion Mitigation and Air Quality (CMAQ) Funds

Attached is correspondence submitted to the Oregon Transportation Commission during their hearing in Klamath Falls on Friday, August 19. Mayor Lundberg attended and had a brief opportunity to testify during the hearing.

The attached letters are from the following:

- Metropolitan Police Committee Members (Eugene Councilor Zelenka, Lane County Commissioner Pat Farr, Eugene Mayor Kitty Piercy, Springfield Mayor Christine Lundberg, Coburg Councilor Jerry Behney, and Lane Transit District Board President Gary Wildish)
- Paul Thompson, Manager, Central Lane Metropolitan Planning Organization
- Steve Mokrohisky, Lane County Administrator
- Kitty Piercy, Eugene Mayor
- Christine Lundberg, Springfield Mayor
- Ray Smith, Coburg Mayor and Jerry Behney, Coburg Councilor
- Gary Wildish, LTD Board President



August 19, 2016

Tammy Baney, Chair
Oregon Transportation Commission
355 Capitol Street NE, MS #11
Salem, OR 97301-3871

Dear Commissioner Baney,

The Central Lane Metropolitan Policy Committee (MPC), acting as the Central Lane Metropolitan Planning Organization (MPO) Policy Board, respectfully requests the OTC direct ODOT to make an immediate determination as to when we can expect to receive the federal Congestion Mitigation and Air Quality (CMAQ) funding due to this MPO since (at least) 2013, that ODOT permit the MPO to fully participate in all future CMAQ funding and processes beginning immediately, and that ODOT correct the federal Public Lands (or PL) operational funding to reflect our CMAQ eligibility.

The Central Lane MPO Policy Board, the Metropolitan Policy Committee for the Eugene, Springfield, and Coburg metropolitan area, brings this concern to you today because funding that should have been allocated to the MPO starting in at least 2013 has not been allocated, and ODOT is recommending to not allocate funding to the Central Lane MPO until at least 2019.

It is unacceptable that the Central Lane MPO (and the Salem-Keizer MPO) should not receive any funds for which we have been eligible for at least six years – while the other CMAQ-eligible areas in the state continue to make use of what, under the current CMAQ allocation formula, is Central Lane's (and Salem-Keizer's) funding. You will hear from the other CMAQ areas that you should not reduce the level of their funding, when, in fact, "their funding" has been inflated for many years by the inclusion of Central Lane's (and Salem-Keizer's) funding in their allocations.

On April 19, 2016, McGregor Lynde of ODOT wrote to all CMAQ stakeholders, including "an example of what the allocations could look like, when Salem and Eugene are added. . . . this does give you a sense of what the impact to your area could be." That example showed that, under the current allocation formula, the Central Lane MPO should be receiving approximately \$2.25 million per year in CMAQ funding. The same April 2016 communication told the existing CMAQ funding recipients that "[ODOT] would strongly recommend taking a conservative approach as you do your project solicitation/selection efforts [for future CMAQ funding]," presumably recognizing that some of the existing funding is supposed to be allocated to the Central Lane and Salem-Keizer MPOs now. Furthermore, although ODOT has stated that "In March 2016 . . . FHWA . . . confirmed that both the Salem and Eugene areas are now eligible CMAQ areas" (emphasis added), in fact the determination by the Federal Highway Administration stated that the Central Lane area "became eligible in June 2013."

For at least the past four years, the Central Lane MPO has asked ODOT to include the MPO in the CMAQ program. The MPO has contacted ODOT's (former) CMAQ manager, our local ODOT Area Manager, and other ODOT staff with this request multiple times, and in most instances has either never received a response, or has simply received a response stating (erroneously) that the Central Lane MPO is not eligible for CMAQ funding. The MPO knew it was eligible, but it could not convince ODOT of that, or even, until very recently, obtain assistance from ODOT (as the entity responsible for CMAQ funds in the state) to review the question with the FHWA.

Additionally, CMAQ eligibility does not only affect the receipt of CMAQ funds – for Oregon's MPOs it also affects the amount of federal Public Lands (or PL) operational funding that the MPOs receive. At the conclusion of the lengthy 2014-2015 process to update the PL funding formula, ODOT staff wrote that the Central Lane MPO "informed the group that CLMPO would be seeking approval for CMAQ funds soon. However, as this has not been formally approved, ODOT has not modified the complexity factors for CLMPO around the AQ CMAQ complexity factor. If at a future date, CLMPO becomes a designated AQ CMAQ eligible MPO, that factor can be modified at that time" (emphasis added). Almost immediately after the March 8, 2016 FHWA determination that the Central Lane MPO has been eligible since 2013, the MPO requested an adjustment to the PL funding proposed for FY17. This request was made prior to the OTC's approval of that FY17 PL funding. ODOT's response was "no" – that the CMAQ factor would be adjusted "the next time the PL formula is revisited." As a result, the Central Lane MPO has received approximately \$15,000 less in FY17 PL funding than it should have, and will continue to receive less in future fiscal years until this is corrected.

Again, the Metropolitan Policy Committee, acting as the Central Lane MPO Policy Board, respectfully requests that the OTC direct ODOT to make the Central Lane MPO whole for lost CMAQ funding back to at least 2013, that ODOT revise future CMAQ funding and processes immediately, and that the PL funding be updated immediately to reflect the MPO (and Salem's) eligibility for CMAQ funding. The MPO is prepared to fund multiple projects with CMAQ funding that will benefit both air quality and congestion in the region.



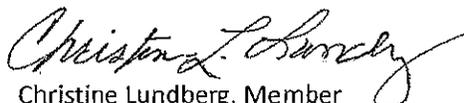
Alan Zelenka, Chair
Metropolitan Policy Committee
Councilor, City of Eugene



Pat Farr, Member
Metropolitan Policy Committee
Commissioner, Lane County



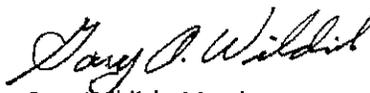
Kitty Piercy, Member
Metropolitan Policy Committee
Mayor, City of Eugene



Christine Lundberg, Member
Metropolitan Policy Committee
Mayor, City of Springfield



Jerry Beiney, Member
Metropolitan Policy Committee
Counselor, City of Coburg

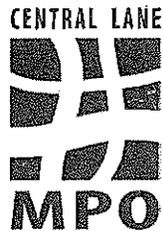


Gary Wildish, Member
Metropolitan Policy Committee
President, Lane Transit District Board of Directors



Brendalee Wilson, Executive Director
Central Lane MPO, Lane Council of Governments

Cc: Congressman Peter DeFazio, Oregon's 4th District
Lee Beyer, Senator, Oregon Senate District 6
Floyd Prozanski, Senator, Oregon Senate District 4
Chris Edwards, Senator, Oregon Senate District 7
Nancy Nathanson, Representative, Oregon House District 13
Paul Holvey, Representative, Oregon House District 8
Phil Barnhart, Representative, Oregon House District 11
John Lively, Representative, Oregon House District 12
Val Hoyle, Representative, Oregon House District 14
Karmen Fore, Sustainable Communities & Transportation Policy Advisor, Oregon Governor's Office
Matt Garrett, Director, Oregon Department of Transportation
Sonny Chickering, Region 2 Manager, Oregon Department of Transportation
Frannie Brindle, Region 2 South Area Manager, Oregon Department of Transportation
City Council, City of Coburg
City Council, City of Eugene
City Council, City of Springfield
Board of Commissioners, Lane County
Board of Directors, Lane Transit District
Board of Directors, Lane Regional Air Protection Agency



August 19, 2016

Tammy Baney, Chair
Oregon Transportation Commission
355 Capitol Street NE, MS #11
Salem, OR 97301-3871

Dear Commissioner Baney,

The Central Lane Metropolitan Planning Organization (MPO) respectfully requests that the OTC direct ODOT to make an immediate determination as to when we can expect to receive the federal Congestion Mitigation and Air Quality (CMAQ) funding due to it since (at least) 2013, that ODOT permit the MPO to fully participate in all future CMAQ funding and processes beginning immediately, and that ODOT correct the federal Public Lands (or PL) operational funding to reflect our CMAQ eligibility.

The Central Lane MPO has firmly believed for a number of years that the Central Lane area has been eligible to receive CMAQ funds, and has pursued this with ODOT over those years with little result until recently. In March 2016, the Federal Highway Administration (FHWA) determined that both the Eugene and Salem areas "became eligible in June 2013" to receive CMAQ funding.

The FHWA determination was based on the current set of CMAQ rules, which were put in place around June 2013, thus the timing of eligibility was set at that point. The MPO believes that the Central Lane area became CMAQ-eligible much earlier than 2013, based on its PM_{10} nonattainment status that dates from 1987.

The Central Lane Area is CMAQ-eligible due to ongoing air quality concerns in the region, and our current status as a PM_{10} maintenance area (course Particulate Matter) through June, 2033. In the Central Lane region, although particulate levels have been in compliance, the region was within 10 percent of violating the current 24-hour $PM_{2.5}$ standard during 2013-2015. This is significant – it places the region at levels of concern with respect to particulate air quality.

In addition, the monitored level of ozone in the Central Lane region reversed its decline and began trending upward toward the standard in 2015. The 2015 Lane Regional Air Protection Agency (LRAPA) report shows the area's ozone design level at 0.060 ppm compared with the standard of 0.070 ppm. Furthermore, the maximum daily 8 hour average for 2015 reached 0.080 ppm – it was only because the prior two years were less than 0.060 ppm that allowed the required measurement (the 3 year average of the 4th highest maximum daily 8-hour measurement) to not *exceed* the standard. The ozone issue in the region is almost certainly transportation related, and with growth and vehicle miles travelled (VMT) expected to rise, attention to ozone pollution is needed in the Central Lane region.

CMAQ funding would allow the region to get a precise handle on the sources of the pollution, identify problem areas, and implement projects to address these problems, such as projects to address bus and heavy diesel exhaust from garbage trucks, gravel trucks, etc. Encouraging removal of old diesels from the roads, and transitions to electric or natural gas would be a very cost-effective use of CMAQ funds and would benefit the entire air shed.

The Oregon Transportation Commission will hear from other metropolitan areas in the state that are already receiving CMAQ funds with their own claims of their need for CMAQ funds to address air quality issues in their regions, and that “diverting” any of those funds to the Central Lane or Salem regions would harm their efforts. But, the true fact is that Central Lane and Salem CMAQ funds have been diverted to the other CMAQ areas for at least four years, and ODOT is proposing to continue doing so for at least another two years.

The Rogue Valley MPO has already claimed that there is no “indication that the need in the Salem and Eugene Air Quality areas is sufficient to potentially compromise the viability of existing programs.” They further claim that “air quality in Medford and Grants Pass is generally closer to a violation of the [standards] for CO and PH₁₀ (sic) than in either Eugene or Salem . . . [and] Medford is [close] to being in violation of the standards for PM_{2.5} and . . . for ozone.” These claims are simply not true, or over-stated:

- CO is not an important pollutant any more in any area in Oregon. Medford’s own figures show that all three areas (Medford, Eugene, Salem) are *well* below the CO standard, even if Medford is slightly higher than either Eugene or Salem. The U.S. Environmental Protection Agency has recognized this and has stopped funding CO monitors in Oregon except for several in the Portland area which are being used as a reference. Funding a project that is targeted at CO reduction seems to us to be a waste of CMAQ funds which could be spent addressing more significant air quality concerns.
- Similarly, PM₁₀ is not as significant of an air quality issue in Oregon as it used to be. In fact, however, Medford’s own graph shows that E-S has generally higher levels of PM₁₀ than Medford/Grants Pass. As with CO, the levels are generally below 40% of the standard, and the EPA recognizes that it is very unlikely that a violation will occur when levels have reached that point. It is the PM_{2.5} component within the PM₁₀ overall measure that is the most important.
- The Central Lane area has actually had more daily exceedances of the PM_{2.5} standard over the past several years than has Medford. And while the three year average that actually determines a violation has not been exceeded by Medford, Grants Pass, Central Lane, or Salem, Grants Pass and Salem have been furthest from a violation, while Central Lane and Medford have been closest.
- The Central Lane air shed, at the southern end of the Willamette Valley, not only is subject to significant stagnation and winter-time air quality inversions, but is also located downwind of the northern large urban areas from which the pre-cursors to ozone creation occur. Ozone is a pollutant that is created from pre-cursors that are generally created upwind and are combined under certain conditions in an area to form ozone. There have been 11 exceedances of the 8 hour Ozone standard since 2006 in the Eugene area.

Perhaps most significantly, the Rogue Valley analysis completely ignores the fact that the Central Lane population is more than twice that of the combined population of Medford and Grants Pass. There is a very good reason that many, if not most, of the CMAQ fund allocations in the nation are at least partially based on population – you

want to address the areas of air quality concern *that affect the most people*. While, at a very high level, Central Lane's and Rogue Valley's air quality issues may appear to be similar, Central Lane's affect many more people.

Also of great significance to both the Central Lane and Salem MPOs is the fact that newly released MAP-21/FAST Act System Performance Measures include two new measures for CMAQ areas. As a result, all Oregon MPOs that are CMAQ-eligible are now required to develop, monitor, and work toward performance measures addressing CMAQ goals. Withholding CMAQ funds from Central Lane and Salem would jeopardize the ability to do this, and unfairly penalize them.

Finally, it should be noted that one of the original intents of CMAQ funding when it was initiated in the 1980s was to assist areas currently subject to federal air quality plans in addressing their air quality issues. One significant change to the CMAQ rules in 2013 is illustrated by this exchange between ODOT and FHWA:

ODOT question: For areas like Portland—that are reaching the end of their second maintenance plan—what factors or criteria must come into effect for them to be removed from CMAQ eligibility? How much lead-time will ODOT and local jurisdictions have if they are reaching the end of their CMAQ eligibility?

FHWA response: Portland will continue to be eligible for CMAQ funds per 23 USC 149(b), “the area is or was designated as a nonattainment area for ozone, carbon monoxide, or particulate matter...” (emphasis added)

The key here is the inclusion of the word “was” in the new rules. At least partly a political maneuver nationally to ensure that CMAQ areas that were nearing the end of their 20-year maintenance plan could continue to receive CMAQ funding, the inclusion of the word “was” in the new rules ensures that Portland will continue to be eligible to receive CMAQ funds even though, as of October 2017, it will no longer be subject to a federal air quality maintenance plan. In contrast, the Central Lane MPO is subject to a federal air quality PM₁₀ maintenance plan through at least June, 2033.

The Central Lane MPO respectfully requests that the Oregon Transportation Commission immediately direct ODOT to include the Central Lane MPO in all CMAQ funding distributions, and to provide the MPO with the funding it should have received since at least 2013.



Paul Thompson, Manager
Central Lane Metropolitan Planning Organization

Cc: Congressman Peter DeFazio, Oregon's 4th District
Lee Beyer, Senator, Oregon Senate District 6
Floyd Prozanski, Senator, Oregon Senate District 4
Chris Edwards, Senator, Oregon Senate District 7
Nancy Nathanson, Representative, Oregon House District 13
Paul Holvey, Representative, Oregon House District 8
Phil Barnhart, Representative, Oregon House District 11
John Lively, Representative, Oregon House District 12
Val Hoyle, Representative, Oregon House District 14
Karmen Fore, Sustainable Communities & Transportation Policy Advisor, Oregon Governor's Office
Matt Garrett, Director, Oregon Department of Transportation
Sonny Chickering, Region 2 Manager, Oregon Department of Transportation
Frannie Brindle, Region 2 South Area Manager, Oregon Department of Transportation
City Council, City of Coburg
City Council, City of Eugene
City Council, City of Springfield
Board of Commissioners, Lane County
Board of Directors, Lane Transit District
Board of Directors, Lane Regional Air Protection Agency



LANE COUNTY ADMINISTRATION

PUBLIC SERVICE BUILDING / 125 EAST 8TH AVENUE / EUGENE, OR 97401 / (541) 682-4203 / FAX (541) 682-4616

August 17, 2016

Tammy Baney, Chair
Oregon Transportation Commission
355 Capitol Street NE, MS #11
Salem, OR 97301-3871

Dear Commissioner Baney,

On behalf of Lane County, I would like to respectfully request that the OTC and ODOT reevaluate the eligibility of Central Lane Metropolitan Planning Organization (MPO) to receive federal Congestion Mitigation and Air Quality (CMAQ) funds dating back to 2013. As a member of the Central Lane MPO Policy Board, Lane County shares the concern with our other MPO partner agencies that CMAQ funding has not been provided to our area despite meeting eligibility requirements since at least 2013.

Similar to other communities throughout Oregon, Lane County and the cities within are in dire need of additional transportation funding. Past revenue sources for transportation improvements are no longer adequate for the tremendous need to maintain and preserve the existing system, let alone to reduce congestion on our roads and bridges. Local communities have tried to pass individual funding measures often to little or no avail.

Lane County has a wealth of natural resources, including timber, which historically funded much of our transportation system. As timber revenues decreased dramatically over the years, many communities throughout Lane County saw dramatic decreases in funding levels for transportation improvements. For example, in recent years, the Lane County Capital Improvement Program (CIP) has gone from a high of \$107 million in Road Fund expenditures in the 2005-2009 CIP to \$15 million in Road Fund expenditures in its current CIP. That equates to a mere \$3 million per year for over 1,400 miles of roadway and 417 bridges. The economy of Lane County depends on a safe, well-functioning transportation system. Communities in our area rely on a multi-modal system that includes safe and convenient access to local businesses and recreation areas for people who walk, bike, ride transit or drive. Our freight routes are critical to the long-term sustainable growth of our communities. We believe that CMAQ funding is a critical funding source for the Central Lane MPO area to help reduce overall congestion on our roads and bridges.

Lane County greatly appreciates your reconsideration of Central Lane MPO's eligibility to receive federal Congestion Mitigation and Air Quality (CMAQ) funds. Thank you again.

Sincerely,

Steve Mokrohisky
Lane County Administrator



Eugene Mayor's Office
Kitty Piercy

August 16, 2016

Tammy Baney, Chair
Oregon Transportation Commission
355 Capitol Street NE, MS #11
Salem, OR 97301-3871

Dear Commissioner Baney,

The City of Eugene, a member of the Central Lane Metropolitan Policy Committee, respectfully request that the Oregon Transportation Commission (OTC) take action regarding Oregon's federal Congestion Mitigation and Air Quality (CMAQ) program. As you are aware, the Federal Highway Administration (FHWA) has issued a finding that the Central Lane and Salem-Keizer metropolitan areas have been qualified to receive CMAQ funding since 2013, but have not received any such funding.

In 2014, the Eugene City Council adopted a Climate Recovery Ordinance that commits our community to aggressively lowering community-wide greenhouse gas emissions and fossil fuels used for motor vehicles. Projects and programs that will reduce carbon emissions also reduce the air pollutants targeted by the CMAQ program. And we are ready to take action; CMAQ funds can be utilized by our City's Transportation Options program or supporting Lane Transit District efforts to provide better service that gives more people an alternative to driving.

As the center of Oregon's second largest metropolitan area, Eugene will efficiently use CMAQ funds to significantly improve air quality. As the Legislature's Joint Committee on Transportation Preservation and Modernization recently heard, our metro area focus is on creating a true multi-modal regional transportation system, one that will offer choices for all users, and create significant improvements in congestion and air quality.

Please direct ODOT to reconcile past funding errors and to fix the CMAQ processes for current and future funding opportunities.

Sincerely,

Kitty Piercy
Mayor

CITY OF SPRINGFIELD

OFFICE OF THE MAYOR AND CITY COUNCIL



225 FIFTH STREET
SPRINGFIELD OR 97477
541.726.3700
FAX 541 726 2363
www.springfield-or.gov

August 16, 2016

Tammy Baney, Chair
Oregon Transportation Commission
355 Capitol Street NE, MS #11
Salem, OR 97301-3871

Dear Commissioner Baney,

On behalf of the City of Springfield, I respectfully request the OTC direct ODOT to make an immediate determination as to when the Central Lane MPO can expect to receive the federal Congestion Mitigation and Air Quality (CMAQ) funding they have been due to receive since at least 2013, that ODOT permit the MPO to fully participate in all future CMAQ funding and processes beginning immediately, and that ODOT correct the federal Public Lands (or PL) operational funding to reflect their CMAQ eligibility.

ODOT is recommending to not allocate CMAQ funds to the Central Lane MPO and the Salem-Keizer Area Transportation Study (SKATS) MPO until at least 2019. This is unacceptable, as the funds should have been allocated to the MPO starting in at least 2013. Since 2013, the other CMAQ-eligible areas in the state continue to make use of what, under the current CMAQ allocation formula, should have been allocated to Central Lane and Salem-Keizer. Because the funds were not distributed to the Central Lane MPO and Salem-Keizer Area Transportation Study (SKATS) MPO as they should have, the other CMAQ areas have experienced an inflated level of funding over those years.

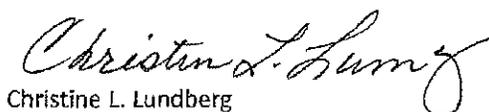
On April 19, 2016, McGregor Lynde of ODOT wrote to all CMAQ stakeholders, including "an example of what the allocations could look like, when Salem and Eugene are added. . . . this does give you a sense of what the impact to your area could be." That example showed that, under the current allocation formula, the Central Lane MPO should be receiving approximately \$2.25 million per year in CMAQ funding. The same April 2016 communication told the existing CMAQ funding recipients that "[ODOT] would strongly recommend taking a conservative approach as you do your project solicitation/selection efforts [for future CMAQ funding]," presumably recognizing that some of the existing funding is supposed to be allocated to the Central Lane and Salem-Keizer MPOs now. Furthermore, although ODOT has stated that "In March 2016 . . . FHWA . . . confirmed that both the Salem and Eugene areas are now eligible CMAQ areas" (emphasis added), in fact the determination by the Federal Highway Administration stated that the Central Lane area "became eligible in June 2013."

For at least the past four years, the Central Lane MPO has asked ODOT to include the MPO in the CMAQ program. The MPO has contacted ODOT's (former) CMAQ manager, our local ODOT Area Manager, and other ODOT staff with this request multiple times, and was told that the Central Lane MPO was not eligible for CMAQ funding. The MPO could not convince ODOT that it was eligible, and only recently obtained assistance from ODOT to review the question with the FHWA.

CMAQ eligibility does not only affect the receipt of CMAQ funds – for Oregon’s MPOs it also affects the amount of federal Public Lands (or PL) operational funding that the MPOs receive. Almost immediately after the March 8, 2016 FHWA determination that the Central Lane MPO has been eligible since 2013, the MPO requested an adjustment to the PL funding proposed for FY17. This request was made prior to the OTC’s approval of that FY17 PL funding. ODOT’s response was “no” – that the CMAQ factor would be adjusted “the next time the PL formula is revisited.” As a result, the Central Lane MPO has received approximately \$15,000 less in FY17 PL funding than it should have, and will continue to receive less in future fiscal years until this is corrected.

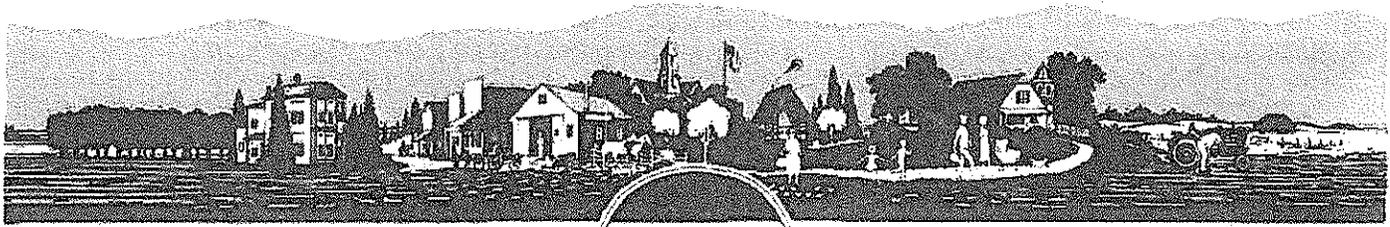
Again, on behalf of the City of Springfield, I respectfully request that the OTC direct ODOT to make the Central Lane MPO whole for lost CMAQ funding back to at least 2013, that ODOT revise future CMAQ funding and processes immediately, and that the PL funding be updated immediately to reflect the MPO (and Salem’s) eligibility for CMAQ funding. The MPO is prepared to fund multiple projects with CMAQ funding that will benefit both air quality and congestion in the region.

Sincerely,



Christine L. Lundberg
Mayor

Cc: Congressman Peter DeFazio, Oregon’s 4th District
Lee Beyer, Senator, Oregon Senate District 6
Floyd Prozanski, Senator, Oregon Senate District 4
Chris Edwards, Senator, Oregon Senate District 7
Nancy Nathanson, Representative, Oregon House District 13
Paul Holvey, Representative, Oregon House District 8
Phil Barnhart, Representative, Oregon House District 11
John Lively, Representative, Oregon House District 12
Val Hoyle, Representative, Oregon House District 14
Karmen Fore, Sustainable Communities & Transportation Policy Advisor, Oregon Governor’s Office
Matt Garrett, Director, Oregon Department of Transportation
Sonny Chickering, Region 2 Manager, Oregon Department of Transportation
Frannie Brindle, Region 2 South Area Manager, Oregon Department of Transportation
City Council, City of Coburg
City Council, City of Eugene
City Council, City of Springfield
Board of Commissioners, Lane County
Board of Directors, Lane Transit District
Board of Directors, Lane Regional Air Protection Agency



CITY OF COBURG • P.O. BOX 8316 • COBURG



OREGON 97408 • 541-682-7850 FAX 541-485-0655

August 15, 2016

Tammy Baney, Chair
Oregon Transportation Commission
355 Capitol Street NE, MS #11
Salem, OR 97301-3871

Dear Commissioner Baney,

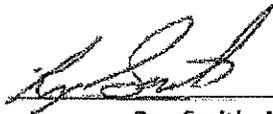
The City of Coburg, a member of the Central Lane MPC, acting as the Central Lane MPO Policy Board, respectfully requests the Oregon Transportation Commission direct ODOT to make whole our federal Congestion Mitigation and Air Quality (CMAQ) funds that MPO has diligently researched and advocated for over many years on our behalf. At long last, it has been found that since - at least - 2013 (arguably 1987), our region has been eligible. We ask that ODOT retroactively correct the operational funding to reflect our CMAQ eligibility. Further, the process to address this issue has not been communicated directly to us. We ask that ODOT allow us to be actively involved in solving our problem.

We have been following closely over the past four years while the Central Lane MPO has asked ODOT to include the MPO in the CMAQ program and to assist in arriving at a final, correct, determination of our eligibility. The MPO has contacted ODOT's CMAQ managers, our local ODOT Area Manager, and other ODOT staff with this request multiple times, and in most instances has either never received a response, or has simply received a response stating (erroneously) that the Central Lane MPO is not eligible for CMAQ funding. The MPO knew it was eligible, but it could not convince ODOT of that or obtain assistance from ODOT to review the question with FHWA.

There have been many opportunity costs of the forgone funding which have had real consequences to our small community. These funds could make positive impacts on the region as Coburg is the location of a major travel center; truck stop; fueling stations; and cross dock station; FedEx transfer station; RV parks; and motor coach and other light manufacturing of heavy equipment. CMAQ will help us with our heavy diesel particulate and other greenhouse gas mitigation efforts.

Again, the City of Coburg respectfully requests that the OTC direct ODOT to make the Central Lane MPO whole for lost CMAQ funding and that ODOT fix future CMAQ funding and processes immediately.

Regards,


Ray Smith, Member
Metropolitan Policy Committee
Mayor, City of Coburg


Jerry Behney, Member
Metropolitan Policy Committee
Councilor, City of Coburg

Cc: Congressman Peter DeFazio, Oregon's 4th District
Lee Beyer, Senator, Oregon Senate District 6
Floyd Prozanski, Senator, Oregon Senate District 4
Chris Edwards, Senator, Oregon Senate District 7
Nancy Nathanson, Representative, Oregon House District 13
Paul Holvey, Representative, Oregon House District 8
Phil Barnhart, Representative, Oregon House District 11
John Lively, Representative, Oregon House District 12
Val Hoyle, Representative, Oregon House District 14
Karmen Fore, Sustainable Communities & Transportation Policy Advisor, Oregon Governor's Office
Matt Garrett, Director, Oregon Department of Transportation
Sonny Chickering, Region 2 Manager, Oregon Department of Transportation
Frannie Brindle, Region 2 South Area Manager, Oregon Department of Transportation
City Council, City of Coburg
City Council, City of Eugene
City Council, City of Springfield
Board of Commissioners, Lane County
Board of Directors, Lane Transit District
Board of Directors, Lane Regional Air Protection Agency



August 17, 2016

The Honorable Tammy Baney, Chair
Oregon Transportation Commission
355 Capitol Street NE, MS #11
Salem, OR 97301-3871

Dear Ms. Baney:

This letter is in regards to the Oregon Transportation Commission's forthcoming discussion of the distribution of federal Congestion Mitigation and Air Quality (CMAQ) funding. As you may be aware, the Federal Highway Administration (FHWA) has issued a finding that the Central Lane and Salem-Keizer metropolitan areas have been qualified to receive CMAQ funding since 2013, but they have not received this funding.

Despite FHWA's finding, Oregon Department of Transportation (ODOT) Director Matthew Garrett recommends continuing the current CMAQ distribution formula, which redistributes the funding authorized for to the Central Lane Metropolitan Planning Organization (MPO) to other parts of the state, until at least 2019.

Our community faces serious air quality concerns and should be provided with all available resources to combat air pollution. Despite limited funding, Lane Transit District (LTD) has invested heavily in measures to reduce pollution. LTD is in the second year of a three-year, \$3 million investment in transit operations that will result in a nearly 10 percent increase in transit hours of service. We are also modernizing our fleet to reduce emissions, adding 10 zero-emission buses to accompany 54 diesel-hybrid buses in our 109-vehicle fleet.

Efforts to reduce air pollution are not limited to LTD. The regionally funded Point2point Transportation Options program is a successful initiative designed to increase the use of alternative transportation. In July alone, the Point2point program recorded more than 1,400 carpool trips, for a total of nearly 21,000 carpooled miles; and the vanpool program reduced vehicle miles traveled by more than 167,000 miles, eliminating more than 100,000 pounds of carbon dioxide emissions in the process.

All of this is a long way of saying that investing in air quality efforts through the Central Lane MPO is a smart investment. We know how to use limited resources to make large gains. With all due respect, LTD requests that the OTC instruct ODOT to properly allocate CMAQ funding to our region, and to make the region whole from lost revenue dating to 2013 when the MPO was eligible to receive funding. We also request that any future discussion of CMAQ distribution be an open and inclusive process that involves all governing bodies who qualify for funding.

Thank you for your consideration and leadership. If you have any questions, please contact Paul Thompson at Lane Council of Governments at 541-682-4405.

Sincerely,

Gary Wildish, President
Lane Transit District Board of Directors

GW:EM:jms

AGENDA ITEM SUMMARY

Meeting Date: 9/6/2016
Meeting Type: Regular Meeting
Staff Contact/Dept.: Gino Grimaldi/CMO
Staff Phone No: 541-726-3700
Estimated Time: 05 Minutes
Council Goals: Mandate

**SPRINGFIELD
CITY COUNCIL**

ITEM TITLE:

LEAGUE OF OREGON CITIES CONFERENCE – VOTING DELEGATE
DESIGNATION

ACTION

REQUESTED: Designate a voting delegate for the upcoming League of Oregon Cities annual conference, September 29-October 1, 2016.

ISSUE

STATEMENT: The annual business meeting of the League of Oregon Cities will be held on Saturday, October 1, 2016, in conjunction with the League of Oregon Cities Conference, September 29-October 1, 2016, at the Salem Convention Center, Salem, Oregon. Each city is entitled to cast one vote at the business meeting. Therefore a voting delegate is needed to represent Springfield.

Those attending from the City of Springfield include Mayor Lundberg and City Councilors Wylie and Moore.

ATTACHMENTS:

Attachment 1 - Correspondence from the League of Oregon Cities.

**DISCUSSION/
FINANCIAL
IMPACT:**

No additional information.



1201 Court Street NE, Suite 200 • Salem, Oregon 97301
(503) 588-6550 • (800) 452-0338 • Fax: (503) 399-4863
www.orcities.org

RECEIVED AUG 15 2016 *ALL*

August 10, 2016

TO: City Managers, Administrators and Recorders
FROM: Jennifer Lewis, Executive Assistant
RE: City Voting Delegates for the LOC Annual Membership Meeting

Enclosed is the voting delegate form for the League's annual conference, to be held September 29 – October 1 at the Salem Convention Center. If you have officials attending this year's annual conference, please complete and return this form to the League office by Friday, September 2.

The voting delegate form tells us who will be voting on behalf of your city during the Annual Membership Meeting on Saturday morning, October 1. Please note that delegates may not vote without a voting card, and voting cards will be issued only to the voting delegate or alternate listed on the enclosed form. Voting by proxy is not permitted.

The voting cards will be available the morning of the 1st just prior to the business meeting. Members will be asked to vote on the LOC Board of Directors for 2017.

Thank you, and please let me know if you have any questions. I look forward to seeing many of you in Salem.

Enclosure



91st ANNUAL LOC CONFERENCE

September 29 – October 1 • Salem

Designation of Voting Delegate at Annual Membership Meeting

The annual membership meeting will be held Saturday, October 1, at 8:00 a.m. Each city is entitled to cast one vote at the membership meeting; however, all city officials are encouraged to attend the meeting.

Use this form to indicate those persons who will represent your city as a voting delegate and alternate delegate. The voting delegate or alternate should pick up a voting card at the Conference Registration Desk on Saturday morning prior to entering the membership meeting.

NOTE: Delegates may not vote without a voting card, and voting cards will be issued only to a person indicated on this form. Voting by proxy will not be permitted.

FOR THE CITY OF _____

VOTING DELEGATE:

Name _____ Title _____

ALTERNATE:

Name _____ Title _____

Return this form by Sept. 2 to:

League of Oregon Cities
Attn. Jennifer Lewis
Fax: (503) 399-4863
jlewis@orcities.org
1201 Court St. NE, Suite 200
Salem, OR 97301

Submitted by _____
(Signature)

Name _____

Title _____

Phone _____

Email _____

AGENDA ITEM SUMMARY

Meeting Date: 9/6/2016
Meeting Type: Regular Meeting
Staff Contact/Dept.: Candace Steffen / HR
Staff Phone No: (541) 736-1002
Estimated Time: 05 Minutes
Council Goals: Mandate

**SPRINGFIELD
CITY COUNCIL**

ITEM TITLE: RATIFICATION OF CONTRACT WITH SERVICE EMPLOYEES
INTERNATIONAL UNION (SEIU)

**ACTION
REQUESTED:** Authorize City Manager to sign ratified collective bargaining agreement with SEIU.

**ISSUE
STATEMENT:** Staff has concluded negotiations with SEIU for a three-year successor labor contract spanning July 1, 2016 – July 30, 2019. The current contract with this bargaining unit expired on June 30, 2016.

ATTACHMENTS: None at this time. Draft contract available in Human Resources or CAO.

**DISCUSSION/
FINANCIAL
IMPACT:** As of July 26, 2016, SEIU membership has ratified the tentative contract settlement. The proposed contract includes changes to compensation and contract language. The new successor contract is within Council guidance and the main provisions are summarized below:

Wages:

- Year One (FY 2017): 0% wage adjustment
- Year Two (FY 2018): 0% wage adjustment
- Year Three (FY 2019): 3% implementation of market study, estimated to be around \$230,000

Language Modifications:

- Inserted language defining exempt status positions
- Clarified steps of the grievance process
- Defined use of bereavement leave; included language about bereavement benefit through OFLA
- Included parental leave with leave donation
- Legislative changes regarding same sex spouses in multiple articles

Though we attempted to gain vacation caps with this group, we were unsuccessful. None of the economic incentives were seen as favorable enough to the unit to achieve caps at this time. They were also very resistant to delegating new employees to the Paid Time Off leave program. Revisiting PTO with this unit is very likely during the life of the contract. Once the program has been implemented for non-represented employees, the Union may be more open to utilizing it for their new employees.
