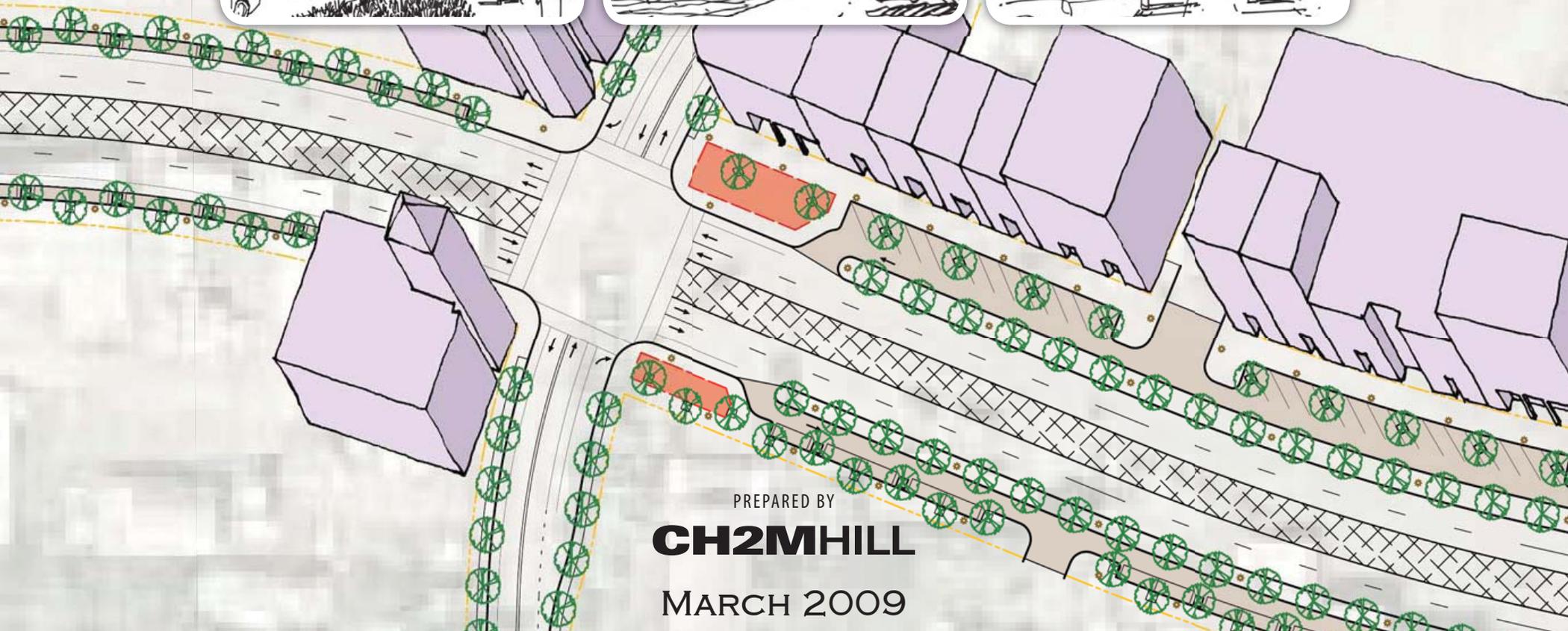


# Franklin Boulevard Study

PREPARED FOR  
**City of Springfield, Oregon**



PREPARED BY

**CH2MHILL**

MARCH 2009

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## Project Staff

### *CITY OF SPRINGFIELD*

Tom Boyatt, Transportation Division Manager, Project Manager

John Tamulonis, Economic Development Manager

Len Goodwin, Assistant Public Works Director

Greg Mott, Planning Manager

Brian Barnett, PE, City Traffic Engineer

### *CH2M HILL*

Kristin Hull, Project Manager

Sam Seskin

John Willis, PE

Billy Adams

### *KITTELSON ASSOCIATES, INC.*

Brian Ray, PE

Julia Kuhn, PE

Jamie Parks

### *FREEDMAN, TUNG AND BOTTOMLY*

Greg Tung

Michael Kritzman

## Stakeholder Advisory Committee

Steve Roth, Roaring Rapids Pizza

Joany Armstead, Glenwood resident

Debbie Nelson, Glenwood property owner

John Oldham, Oldham Cranes

Guy Santiago, Oregon River Sports

Dave Carvo, Glenwood resident

Councilor Hillary Wiley, Springfield City Council

Steve Moe, Glenwood resident and property owner

Ed Moore, ODOT (through January 2008)

David Helton, ODOT (after January 2008)

Tom Schwetz, Lane Transit District

Councilor John Woodrow, Springfield Economic Development Agency

Nathan Phillips, W&G Development

Randy Hledik, Wildish Development

Dan Egan, Springfield Chamber of Commerce



# 1. Introduction

The Franklin Boulevard Study identifies improvements to Franklin Boulevard and the McVey Highway to support potential land use changes in the Glenwood community.

Figure 1 shows the study area. The following objectives guided the development and evaluation of concepts for the Franklin Boulevard Study:

- A process that is collaborative and transparent and is focused on achieving consensus around transportation improvements and providing certainty about future plans.
- A project that minimizes or equitably addresses impacts to existing business owners, property owners, and residents.
- A funding strategy in which costs are paid in proportion to benefits received.
- A project that benefits the future business community as a whole.
- A cost-effective project.
- Improvements to Franklin Boulevard and McVey Highway that promote redevelopment in Glenwood.
- Designs that are distinctive.
- Designs that accommodate all transportation modes including car and truck traffic, buses, cyclists, pedestrians, and alter-abled people.
- Transportation improvements that can accommodate long-term transportation needs in the area.

- Facility improvements that enhance the natural environment.
- Facility improvements that include opportunities to incorporate sustainable design principles.
- A project that creates an active and safe street environment.
- A project that improves visual and physical connections to the river.



**Figure 1. Franklin Boulevard Study Area**



## 2. Planning Process

This section summarizes the four elements of the project's planning process: public involvement, problem statement, goals and evaluation criteria, and development and evaluation of alternatives. A timeline for the project is shown in Figure 2.

### Public Involvement

Community members, stakeholders, and other interested parties actively participated in the development of the preferred concept which began in July 2007 (see Figure 2). The public involvement process kicked-off with a series of stakeholder interviews designed to help the project team understand community issues. A 15-member stakeholder advisory committee met 8 times during the study. The project developed alternatives through a design workshop held in August 2007. The three-day design workshop included two meetings with the Stakeholder Advisory Committee and a public open house. A second public open house was held in February 2008 to review the Stakeholder Advisory Committee's final recommendation.

Documentation of the public involvement process is included in Appendix A.

### Problem Statement

The Stakeholder Advisory Committee and City staff worked together to develop a problem statement for the project that identified the range of issues and aspirations that the project should address. The problem statement included reference to the following issues or opportunities:

- Franklin Boulevard is a major east-west route in the area and a gateway to Eugene, downtown Springfield, the University of Oregon, and Glenwood.
- Franklin Boulevard lacks adequate pedestrian and bike facilities
- Franklin Boulevard, in its current form, does not support the community's redevelopment goals.
- Franklin Boulevard has a constrained right-of-way and any widening of the existing cross section will require displacement of businesses and acquisition of private property.
- Franklin Boulevard serves a range of transportation needs from freight movement to commuters to those patronizing businesses in the corridor. It is also a bus rapid transit corridor where buses currently operate in mixed traffic.



**Stakeholder Advisory Committee meeting (February 2008)**

Project activities were aligned with opportunities for public input via the SAC, project open houses and actions by City decision-making bodies. This timeline shown in Figure 2 illustrates the integration of work products and tasks with public input opportunities.

	July 2007	August 2007	Fall 2007	Winter 2007-2008	Spring 2008
<b>Project activities</b>	<ul style="list-style-type: none"> <li>• Establish committees</li> <li>• Develop evaluation framework</li> <li>• Understand existing and future conditions</li> </ul>	<ul style="list-style-type: none"> <li>• Hold design workshop</li> <li>• Identify alternatives</li> </ul>	<ul style="list-style-type: none"> <li>• Analyze and evaluate alternatives</li> <li>• Select preferred concept for further refinement</li> </ul>	<ul style="list-style-type: none"> <li>• Develop preferred concept to a higher level of detail</li> <li>• Evaluate intersection types</li> </ul>	<ul style="list-style-type: none"> <li>• Planning Commission recommendation</li> <li>• City Council decision</li> </ul>
<b>Public input</b>	<ul style="list-style-type: none"> <li>• Stakeholder Advisory Committee (SAC) meeting #1 and #2</li> </ul>	<ul style="list-style-type: none"> <li>• Public open house</li> <li>• SAC meetings #3 and #4</li> </ul>	<ul style="list-style-type: none"> <li>• Council briefing and direction</li> <li>• SAC meeting #5</li> </ul>	<ul style="list-style-type: none"> <li>• SAC meetings #6 and #7</li> <li>• Public open house</li> </ul>	<ul style="list-style-type: none"> <li>• Planning Commission hearing</li> <li>• City Council hearing</li> </ul>

**Figure 2. Project Timeline**

## Goals and Evaluation Criteria

The project team and Stakeholder Advisory Committee worked together to develop goals and evaluation criteria to guide refinement and selection of design concepts. Table 1 shows the goals and evaluation criteria that provided a framework for balancing trade-offs between design concepts.

**Table 1. Criteria Categories, Criteria, and Measures**

Criteria categories	Criteria	Measures
1. Cost	Project cost (unit costs for roadway and urban design features)	Comparative assessment of project costs (high, medium, low)
2. Natural environment	<i>Enhances the natural environment.</i>	<i>Will not be measured at this time.</i>
	<i>Provides opportunities to incorporate sustainable design principles.</i>	<i>Will not be measured at this time.</i>
	<i>Improves visual and physical connections to the river.</i>	<i>Will not be measured at this time.</i>
3. Community values and economic development	<i>Enhances Franklin Boulevard's role as a gateway to Glenwood, downtown Springfield, Eugene and the University of Oregon.</i>	<i>Will not be measured at this time.</i>
	Promotes mixed-use, clustered redevelopment in Glenwood.	Minimizes right-of-way impacts north of Franklin Boulevard.
	Benefits the future business community as a whole.	Could be constructed in phases.
	Provides for the safety and convenience of pedestrians including alter-abled people	Assessment of quality of pedestrian environment and crossings. Qualitative assessment of crossing conditions.
	Provides for safety and convenience of cyclists	Assessment of the quality of bike facilities.
	Provides for efficient operation of transit	Assessment of whether the concept includes separated transit lanes.
	Distinctive designs	<i>Will not be measured at this time.</i>
	Minimizes impacts to private property and businesses	Assessment of business impacts (high, medium, low) Assessment of property impacts (high, medium, low)
4. Transportation performance	Accommodates efficient intersection function	<i>Will not be measured at this time.</i>
	Accommodates freight	<i>Will not be measured at this time.</i>
	Accommodate long-term traffic needs	Assessment of traffic accommodation in terms of speed and throughput.
	Accommodates local and regional traffic	Assessment of separation of local and through traffic.

## Development and Evaluation of Alternatives

Alternatives were developed and evaluated for the following parts of the study area:

- Franklin Boulevard from I-5 to the Springfield bridges.
- McVey Highway from the Franklin Boulevard/McVey Highway intersection south to Nugget Way.
- The intersection of Franklin Boulevard/A Street/Main Street (Franklin/McVey intersection).
- The intersection of Franklin Boulevard and Glenwood Boulevard.

The alternatives development and evaluation process is detailed in Appendix H.

### *ALTERNATIVE DEVELOPMENT AND SCREENING*

In August 2007, the project team held a 3-day concept development workshop aimed at generating a complete universe of improvement concepts. The concept development workshop included opportunities for City staff, the Stakeholder Advisory Committee, and the general public to weigh in on concept development and initial screening.

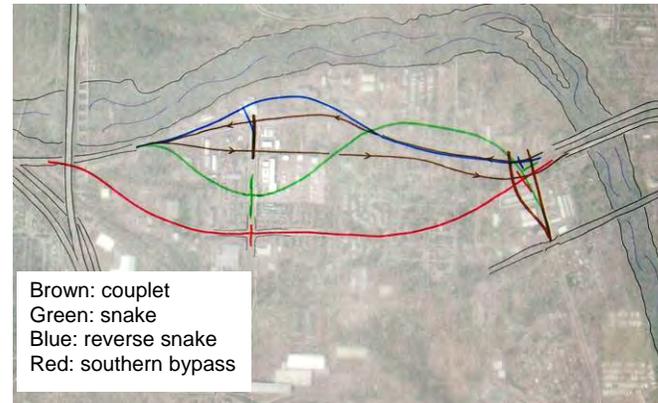
During the concept development workshop, three potential cross sections were developed for Franklin Boulevard: improved arterial, multiway boulevard, and a hybrid of the multiway boulevard and arterial cross sections. One cross section that included a travel lane in each direction, a center turn lane/median, sidewalks, and bike lanes was agreed-upon for the McVey Highway. An improved arterial cross-section would include two travel lanes in each direction, a center turn lane or median, bike lanes, and sidewalks.

A multiway boulevard cross section would include all elements of

the improved arterial, plus an access lane in each direction separated from the through travel lanes by a planted median.

Seven possible alignments for Franklin Boulevard were explored during the concept development workshop. Four alignments were set-aside at the workshop. The alignments set aside are shown in Figure 3

Through the concept development workshop, three alignment concepts were advanced for further study. These included concepts to realign Franklin Boulevard to 14th Avenue, and to widen Franklin Boulevard on its existing alignment either to the south or both to the north and to the south of the existing right-of-way.



**Figure 3. Alignment Options**

The project team developed concepts for the Franklin Boulevard/McVey Highway intersection. The team developed a roundabout option, a signalized option, and a couplet-like option (also referred to as the square-about).

In September 2007, the Springfield City Council reviewed and approved further study of the following concepts:

#### Franklin/McVey Intersection

- Roundabout
- Signal

#### Franklin Boulevard

- 14th Avenue Multiway Boulevard
- 14th Avenue Arterial
- 14th Avenue Hybrid (half multiway boulevard/half arterial)
- Franklin Boulevard Arterial, widened to the south
- Franklin Boulevard Multiway Boulevard, widened to the south
- Franklin Boulevard Hybrid (half multiway boulevard/half arterial), widened to the south
- Franklin Boulevard Arterial, widened to the north and south
- Franklin Boulevard Multiway Boulevard, widened to the north and south
- Franklin Boulevard Hybrid (half multiway boulevard/half arterial), widened to the north and south

#### *CONCEPT REFINEMENT AND EVALUATION*

The project team refined the nine concepts for improvements to Franklin Boulevard to a level of detail that could be evaluated based on the measures shown in Table 1. The measures that helped to differentiate between concepts included:

- Minimizing cost, property impacts, and business acquisitions
- Separating through and local traffic
- Establishing comfortable pedestrian environment

After reviewing the evaluation results, shown in Table 2, the Stakeholder Advisory Committee recommended moving forward an option that would widen Franklin Boulevard to the south with both multiway boulevard and enhanced arterial sections. The Stakeholder Advisory Committee also asked the project team to consider straightening the curve east of Glenwood Boulevard as much as possible without shifting the alignment as far south as 14th Avenue.

The project team developed a hybrid concept that reflected the Stakeholder Advisory Committee's input. The refined concept included an arterial cross section from I-5 to Henderson Street, a multiway boulevard cross section from Henderson Street to Mississippi Street, and a cross section with arterial on the south side of Franklin Boulevard and multiway boulevard on the north side of Franklin Boulevard from Mississippi Street to Brooklyn Street.

Table 2. Concept Evaluation Matrix

**FRANKLIN BOULEVARD STUDY CONCEPT EVALUATION**

Criteria categories	Criteria	Measures	Existing alignment widened south			Existing alignment widened center			14th Street alignment			
			Improved arterial	Multiway boulevard	Hybrid	Improved arterial	Multiway boulevard	Hybrid	Improved arterial	Multiway boulevard	Hybrid	
1. Cost	Project cost (unit costs for roadway and urban design features)	Minimizes project cost (High= lowest project cost)										
3. Community values and economic development	Promotes mixed-use, clustered redevelopment in Glenwood.	Minimizes right of way acquisitions on the north side of Franklin										
	Benefits the future business community as a whole.	Has potential for phased implementation										
	Provides for the safety and convenience of pedestrians including alter-abled people	Provides sidewalks adjacent to low-traffic roadways										
		Provides for safe crossing of Franklin Boulevard (all have the same crossing distance for the arterial portion)										
	Provides for safety and convenience of cyclists	Provides bike lanes or other bike facilities										
	Provides for efficient operation of transit	Accommodates a separate lane for transit										
	Minimizes impacts to private property and businesses	Minimizes impacts to businesses and residences (structures)										
		Minimizes impacts to private property (total right-of-way)										
4. Transportation performance	Accommodate long-term traffic needs	Minimizes travel times on Franklin Boulevard										
		Maximizes through-put on Franklin Boulevard										
	Accommodates local and regional traffic	Proviues for separation of through and local traffic										

TOTAL SCORE 30 30 N/A 27 27 N/A 27 28 N/A

High/meets criteria well -- 3 pts      Medium/meets criteria somewhat -- 2 pts      Low/meets criteria poorly -- 1 pt      Not applicable/could not be measured at this level of detail



## 3. Recommendations

### Recommended Improvements

The Springfield City Council unanimously approved advancing the improvements to the east-west section of Franklin Boulevard from I-5 to the Springfield Bridges and the north-south portion of Franklin Boulevard (McVey Highway) from the Franklin/McVey intersection to the railroad tracks. The City Council concurred with the Stakeholder Advisory Committee's recommendation.

The City Council's recommendation included the following elements:

- Develop Franklin Boulevard as an enhanced arterial from I-5 to Henderson Street
- Develop both the north and south sides of Franklin Boulevard as a multiway boulevard from Henderson Street to Mississippi Street
- Develop the south side of Franklin Boulevard as an arterial and the north side of Franklin Boulevard as multiway boulevard from Mississippi Street to Brooklyn Street
- Pursue a roundabout at the Franklin/McVey intersection

The Stakeholder Advisory Committee asked the City to continue to consider the following issues:

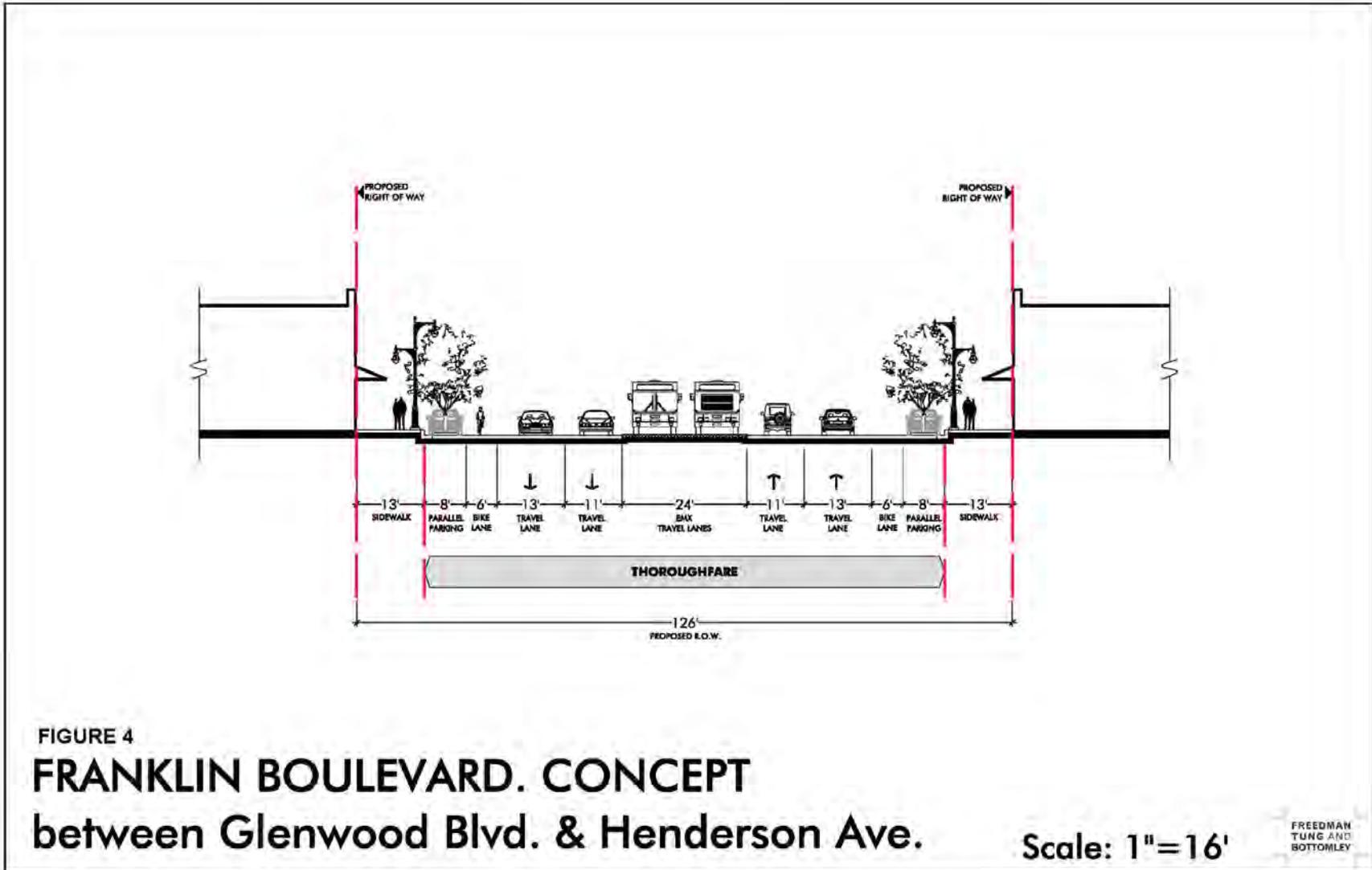
- Seek to minimize right-of-way and business impacts as the design is advanced
- Identify the design as a concept that can be modified to fit with development

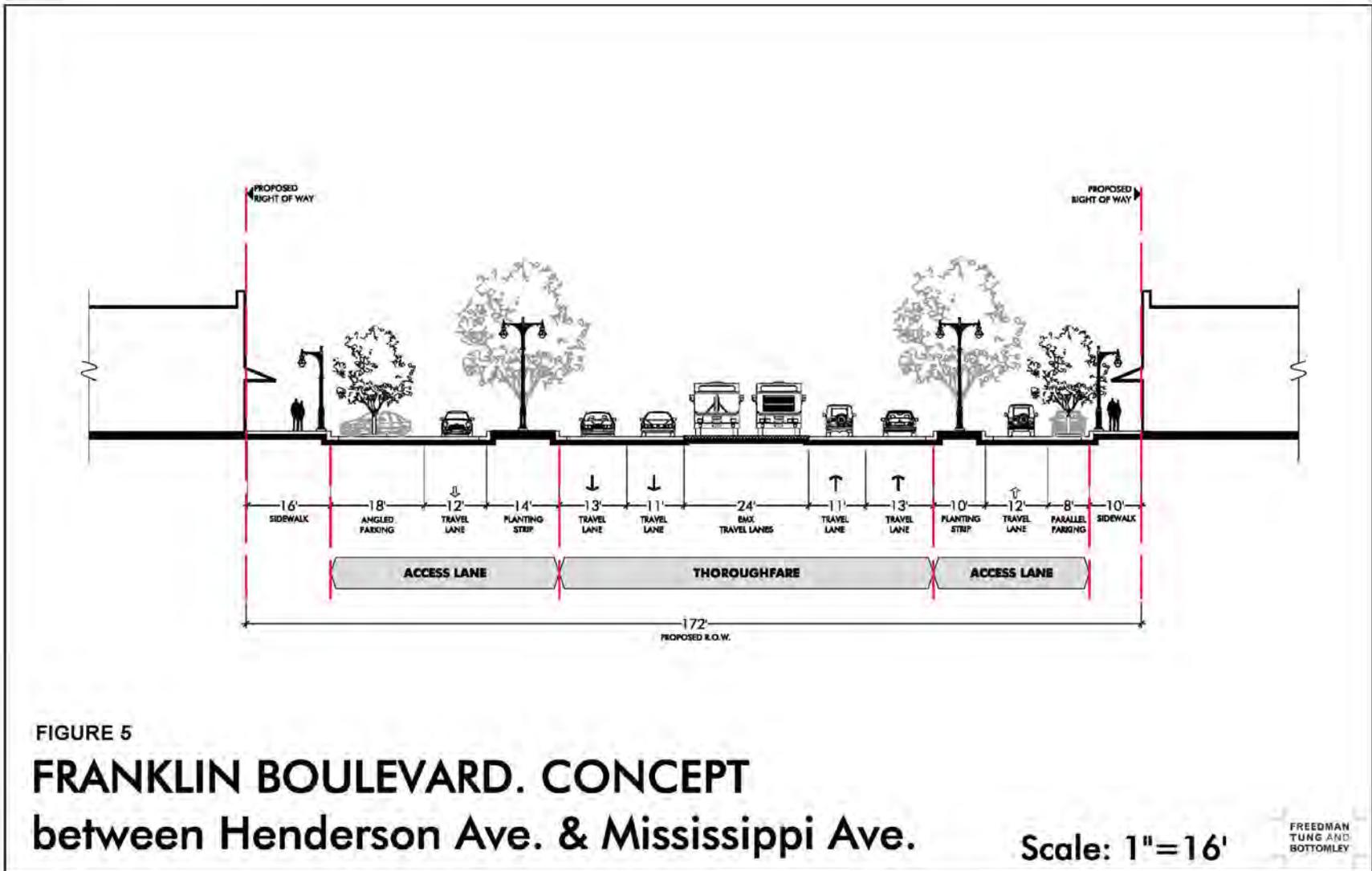
- Provide a continuous bike lane on Franklin, a parallel route, or on a riverfront trail

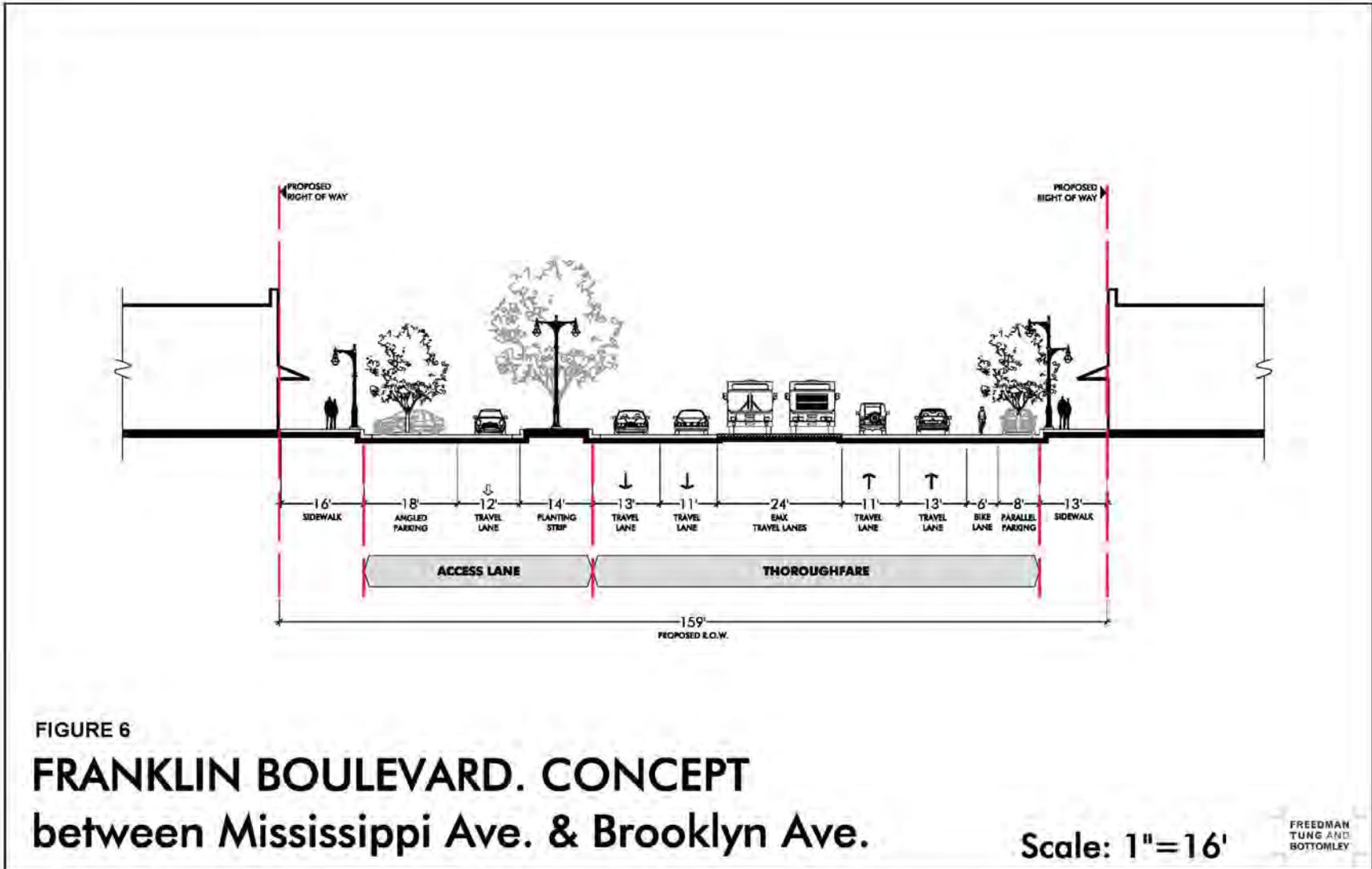
They also asked the City to pay special attention to whether the roundabout at Franklin/McVey:

- Provides adequate truck access
- Provides enough traffic capacity
- Minimizes business and property impacts
- Includes safe pedestrian crossings

The City of Springfield will advance the project or project elements for conceptual design as funding is available.







APPENDIX A

# Stakeholder Advisory Committee Notes

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## Franklin Stakeholder Advisory Committee

5:30-7:30 p.m. Tuesday, July 10 – Meeting #1  
Springfield City Hall, Library meeting room  
225 Fifth Street, Springfield

### Meeting summary

#### **SAC members present**

Steve Roth, Roaring Rapids Pizza  
Joany Armstead, resident  
Debbie Nelson, property owner  
John Oldham, Oldham Cranes  
Guy Santiago, Oregon River Sports  
Dave Carvo, resident  
Steve Moe, property owner  
Ed Moore, ODOT  
Dan Ingram, Apex Development  
John Tamulonis, SEDA  
John Woodrow, SEDA Board President  
Nathan Philips, W&G Development

#### **SAC members absent**

Tom Schwetz, LTD  
Randy Hledik, Wildish Development  
Hillary Wiley, Springfield City Council  
Dan Egan, Springfield Chamber of  
Commerce

#### **Staff present**

Tom Boyatt, City of Springfield  
Linda Pauly, City of Springfield  
Kristin Hull, CH2M HILL  
Sam Seskin, CH2M HILL  
Jamie Parks, Kittelson Associates

#### Meeting purpose:

- Share background information about Franklin Boulevard Study.
- Establish protocols for working together.
- Begin discussion about study goals.

#### Agenda:

1. Welcome and introductions – Kristin Hull
2. Project purpose and committee charge – Tom Boyatt
3. SAC protocols – Kristin Hull
4. Project overview – Sam Seskin
5. Close/next steps – Kristin Hull

#### 1. Welcome and introductions

Kristin welcomed the group and thanked them for agreeing to participate in the SAC process. John Woodrow suggested that the roster be revised to show him as the SEDA representative and Hillary Wiley as the council representative since the study area is in her ward. The SAC requested a roster of all SAC members.

#### 2. Project purpose and committee charge

Tom Boyatt explained that the purpose of the study is to develop a new cross-section for Franklin Boulevard and McVay Highway through technical analysis. He told the group that he hoped they would get close to consensus through this process but that he anticipated differences of opinion. He explained that this group was responsible for provide a

recommendation or input to the City Council and Planning Commission. He told the group that they would explore trade-offs between the options.

Dave Carvo asked if the group could review past work done in this area including analysis of the Franklin/McVay intersection. Councilor Woodrow suggested that the University of Oregon should be invited to participate in this process. Tom and John Tamulonis agreed to follow-up with the University of Oregon.

### 3. SAC protocols

Kristin Hull introduced the draft protocols and explained that the draft was just a starting place based on the work of previous groups and that the SAC could make any changes that they wanted to make to the protocols. The group made the following key decisions about protocols:

- Determined that group members can send alternates to SAC meetings and that alternates can participate in group decision making at the discretion of the SAC member that they are representing. SAC members are responsible for letting Tom or Kristin know when an alternate will be attending in his/her stead and if the alternate is authorized to participate in group decision making. The SAC also clarified that alternates should represent the same group or point-of-view as the SAC member that they are representing.
- Agreed to receive meeting materials by email.
- Agreed to hear public comment at the beginning of the meeting and to limit comment to ten minutes of total meeting time and three minutes per individual without SAC consent.
- Agreed to use a threshold of 2/3 of SAC members supporting a recommendation for it to be considered a group recommendation.
- Agreed to include Councilors Woodrow and Wylie, and John Tamulonis, a city staff person, as voting members.
- Clarified that the SAC could revisit decisions if new information was uncovered.
- Agreed to only speak to the media on his/her own behalf and not on the behalf of the committee.

Kristin agreed to revise the protocols based on this discussion and provide a version for adoption at the next meeting.

### 3. Project overview

Sam Seskin reviewed the project schedule. He explained that the schedule includes eight SWG meetings between now and next spring. He explained that the project team is planning a design workshop for August 1 and August 2 aimed at developing design concepts for the project and that the SWG would be invited to attend meetings both evenings to review team progress and provide input.

Sam reviewed the study area noting that the formal study area boundary included Franklin from I-5 to McVay and McVay from Franklin to Nugget Way. A committee member asked why the study area did not include McVay all the way to I-5. Tom explained that the Council is moving toward directing staff to undertake a planning process for all of Glenwood, but that this study was focused on a smaller, more manageable area. Staff

agreed to explore opportunities to expand the study area later in the process. Ed Moore agreed to find out where the I-5 ramps begin on McVay. The group agreed that the railroad trestle was a logical place for this study to end.

A committee member asked which agency would have jurisdiction over Franklin Boulevard after this project. Tom responded that, in the future, the city would likely enter into negotiations with ODOT to take jurisdiction for Franklin.

Linda Pauly told the group that she was nervous about the Franklin Boulevard Study being too far out in front of the update to the Glenwood Refinement Plan.

Linda requested that the project team look into using a physical model of the corridor in public events to help community members visualize the area. Tom told Linda that a model was not in the scope, but there is a contingency task in the scope for the consultant team to provide 3-D renderings of design options. Linda suggested that the U.O. design studio/AIA process may have a physical model that the project team could borrow.

#### 5. Close and next steps

The group agreed to begin future meetings at 5 p.m.

Kristin reminded the group that their next meeting was on Wednesday, July 18 from 5-7 p.m.

Sam asked the group to email Kristin the top three ways that they would complete the sentence "The Franklin Boulevard Study will be successful if..." before the July 18 meeting.

Kristin agreed to recap the meeting schedule and homework in an email.

## Franklin Stakeholder Advisory Committee

5-7 p.m. Wednesday, July 18 – Meeting #2  
Springfield City Hall, Library meeting room  
225 Fifth Street, Springfield

### Meeting summary

#### **SAC members present**

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

Randy Hledik, Wildish Development  
Dan Egan, Springfield Chamber of  
Commerce

#### **SAC members absent**

Hillary Wiley, Springfield City Council  
Dave Carvo, resident

#### **Staff present**

Tom Boyatt, City of Springfield  
Kristin Hull, CH2M HILL  
Sam Seskin, CH2M HILL  
Greg Mott, City of Springfield

Meeting purpose:

- Develop evaluation framework for study.

Agenda:

1. Welcome and introductions – Kristin Hull
2. Public comment
3. Confirm protocols – Kristin Hull
4. Purpose statement and outcomes – Sam Seskin
5. Close/next steps – Kristin Hull

1. Welcome and introductions

Kristin welcomed the group and asked all group members to introduce themselves. The group adopted the meeting #1 summary with changes. Kristin agreed to include a list of action items with each meeting summary.

2. Public comment

#### Art Paz

Art told the group that the American Institute of Architects had just finished a process around the Franklin Boulevard corridor from the Courthouse in Eugene to the Springfield bridges. He encouraged the group to look at the outcomes of that process which included significant public participation.

3. Confirm protocols

The group had a brief discussion about whether this group should require a quorum for decision-making and agreed that 2/3 of SAC members in attendance at a meeting had to be agree to formulate a group recommendation. The group adopted the protocols.

### 3. Problem statement and project outcomes

Sam reviewed the draft problem statement with the group. He noted that both the problem statement and project outcomes were drafted based on responses to the SAC's homework question. The group revised the problem statement noting that:

- Jargon and technical language should be avoided.
- Projected and current traffic volumes may be too low.
- The statement should recognize Franklin's role as a gateway to Eugene as well as Springfield.
- Bus rapid transit should be called out specifically.

Same reviewed the project outcomes noting that more specific measures would be developed to help us evaluate concepts based on these outcomes. The group had a robust discussion of how to evaluate impacts to businesses and how to capture both impacts to current businesses and land owners while recognizing the redevelopment potential in the corridor. The group agreed to include outcomes aimed at fairness to existing business and property owners as well as creating a positive business climate for future business in the corridor.

The group made many other changes to the outcome statements including dividing the outcome statements into a process category and evaluation category. Kristin agreed to update the problem statement and outcomes based on the group's discussion. The revised problem statement and outcomes are attached to these notes.

### 5. Close and next steps

Kristin reminded the group that the SAC would meet twice during the design workshop: 6-8 p.m. Tuesday, August 1 and 5-6 p.m. Wednesday, August 2 at the Springfield Depot.

#### **Action items**

1. Check on possible participation from the University of Oregon in the SAC process (Tom Boyatt/John Tamulonis)
2. Revise meeting notes and SAC protocols (Kristin Hull)
3. Revise problem statement and outcomes (Kristin Hull)
4. Distribute committee roster (Kristin Hull)

## Franklin Stakeholder Advisory Committee

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

### Meeting summary

#### **SAC members present**

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

Dave Carvo, resident

#### **SAC members absent**

Hillary Wiley, Springfield City Council  
Randy Hledik, Wildish Development

#### **Staff present**

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

#### Meeting purpose:

- Review and provide input on design concepts

#### Agenda:

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

#### **1. Welcome and introductions – Kristin Hull**

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

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

1. Which of these ideas should be carried forward?

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

## **2. Street cross-section concepts – Greg Tung**

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

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

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

## **3. Alignment concepts – John Willis**

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

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

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

## **3. Intersection concepts – Brian Ray**

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

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

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

#### **4. Discussion of concepts**

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

The following ideas or questions were raised:

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

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

#### **5. Close**

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



## Stakeholder Advisory Committee Meeting #4

August 2, 2007

5:00 pm

- **Kristin Hull** - just a check-in to show the work that we did today. Primarily work on alignments and cross-sections.
- **Sam Seskin** - cross-sections show ranges for dimensions. Carried forward 3 alternatives: improved arterial, hybrid arterial, and multiway boulevard. Also have 3 alignment alternatives: 1) Existing Franklin, widen from center 2) Existing Franklin, widen to South and 3) 14<sup>th</sup> Street, widen to North.
- **Dave Carvo** - have we thought about what kind of increase in carrying capacity these changes will make?
- **Brian Ray** - *won't increase the auto capacity considerably, but that's ok because a 5-lane section has plenty of capacity.*
- **Greg Mott** - do any of these options require LTD to move?
- **Sam Seskin** - *No*
- **Sam Seskin** - Group also considered, but did not carry forward 4 alignments.
- **Dave Carvo** - group has come up with the same thing as everybody else that has looked at the issue over the last 10 years. The concepts are the right things, but they are too politically hard to actually accomplish. Widening to the South along current alignment would be the correct thing to do.
- Group spent time to look more closely at the developed concepts and share their opinions.

## Franklin Stakeholder Advisory Committee

5-7 p.m. Wednesday, October 24 – Meeting #6  
Library Meeting Room, Springfield City Hall  
225 Fifth Street, Springfield

### Meeting summary

#### **SAC members present**

Steve Roth, Roaring Rapids Pizza  
Joany Armstead, resident  
John Oldham, Oldham Cranes  
Steve Moe, property owner  
Ed Moore, ODOT  
John Tamulonis, SEDA  
Nathan Philips, W&G Development  
Randy Hledik, Wildish Development

#### **SAC members absent**

Debbie Nelson, property owner

Guy Santiago, Oregon River Sports  
Dave Carvo, resident  
Hillary Wiley, Springfield City Council  
Tom Schwetz, LTD  
Dan Egan, Springfield Chamber of  
Commerce  
John Woodrow, SEDA Board President

#### **Staff present**

Tom Boyatt, City of Springfield  
Sam Seskin, CH2M HILL

Meeting purpose:

- Review evaluation framework and alternatives evaluation.

Agenda:

1. Welcome and introductions – Sam Seskin
2. Public comment
3. Review concepts from workshop and City Council direction – Sam Seskin/Tom Boyatt
4. Review evaluation framework – Sam Seskin
5. Discuss evaluation of alternatives – Sam Seskin
6. Close/next steps – Sam Seskin

#### **1. Welcome and introductions – Sam Seskin**

Sam welcomed the group and told the group that tonight's meeting would focus on reviewing the evaluation of the alternatives developed at the August design workshop. The group adopted the August meeting summary without comment.

The group looked at their protocols and confirmed that they were able to make decisions with only eight members present.

#### **2. Public comment**

None.

#### **3. Concepts from workshop and City Council direction – Sam Seskin and Tom Boyatt**

Sam reviewed the existing condition, improved arterial and multiway cross-sections and the design concepts from the August workshop. He reminded the group that these are high-

level concepts and that refinement and additional design work will follow for the selected concept.

#### **4. Evaluation framework - Sam Seskin**

Sam reviewed the criteria and measures. He explained that the high, medium, low scale is appropriate to the level of detail at this point in the project. He explained that some of the criteria could not be measured at this level of detail.

The group then discussed the evaluation. Comments included:

- 14<sup>th</sup> Street alignment may enhance the natural environment. Weakens the process to say that we're not considering the natural environment at this time.
- There may be two possible choices for efficient operations of transit since the cross-sections could be modified to show one shared transit lane in the median.
- The evaluation memo needs the range of square footage and property impacts added.

Sam reviewed the concept evaluation output. He told the group that they needed to give high level confirmation of key ideas and explained that cost was directly related to right-of-way width.

There was discussion as to why the 14<sup>th</sup> St. alignment didn't rank higher, especially under criterion 3(a) and 3(b). The members also asked why the north side parcels were said to be better suited to mixed use development. A committee member asked why weights were not applied to the criteria.

A committee member noted that parcel depth, a key issue to understanding redevelopment, should be captured under the community and economic development goal. A committee member asked about minimizing access from arterial to multiway boulevard. Sam explained that this was captured in the separate local and regional traffic criterion.

A committee member requested that we show the required riparian setback on the maps.

#### **5. Discussion of concepts**

Sam began the discussion by reminding the SAC that it was important that they make a recommendation about alignment at the meeting. He explained that the key difference between a 14<sup>th</sup> Street alignment and a Franklin Street alignment is the ability to phase construction.

A committee member suggested that we should widen Franklin, take the "hump" out and build a multiway boulevard. The committee agreed that the project team should design an arterial alignment (widened to the south) on Franklin with multiway elements. They also agreed that the design should smooth the curve on Franklin Boulevard.

#### **6. Close**

Sam told committee members that Kristin would be in touch with them about their next meeting time.

## Franklin Stakeholder Advisory Committee

5-6:30 p.m. Thursday, Feb. 14 – Meeting #7

Library meeting room, Springfield City Hall

### Meeting Summary

#### **SAC Members Present**

Steve Roth, Roaring Rapids Pizza  
Joany Armstead, Resident  
John Oldham, Oldham Cranes  
John Woodrow, Springfield City Council  
Nathan Philips, W&G Development  
David Helton, ODOT  
Randy Hledik, Wildish Development  
Debbie Nelson, Property Owner

#### **SAC Members Absent**

Dave Carvo, Resident  
Councilor Hilary Wylie

Dan Egan, Springfield Chamber of Commerce

Guy Santiago, Oregon River Sports

Tom Schwetz, LTD

Steve Moe, property owner

John Tamulonis, SEDA

#### **Staff Present**

Tom Boyatt, City of Springfield

Kristin Hull, CH2M HILL

Sam Seskin, CH2M HILL

#### **Meeting Purpose:**

- Review input from the open house and develop final SAC recommendation.

#### **Agenda:**

1. Welcome and introductions – Kristin Hull
2. Public comment
3. Open house report – Kristin Hull
4. SAC recommendation – Kristin Hull
5. Communicating our recommendation – Sam Seskin
6. Next steps

#### **1. Welcome and introductions – Kristin Hull**

Kristin welcomed the group and reminded them that this was their last meeting. Tom told the group that he would be taking their recommendations to the City Council on March 10. The project concept would then be carried through a plan amendment process. Tom stressed that this study will result in a concept – not a project – and that more work will be done before anything is constructed.

#### **2. Public Comment**

None

#### **3. Open house report – Kristin Hull**

Kristin reviewed the open house summary. She reported that more than 100 people attended the open house and that 34 completed comment forms. She noted that many people really liked the hybrid concept because it would support redevelopment in Glenwood. She also told that group that those who did not like the concept were concerned

about the amount of property required for the hybrid concept. She also noted that a few people expressed concern about the roundabout.

Councilor Woodrow requested a count of the comment forms for and against the project.

#### **4. SAC recommendation – Kristin Hull/All**

The SAC discussed the design concept. They recommended the following:

- Franklin Boulevard hybrid concept with both multiway boulevard and arterial segments
  - Enhanced arterial from I-5 to Henderson
  - Multiway boulevard on both north and south sides of Franklin from Henderson to Mississippi
  - Multiway boulevard on north side and arterial on south side from Mississippi to Brooklyn
- Continue studying the roundabout at Franklin/McVay

The SAC requested further work on the following:

- Seek to minimize right-of-way and business impacts as design is advanced
- Identify the design as a concept that can be modified to fit with development
- Provide a continuous bike lane on Franklin, a parallel route or on a riverfront trail

The SAC asked the project team to consider studying the roundabout, paying special attention to whether the roundabout:

- Provides adequate truck access
- Provides enough traffic capacity
- Minimizes business and property impacts
- Includes safe pedestrian crossings

#### **5. Communicating our recommendation – Sam Seskin/All**

Sam asked the SAC to discuss why they arrived at this recommendation and why it was the best thing for the Glenwood community. The group discussed the following ideas:

- If we don't do it right, someone else will do it wrong.
- Future works for smoothly for everyone.
- Improving Franklin is the key to realizing what can happen in Glenwood.
- Like to see Glenwood as a desirable place to go or own a business – this helps move in that direction.
- Improvement on original plan because it embraces Franklin.
- Possibility.

Councilor Woodrow encouraged all the SAC members to attend City Council and Planning Commission meetings where this recommendation will be discussed and to show their support for the recommendation.

#### **6. Next steps**

Tom, Sam and Kristin all thanked committee members for their time over the last eight months and commended the group for their hard work. Kristin agreed to keep the SAC apprised of the adoption process and their opportunities to participate.

## Franklin Stakeholder Advisory Committee

5-6:30 p.m. Thursday, Feb. 14 – Meeting #7  
Library meeting room, Springfield City Hall

### Meeting Summary

#### **SAC Members Present**

Steve Roth, Roaring Rapids Pizza  
Joany Armstead, Resident  
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#### **Staff Present**

Tom Boyatt, City of Springfield  
Kristin Hull, CH2M HILL  
Sam Seskin, CH2M HILL

#### **Meeting Purpose:**

- Review input from the open house and develop final SAC recommendation.

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None

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- Possibility.

Councilor Woodrow encouraged all the SAC members to attend City Council and Planning Commission meetings where this recommendation will be discussed and to show their support for the recommendation.

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Tom, Sam and Kristin all thanked committee members for their time over the last eight months and commended the group for their hard work. Kristin agreed to keep the SAC apprised of the adoption process and their opportunities to participate.

APPENDIX B

# Open House Summaries

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# Franklin Boulevard Study open house #1 summary

Thursday, August 2, 2007

## Overview

The City of Springfield hosted an open house on Thursday, August 2, 2007. The open house was the final event held during a three-day design workshop aimed at developing concepts to be evaluated during the Franklin Boulevard Study. The open house was the public's first opportunity to review possible roadway cross-sections for Franklin Boulevard and possible designs for the intersections of Franklin Boulevard and the McVay Highway, and Franklin Boulevard and Glenwood Boulevard. These concepts were developed during the workshop by the consultant team in consultation with City, Oregon Department of Transportation (ODOT) and Lane Transit District staff, and the project's Stakeholder Advisory Committee.



Participants at the open house were invited to review the concepts and provide input about what they liked and did not like about each concept. Participants provided input by talking with staff and by completing a written comment form.

About 30 community member attended the open house, though not all attendees signed-in or completed a comment form. The five comment forms submitted are summarized here. The comment forms were completed by two residents, one property owner and two people who neither lived nor owned property in Glenwood. All those who completed the comment form drove the corridor frequently but did not often walk, bike or take transit in the area.

## Study outcomes

When asked how important each of the proposed study outcomes are, most respondents said that all of the outcomes were important. All outcomes, except "a cost-effective project," received an average score of four or higher on a scale of one to five with one being least important and five being most important.

All participants who ranked the importance of the outcomes "designs that accommodate all transportation modes" and "transportation improvements that can accommodate long-term transportation needs in the area" said that they were very important.

Average score (out of five for most important) for each project outcome:

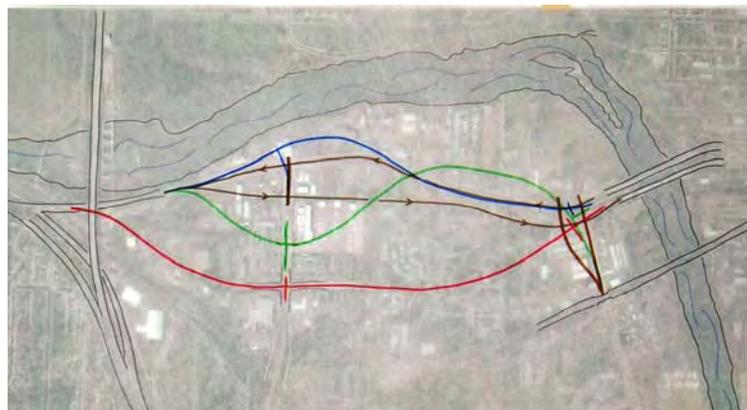
Outcome	Average score (possible 5)
A project that benefits the future business community as a whole.	4.4
A cost-effective project.	3.7
Improvements to Franklin Boulevard and McVay Highway that promote redevelopment in Glenwood.	4
Designs that are distinctive.	4.5
Designs that accommodate all transportation modes including car and truck traffic, buses, cyclists, pedestrians and alter-abled people.	5
Transportation improvements that can accommodate long-term transportation needs in the area.	5
Facility improvements that enhance the natural environment and include opportunities to incorporate sustainable design principles.	4.8
A project that creates an active and safe street environment.	4.7
A project that improves connections to the river.	4.7

One participant recorded on his comment form that only minimal improvements to the Franklin Boulevard corridor should be considered. Other participants said that bike paths and improved connections to I-5 were important outcomes of this project.

### Franklin Boulevard concepts

Both participants who responded to questions about the Franklin Boulevard concepts, preferred the multiway boulevard concept. One participant noted that the widening Franklin to the south along the current alignment was preferable to the 14<sup>th</sup> Street alignment.

One participant noted that the green concept, that would shift Franklin south of its current alignment west of Glenwood Boulevard and north of its current alignment east of Glenwood Boulevard, that was set-aside should be considered further. This participant suggested shifting the alignment north to avoid impacts to the Lane Transit District and state motor pool facilities.



*Concepts set aside*

Anecdotally, project staff reported strong interest in the multiway boulevard concepts from participants at the open house. Many participants noted that the multiway boulevard concepts could help to revitalize the area. The owners of one property south of Franklin

Boulevard attended the open house and stated their preferences for leaving Franklin Boulevard alone.

### **Intersection of Franklin Boulevard and the McVay Highway**

Both participants who responded to questions about the Franklin Boulevard and McVay Highway intersection noted their preference for the roundabout design. Project staff verified that this was consistent with the viewpoints of other open house participants.



## City Launches Franklin Boulevard Study

The City of Springfield is beginning a study to examine improvements to Franklin Boulevard/McVay Highway to support redevelopment and new investment in the Glenwood area.

The study will develop design concepts for Franklin Boulevard and McVay Highway from I-5 to Nugget Way and for the intersection of Franklin Boulevard and McVay Highway near the Springfield bridges.

**Join us for our first project open house!**

**Drop in at your convenience:**

**7 to 9 p.m. Thursday, August 2  
Springfield Chamber of Commerce/Depot  
101 South A Street, Springfield**

This is your opportunity to review preliminary design concepts and suggest any ideas that you think should be considered.

For more information, please contact Tom Boyatt, City of Springfield Transportation Division Manager:

**Phone:** 541-744-3373 | **E-mail:** tboyatt@ci.springfield.or.us



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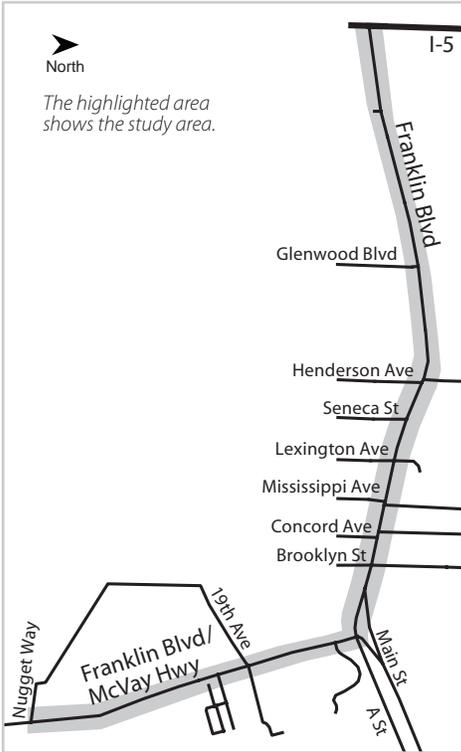
For more information, please contact Tom Boyatt, City of Springfield Transportation Division Manager:

**Phone:** 541-744-3373 | **E-mail:** tboyatt@ci.springfield.or.us

# Franklin Boulevard Study area



225 Fifth Street  
Springfield, OR 97477



## First Franklin Boulevard Study open house!

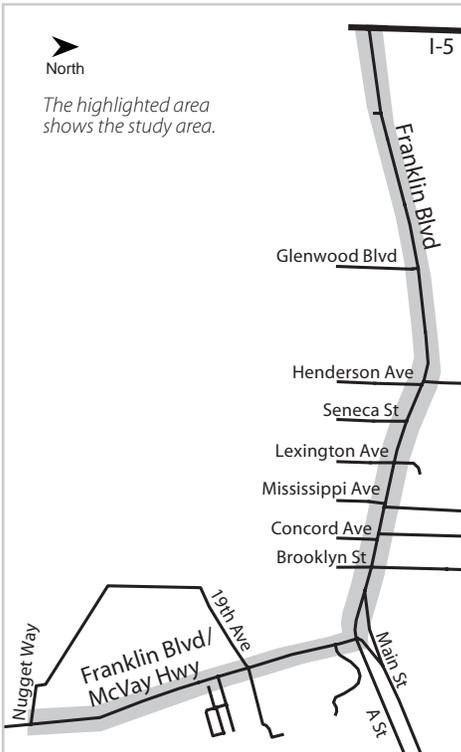
7 to 9 p.m. Thursday, August 2

*See reverse for details...*

# Franklin Boulevard Study area



225 Fifth Street  
Springfield, OR 97477



## First Franklin Boulevard Study open house!

7 to 9 p.m. Thursday, August 2

*See reverse for details...*

Franklin Boulevard Study: Open House #1



Please sign in

Name Sylvia L. Brump  
 Representing \_\_\_\_\_  
 Address 92242 River Rd  
J.C. Ore 97448  
 Phone 541-948-1089  
 E-mail Sylvia2006@yahoo.com

Name WEBB SUSAN  
 Representing \_\_\_\_\_  
 Address 642 WIMPLETON CT  
EUGENE OR 97401  
 Phone 485-7827  
 E-mail WEBB5@MAC.COM

Name Geora Warner  
 Representing \_\_\_\_\_  
 Address 26515 Petzold Rd  
Eugene, OR 97402  
 Phone 541-935-2410  
 E-mail \_\_\_\_\_

Name Robert Thompson  
 Representing Lane Comm. College  
 Address \_\_\_\_\_  
 Phone 463-5407  
 E-mail thompsonr@lanecc.edu

Name Jeff Frank  
 Representing 4075 Frankie Blvd  
 Address \_\_\_\_\_  
 Phone 521-0507  
 E-mail \_\_\_\_\_

Name STOHANI CAREY  
 Representing LTF  
 Address 3500 E 17TH AVE  
EUGENE  
 Phone 682-646  
 E-mail gaboncarey@td.org

Name BILL NESS  
 Representing KPFF  
 Address 1201 Oak Street  
Eugene, OR  
 Phone 684-4902  
 E-mail bill.ness@kpffcivilpk.com

Name John F. Helmer  
 Representing \_\_\_\_\_  
 Address 33925 Seavey Ln  
Eugene Or 97405  
 Phone 346 1835  
 E-mail helmer.john.f@gmail.com

Name Patti Lomont  
 Representing \_\_\_\_\_  
 Address 34428 Deerwood Dr.  
Eugene, OR 97405  
 Phone 741-8229  
 E-mail plomont@epd.net

Name Louise K. Holtz  
 Representing Bad Ass Coffee  
 Address 113 Main  
 Phone 729-3227  
 E-mail \_\_\_\_\_

Franklin Boulevard Study: Open House #1



Please sign in

Name Wade Keen  
 Representing Myself  
 Address 1776 Mississippi  
Eugene OR 97403  
 Phone 726-3609  
 E-mail \_\_\_\_\_

Name \_\_\_\_\_  
 Representing \_\_\_\_\_  
 Address \_\_\_\_\_  
 Phone \_\_\_\_\_  
 E-mail \_\_\_\_\_

Name Daryl Staley  
 Representing self  
 Address 4045 E 18th Ave  
 Phone \_\_\_\_\_  
7261868  
 E-mail \_\_\_\_\_

Name \_\_\_\_\_  
 Representing \_\_\_\_\_  
 Address \_\_\_\_\_  
 Phone \_\_\_\_\_  
 E-mail \_\_\_\_\_

Name AL PATEL  
 Representing \_\_\_\_\_  
 Address ~~1807~~ 3005 Franklin Blvd  
 Phone 541-554-8440  
 E-mail ALPATEL9@GMAIL.COM

Name \_\_\_\_\_  
 Representing \_\_\_\_\_  
 Address \_\_\_\_\_  
 Phone \_\_\_\_\_  
 E-mail \_\_\_\_\_

Name K. Anell  
 Representing \_\_\_\_\_  
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## Franklin Boulevard open house #2 summary

TO: Franklin Boulevard Stakeholder Advisory Committee

COPIES: Tom Boyatt, City of Springfield

FROM: Kristin Hull

DATE: February 12, 2008

### Overview

The City of Springfield hosted an open house on Tuesday, February 5, 2008 at Roaring Rapids Pizza. The open house was the community's opportunity to review the Stakeholder Advisory Committee's recommended design concept for the Franklin Boulevard and the McVay Highway. Over 100 community members attended the open house and 34 people completed comment forms.

Participants at the open house were invited to review the alternatives development and evaluation process, and the preferred concept including layout, cross-sections and intersection form. Participants provided input by talking with staff and by completing a written comment form.

The open house was thoroughly advertised in the Glenwood area. Over 800 postcards were mailed to Glenwood residents and interested people. In addition, an article about the study that mentioned the open house was published in the *Register Guard* on February 4, 2008. Finally, an article about the study and an illustration of the proposed design concept were included in an issue *Glenwood Gazette* that was distributed in late January.

### Comments

Many participants noted that they liked the boulevard concept. Most people who liked the concept said that it would improve the look of Franklin Boulevard and development potential in Glenwood. Some noted that the concept would also improve traffic flow. Some participants noted that they liked the dedicated EmX route.

Some participants noted that the concept requires too much property acquisition and eliminates too many existing businesses in the corridor. Some said that the current five lane cross-section was wide enough and that only sidewalks should be added to the corridor. Some noted that the cost to construct this concept would be too expensive. Finally, some business owners raised concerns that impacts such as removing parking would make continued operations of existing businesses difficult.

Several participants noted that the idea of directing cyclists to use the access lanes was inadequate and that a separated bike lane on the outside of the through-travel lane should be added throughout the corridor.

One participant requested that we look closely at the impacts to the newly constructed Bring Recycling facility and try to shift the alignment to eliminate impacts to that building. Another participant asked us to look closely at how access would be provided in areas where parcels are “land locked” by changes to the street system.

Some participants liked the concept of the roundabout at Franklin and McVay. Others expressed concern about how easy it would be to drive through or just noted that they were opposed to roundabouts.

## Full text of comments received

### What do you like about the current design concept? Why?

- Nothing. This is not Europe. Why must I sacrifice my business parking for shrubs and sidewalks?
- OK as is.
- It throws senior citizens out and it puts what they have worked for and have in someone else's pocket. It destroys thriving businesses and gives it to someone else.
- Better looks, better traffic flow plan for the future of Glenwood.
- I am disappointed with the attitude. People live here and work here. Your big plans are what your vision is at the expense of those who live here and work here. You're going to clean up gritty Glenwood and go home to your house. Take a look at downtown Springfield and other areas. What makes your opinion more valid than mine? Growth and change are inevitable, but conscience should play a part.
- We would love to have some new development along the river. Go for it!
- You want to take too much property. You will run everyone out of business on the south side and take our long-term investment. Sidewalk and planter next to walk only! Bike lane? That's it!
- Keep the EMX dedicated route. Like the boulevard design a lot.
- It's fine to move traffic through quickly. My main concern is downward-directed lighting. Lighting technology is very advanced now. Useless diffusion can be almost eliminated and it saves money, less confusing to wildlife overhead, and good for night sky viewers.
- Don't like it. New sewers in past 3 years, no need to re-do. Too many lanes! Street is fine as is, need only sidewalks.
- No roundabout. Traffic is way too heavy during rush hours. You're looking for many fender benders, blowing horns, angry drivers and horrible back ups after inevitable crashes.
- Nothing yet. We have 5 lanes currently. We do not need more. This proposal is obviously extremely expensive and unbalanced. It will destroy the Glenwood community and destroy many jobs for families in the community. How much has been spent thus far? How much will the proposal cost? Where will the money come from?
- I think it is too dangerous to place the bike lane into the slow traffic lane due the parked cars backing out and other cars driving and looking for parking spots, not watching bikers as closely.
- Bring recycling has just finished its buildings. The plan shows McVey cutting off a corner of the buildings. Please move it over a few feet.
- Why a roundabout? It's absolutely not needed, unwanted and a total waste of money. The people of Glenwood and SPED should have a moratorium on roundabouts. Put it to vote and let the people decide.
- Improved looks. Improved property values. Better traffic flow.
- Springfield government is spending money like a bunch of drunken sailors. Don't spend us into lower bond rating and a debt load that the tax payers can't deal with. Fix our city streets, potholes, etc... Stop wasting money on dreams.

- I like it mostly but I am uncomfortable with the roundabout.
- I don't like all the traffic we already have.
- I enjoy the fact that people are caring about the Glenwood area. Heck, it would be nice to see the Springfield downtown area cleaned up first. I sort of fear too much hustle and bustle. Plus, we are still rural and I want it to stay rural.
- I think it is a bit ambitious for Glenwood. I'm concerned for the residents and business owners of Glenwood. I would like to see a development plan that works with and for the long-term benefit of the people of Glenwood and reflect the Glenwood people positively.
- I think that this is a positive, promising solution that will provide a huge incentive for redevelopment. I'm sad that the current concept does not call for improvements to Franklin for the RR to Nugget. My properties are "land-locked" on E 20th Ave, accessed only by a 20' easement. This leaves the street as a cul-de-sac of crime and drug use, with little hope of improving property values.
- With the current businesses and trailer parks, the street is an armpit. Any development would be an improvement, especially regarding valuable river front that would make interesting areas for commerce and entertainment. I like the traffic circle and multi way transits with green tree canopies.
- No roundabouts in Springfield - please.
- Glenwood needs improvement and we are all for growth and progress, but this would force most businesses out of their "current" state of business. I'm sure it would be a slow process. Our business could not stand any loss of "frontline" but it may not even affect us (according to the plans).
- Alternative transportation needed for dedicated bus lanes and more attention needed to bikes and pedestrians. This is a bold vision, cleaning house in Glenwood. It is better use of natural and physical resources, connection to river and more greenery.
- It's always nice to see new areas trees and boulevards akin to those in European countries. We all appreciate goals.
- Establish bike lane needed all the way through. Wider sidewalks and separation of bikes from pedestrians.
- Pedestrian/Auto/cycle buffer streets needed. Roundabout okay if properly signed. My suggestion there is to label colors assigned to given destinations ahead of the intersection. Within the intersection, colored arrows show the roundabout exits based on those destinations, either as sign boards or roadway paint. No thinking required, no reading required in the intersection.
- We live south of Glenwood and would love to see the area upgraded. Of particular interest are the wide array of businesses, attractive roadway, sidewalks, and especially good, safe bike routes. We like the roundabout and would like to see another added at the Franklin and Glenwood intersection.

### What parts of the current design concept do you think needs improvement? Why?

- Wider bike lanes and mixed use segments, enough room for biking families (kiddie trailers) to pass each other, as well as wide local-delivery trucks.
- I think the width of the road is excessive and wasteful. You have callous lack of concern for those you plan to displace. The people in the trailer courts with low incomes have

few choices for new dwelling places. Those of us whose businesses you don't find within your vision are just out of luck. Did it occur to you that these businesses contribute to our incomes? You seek the weak to look for little resistance. You need to offer alternatives to those you dispossess. You find no problem with removing elderly residents. You need to offer solutions. If you want to avoid lawsuits.

- Inconsistent bike paths/lanes
- I would need more information.
- I think you're homework and looked at the alternatives. I like where you've landed.
- Give me time and I'll tell you.
- I don't.
- The roundabout makes me feel uncomfortable. I am unused to the rules of the road concerning roundabouts. I worry about causing an accident.
- No roundabout.
- Quicker development. Talks have been going on seems like forever.
- We don't need more than five lanes as is current. Business owners/employees will be devastated. Nothing but tax increases through bond indebtedness will be burdensome on the taxpayers.
- Downsize street to existing.
- No street parking. They can park on our lot if you don't take it.
- Too early to tell.
- Excessively expensive to only take right-of-way from the south side of the street.
- Leaves narrow lots on the south side which will not be good for anything.

**Please share any other thoughts you have about the design concept or study.**

- I also do not want to plug the idea of a local bridge at Aspen and Glenwood Blvd/Franklin Blvd. Increased markets of north bank into Glenwood and even better, a north bank connection up to I-5!
- Why is the City Council's decision the end? I'll still be living here! How will these concepts play into my future? What's next, regardless of the City Council's decision? Is this a business scenario? I saw mostly Franklin front land owners who are worried now so many residents who will be living with the outcome! Who will be Springfield's residents?
- The roundabout will need good advance signage.
- Why not add a lane on the left side of the SW end of the bridge to go to LCC/McVay Highway. Beginning at the end of the architectural concrete and green steel structure. It would serve millions.
- The concepts are not realistic, the new proposed concepts. The intersection and new roads go through the middle of my business.
- Where does the semi-industrial area of Glenwood go? Please invite and bring rep to participate in future planning.
- Please do improve Glenwood. Improve the river side. That should be your focus.
- Consider a handmade clock tower at the traffic signal. Free Glenwood wi-fi site for local businesses and to draw customers. Probably <5 transponders could wire the whole area.
- Commercial ground level, office 2nd floor, residential 3rd floor buildings.
- It's a bummer. The folks decide to slum it under the bridge.

- I moved to Glenwood because it was rural. No curbs, no sidewalks. Now you want to make it an “active urban community”. Why not make your dreams come true in Eugene and Springfield. They are already active and urban. Why blight Glenwood?
- Are there any plans concerning redesigning the I-5 Franklin Ave. exit?
- Stop wasting our tax dollars. Fix what you got!
- The 172’ design seems excessive. If it must go big maybe the 159’ would work.
- The EMX is a boondoggle. This concept does nothing but expand this waste of tax payers money. The roundabout proposal is not acceptable. Everyone I know hates all of the others that have been shoved down their throats. Springfield and Glenwood have many other projects in process and /or been proposed yet to be completed. This process circumvents measure 5 tax limits through bond indebtedness just to name a few.
- Looks like it’s coming along. Good to see input from the community and businesses.



## Franklin Boulevard Study Open House

**JOIN US to see the current ideas for improvements to Franklin Boulevard!**

**5-7 p.m. Tuesday, Feb. 5, 2008**

Roaring Rapids Pizza  
4006 Franklin Boulevard

*Drop in anytime for a slice of pizza and to learn about the project; stay as long as you like.*



**IMAGINE FRANKLIN BOULEVARD** as the heart of a vibrant Glenwood community that blends existing neighborhoods, businesses, and housing. The City of Springfield and the Franklin Boulevard Stakeholder Advisory Committee—a group of business and property owners, and Glenwood residents—are working to identify a plan for improvements to Franklin Boulevard to support that vision.

The proposed Franklin Boulevard concept includes two through travel lanes in each direction, sidewalks, street trees, and a median to accommodate transit. In some areas, access lanes adjacent to Franklin Boulevard are proposed to create a low-speed, pedestrian-focused zone to support retail development and housing.

For more information, please contact  
Tom Boyatt, City of Springfield Transportation Division Manager:  
Phone: 541-744-3373 | E-mail: [tboyatt@ci.springfield.or.us](mailto:tboyatt@ci.springfield.or.us)



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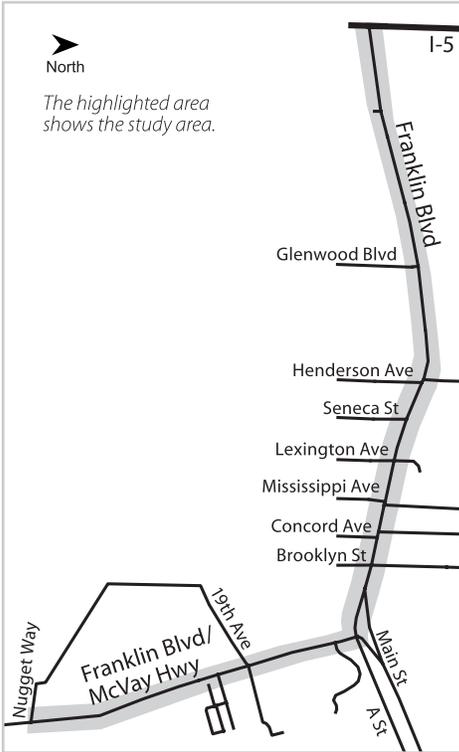
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Tom Boyatt, City of Springfield Transportation Division Manager:  
Phone: 541-744-3373 | E-mail: [tboyatt@ci.springfield.or.us](mailto:tboyatt@ci.springfield.or.us)

## Franklin Boulevard Study area



225 Fifth Street  
Springfield, OR 97477



### Review the current concept for improvements to Franklin Boulevard!

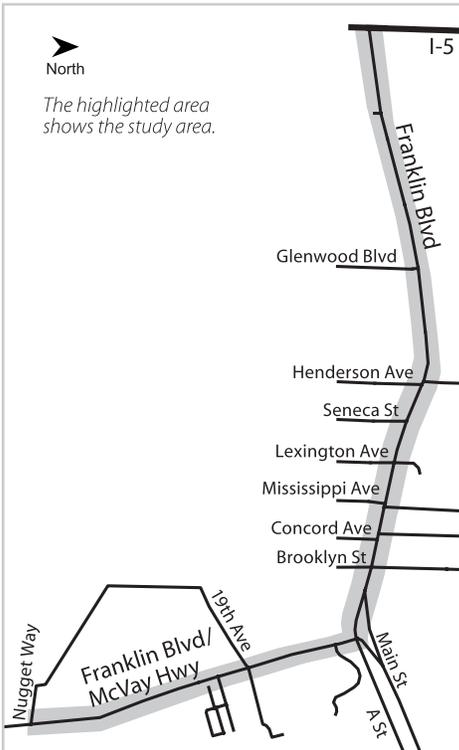
5 to 7 p.m. Tuesday, February 5, 2008

*See reverse for details...*

## Franklin Boulevard Study area



225 Fifth Street  
Springfield, OR 97477



### First Franklin Boulevard Study open house!

7 to 9 p.m. Thursday, August 2

*See reverse for details...*

Franklin Boulevard Study: Open House #2



Please sign in

Name JOHN DELEAU  
 Representing WASHBURNE NEIGH, ASSN  
 Address 435 9th ST  
 Phone 736-3127  
 E-mail HJOHNDELOW@PEOPLEPC.COM

Name Ramona Cline  
 Representing ODOT  
 Address 644 A  
 Phone SPfld 736-2548  
 E-mail ramona.g.cline@odot.state.or.us

Name NORMAN L. FRANK  
 Representing SELF  
 Address 2511 LILY AVE  
EUGENE, ORE 97405  
 Phone (541) 485-2030  
 E-mail \_\_\_\_\_

Name Jeff Lange  
 Representing ODOT  
 Address 644 A Street  
Springfield  
 Phone 541-744-8080  
 E-mail jeffrey.l.lange@odot.state.or.us

Name Maui Smith  
 Representing \_\_\_\_\_  
 Address 3998 Franklin Blvd #20  
 Phone 749-9826  
 E-mail \_\_\_\_\_

Name Stefano Viggiano  
 Representing LANE TRANSIT DIST.  
 Address P.O. Box 7070  
Eugene, OR 97401  
 Phone 360-682-6104  
 E-mail \_\_\_\_\_

Name Paty DELEAU  
 Representing SELF  
 Address 435 9th ST  
 Phone 736-3127  
 E-mail \_\_\_\_\_

Name KEVIN MURPHY  
 Representing MEIGROW  
 Address 4725 VILLAGES PLAZA LP  
 Phone 541-341-1233  
 E-mail \_\_\_\_\_

Name Randall HLEDIK  
 Representing Wildish Land Co  
 Address PO Box 7428  
Eugene 97401  
 Phone 485-1700  
 E-mail rhlidik@wildish.com

Name Marque Ralph + Steve Mc  
 Representing Selves  
 Address 3698 Franklin Blvd  
EUGENE  
 Phone 541-746-4801  
 E-mail \_\_\_\_\_

Franklin Boulevard Study: Open House #2



10

Please sign in

Name Reanna Leach  
 Representing RES id.org  
 Address 1544 E St  
Springfield  
 Phone 747-3777  
 E-mail \_\_\_\_\_

Name Tom Draggoo  
 Representing Siuslaw Bank  
 Address 707 Main St  
Sprf.  
 Phone 746-2500  
 E-mail \_\_\_\_\_

Name TERR SIVIZ  
 Representing Coofys muffler  
 Address 3855 Franklin  
 Phone 541-747-2576  
 E-mail \_\_\_\_\_

Name Starkley Lyle  
 Representing \_\_\_\_\_  
 Address 1580 Brocklure  
PO Box 7903  
Eugene 97401  
 Phone 746 6951  
 E-mail \_\_\_\_\_

Name Mary Adams  
 Representing LTD  
 Address PO Box 7070  
Eugene  
 Phone 682-6154  
 E-mail mary.adams@  
ltd.org

Name EFFIE MORGAN  
 Representing Self  
 Address 3998 Franklin Blvd. #9  
Eugene 97403  
 Phone 749-1180  
 E-mail \_\_\_\_\_

Name Bill Skillern  
 Representing Skillern Investments  
 Address PO Box 714  
Springfield, OR 97477  
 Phone 746-8601  
 E-mail bill.skillern@eugeneJLS.com

Name LINDA PAINLY  
 Representing City of Spfld - Planning  
 Address 225 Fifth St DSD  
Spfld 97477  
 Phone 726-4608  
 E-mail lpainly@ci.springfield.or.us

Name Russell A. Gorth  
 Representing \_\_\_\_\_  
 Address 1751 1/2 Concord Ave.  
Eugene 97405  
 Phone 747-1979  
 E-mail gorthr@yahw.com

Name NEAL FRIEDT  
 Representing SELF  
 Address 1492 MISSISSIPPI AVE  
GLENWOOD  
 Phone 988-4416  
 E-mail \_\_\_\_\_

Franklin Boulevard Study: Open House #2



10

Please sign in

Name LANCE BARKLEY  
 Representing YOUR PLACE  
 Address 3796 FRANKLIN  
 Phone 741-4141  
 E-mail \_\_\_\_\_

Name Kermit Raper  
 Representing \_\_\_\_\_  
 Address 1404 Lexington  
 Phone 744-7589  
 E-mail 1KermitRaper@peoplepc.com

Name JES Burns  
 Representing KLEC  
 Address \_\_\_\_\_  
 Phone 463-~~6022~~ 6022  
 E-mail news@klec.org

Name Bruce Walker  
 Representing 3815 Franklin Blvd.  
 Address \_\_\_\_\_  
 Phone 895-4441  
 E-mail \_\_\_\_\_

Name Bob Rice  
 Representing OEC  
 Address 2300 Oakmont  
Englewood  
 Phone 342-3325  
 E-mail bob@oec-sys.com

Name Shelma Baker  
 Representing Self  
 Address 3998 Franklin Blvd #39  
 Phone 744-6614  
 E-mail dee7777@juno.com

Name Pat Adams  
 Representing Ethel Weltman  
 Address PO Box 846  
97477  
 Phone 746-2204  
 E-mail PatAdams@comcast.net

Name \_\_\_\_\_  
 Representing \_\_\_\_\_  
 Address \_\_\_\_\_  
 Phone \_\_\_\_\_  
 E-mail \_\_\_\_\_

Name John Skiller  
 Representing " "  
 Address 1475 Henderson  
 Phone \_\_\_\_\_  
 E-mail \_\_\_\_\_

Name Anne Sessions  
 Representing Self/homeowner  
 Address 1450 So Brooklyn  
 Phone 988-1332  
 E-mail \_\_\_\_\_

Franklin Boulevard Study: Open House #2



12

Please sign in

Name Rob & Susan Petersen  
 Representing Eugene Lock & Safe  
 Address 3999 Franklin Blvd  
97403  
 Phone 689-5853  
 E-mail Susan P3@comcast.net

Name Wally Graff  
 Representing W/G Development  
 Address 541 Willamette  
15690, OR 97401  
 Phone \_\_\_\_\_  
 E-mail \_\_\_\_\_

~~MAIL~~ P.O. Box 2987 97402  
 Name JIM FORTMAN  
 Representing BARRETT BUS. SVCS  
 Address 450 COUNTRY CLUB RD  
#150 EUGENE  
 Phone 687-7055  
 E-mail JAMES.FORTMAN  
CBSIHQ.COM

Name CHRIS COURTNEY  
 Representing W/G Dev.  
 Address 571 Willamette  
Eugene OR 97401  
 Phone 254 2511  
 E-mail chris@hurelson.com

Name Mary McKvora  
 Representing \_\_\_\_\_  
 Address 383 West D  
Springfield  
 Phone 342 2996  
 E-mail \_\_\_\_\_

Name Judy (JALICER) Business  
 Representing Bill Walker 3815 Franklin  
 Address 83771 CREEPERISE RD  
CRESWELL, 97426  
 Phone 895-4441  
 E-mail \_\_\_\_\_

Name Mark McCall  
 Representing McKenzie Funding  
 Address 1570 Mohawk Blvd.  
 Phone (541) 729-0792  
 E-mail mark@mckenziefunding.com

Name Otto Poticka  
 Representing POTICKA ARCHTS  
 Address 1820 KONA ST  
 Phone 686-9466  
 E-mail op@poticka.net

Name Michael Dubick  
 Representing LTD  
 Address P.O. Box 838  
Creswell, OR 97426  
 Phone 895-4656  
 E-mail jdubick@centurytel.net

Name LEN GOODWIN  
 Representing SPRINGFIELD  
 Address \_\_\_\_\_  
 Phone \_\_\_\_\_  
 E-mail \_\_\_\_\_

Franklin Boulevard Study: Open House #2



10

Please sign in

Name Robert Myrman  
 Representing Springfield Resisted/Transportation  
 Address 1007 W. Box 70221  
Eugene 97401  
 Phone 541 521 4268  
 E-mail \_\_\_\_\_

Name Roel Jung  
 Representing \_\_\_\_\_  
 Address P.O. Box 293 Dexter  
 Phone 541-937-2635  
 E-mail \_\_\_\_\_

Name George Myrman  
 Representing Myrman + Sons  
 Address \_\_\_\_\_  
 Phone \_\_\_\_\_  
 E-mail \_\_\_\_\_

Name Kelly Cochran  
 Representing Cochran Investment Co  
 Address P.O. Box 8318  
Coburg OR 97408  
 Phone 343-3863  
 E-mail \_\_\_\_\_

Name Gil Burgess  
 Representing ACE TRADING Co.  
 Address 3697 Franklin Blvd  
 Phone 726-1735  
 E-mail \_\_\_\_\_

Name Jeff Frank  
 Representing Der/Mar 4075/4055  
 Address \_\_\_\_\_  
 Phone \_\_\_\_\_  
 E-mail \_\_\_\_\_

Name Betty Smith  
 Representing Toms Tappan Tav.  
 Address \_\_\_\_\_  
 Phone \_\_\_\_\_  
 E-mail \_\_\_\_\_

Name Bill GRILE  
 Representing CITY OF SPRINGFIELD  
 Address CITY HALL  
 Phone 541.726.3619  
 E-mail bgrile@ci.springfield.or.us

Name Howard Smith  
 Representing Toms Tappan Tav.  
 Address \_\_\_\_\_  
 Phone \_\_\_\_\_  
 E-mail \_\_\_\_\_

Name Christa Brombaugh  
 Representing John Brombaugh & Assoc.  
 Address 2932 Wingate  
Eugene, OR 97408  
 Phone 541 484 0733  
 E-mail JBORGANS@interserv.com

Name Address Phone E-mail

Jocelyn Wilson	4029 E 16 <sup>th</sup> Ave 97477	—	—
Adam Egan	85 <sup>0</sup> NORTH 6th	266 8938	adam850@gmail.com
AL Patel	1857 Frenchm Blvd	AL Patel <del>AL Patel</del> ALPATEL9@GMAIL.COM	
Lloyd Holteamp	24325 Vaughn Rd 1625 Henderson Ave #A-10 Eugene, Or.	Veneta, OR	—
Sonja Sahly	1625 Henderson Ave B-2 Eugene 97403	—	—
Jana Burchfield	1625 Henderson A-1 Eugene OR 97403	—	—
Doris Canaday	895 N. 23rd St SPRINGFIELD, OR 97477	—	janice@timelessmusic.com
JANICE HERBERT			

(2)  
E-Mail

Name Address Phone

Bob Cochran	3298 LAKE MOUNT DR	344.6060	
Peter Reppe	882 E. 27th, B46	-	-
Chris Halaska	BENB Recycling		
Kevin Biersdorff	60 W Blvd Euy 97405	341-8513	
David Schneid	3629 Franklin Blvd, 97403	726-5831	
JOSE	P.O. BOX 413		Jose. Ojalba mekongze@icloud.com
ORTAZ	BLUE RIVER DR 97413	822-3941	
Jim Guthrie	1475 S. Brooklyn Ave 97403	746-6667	
Susie Smuta	225 Fifth St	726-3697	
RICK SATRE	101 E. BROADWAY #480 EUREKA	965-4721	
	PO Box 11942		

Name	Address	Phone	E-mail
Carole Krupel	350 E 43rd Ave Eugene 97405		ckrupel@ci-springfield.or.us
John Helmer	33925 Seavoy LP 97405	346-1835	helmer.john.F@gmail.com
Charlotte Helmer	(same) 33925 Seavoy Loop 97405		lottie da 13@gmail.com
Ben Barrett	4024 1/2 E 16th Ave 97403	359-2371	ben@warts.com
MAX FABRY	1625 HENDERSON E3	5102548	Mfabry@gmail.com

APPENDIX C  
**Cost Estimates**

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**CH2M HILL**  
**SUMMARY - ALTERNATIVE COST ESTIMATE SUMMARY**

PROJECT: Franklin Boulevard Study		DATE: 6/19/2009			SHEET: 1 of 7		
DESIGN LEVEL: Planning							
Alternative	Right-of-Way Impacts (sf)	Rank	Private Property/ Business Impacts			Project Cost	Rank
			LOW	MEDIUM	HIGH		
Multi-Way Center	430,540	5	0-3	4-6	20-25	\$13,100,000	5
Multi-Way South	418,150	4	0-2	1-3	18-24	\$13,100,000	5
Arterial Center	235,810	1	0-2	2-5	14-18	\$7,500,000	2
Arterial South	238,800	2	2-3	2-3	12-14	\$7,500,000	2
14th Ave. Arterial	356,330	3	3-4	3-5	15-20	\$7,200,000	1
14th Ave. Multi-Way	497,250	6	3-6	4-6	20-28	\$12,600,000	4

— Items Included In This Estimate:

- Engineering Design & Construction Fees
- New Asphalt Concrete and Aggregate Base
- Excavation / Embankment
- Pavement Markings
- Concrete Curbs
- Sidewalks
- Drainage
- Erosion Control
- Illumination
- Traffic Signals
- Landscaping
- Mobilization
- Contingency

McVay Intersection is not being addressed at this time.

**CH2M HILL  
SUMMARY - QUICK COST ESTIMATE**

<b>PROJECT:</b> Franklin Boulevard Study - Multi-Way Center		<b>PREPARED BY:</b> Billy Adams / 503.235.5000		<b>DATE:</b> 6/19/2009	
<b>DESIGN LEVEL:</b> Planning		<b>LENGTH (MILE):</b> 0.78		<b>SHEET:</b> 1 of 1	
<b>KIND OF WORK:</b> Roadway					
NO.	ITEM	UNIT	QUANTITY	UNIT COST	COST
1	Curb, Gutter, Sidewalks & Drainage	Mi.	2.3	\$1,097,900.00	\$2,557,608
2	Bike Boulevard	Mi.		\$140,600.00	\$0
3	New Roadway	Lane-Mi.	8.5	\$358,200.00	\$3,059,625
4	Overlay Existing Roadway	Lane-Mi.		\$61,300.00	\$0
5	Reconstruct Existing Roadway	Lane-Mi.		\$107,100.00	\$0
6	Intersection Widening	EA		\$68,400.00	\$0
7	Roundabouts	EA		\$1,100,000.00	\$0
8	Restriping Existing Roadway	Lane-Mi.		\$8,700.00	\$0
9	Interconnect Signal	LS		\$35,000.00	\$0
10	New Signal	EA	1	\$250,000.00	\$250,000
11	Signal Modifications	EA		\$65,000.00	\$0
12	Transit Enhancements	EA		\$25,000.00	\$0
13	Traffic Calming	5-10%		-	\$0
14	Illumination	Mi.	1.6	\$260,000.00	\$403,788
15	Landscaping	Mi.	1.6	\$235,000.00	\$364,962
16	Bridges	SF			\$0
17	Walls	SF		\$50.00	\$0
<b>SUBTOTAL</b>					<b>\$6,635,983</b>

	ADDITIONAL CONST. COSTS	SUGGESTED	PERCENTAGE	COST
	Construction Surveying	1.0-2.5%	2.5%	\$165,900
	TP & DT	3.0-8.0%	6.0%	\$398,200
	Mobilization	8.0-10.0%	10.0%	\$663,600
	Erosion Control	0.5-2.0%	2.0%	\$132,700
	Contingency	30-40%	40.0%	\$2,654,400
	Escalation (per year)	0.5-2.0%		
	<i>Design Year</i>			\$0
	<i>Construction Year</i>			\$0
<b>TOTAL CONSTRUCTION COST</b>				<b>\$10,650,783</b>

	RIGHT OF WAY COSTS	UNIT	QUANTITY	UNIT COST	COST
	Right of Way Acquisition	SF	430,540	\$0.00	\$0
	Business Acquisition				
	High	EA		\$0.00	\$0
	Medium	EA		\$0.00	\$0
	ENGINEERING COSTS	SUGGESTED	PERCENTAGE	COST	
	Design Engineering	13.0%	13.0%	\$1,384,600	
	Construction Engineering	10.0%	10.0%	\$1,065,100	
<b>TOTAL PROJECT COST</b>				<b>\$13,100,000</b>	

**Assumptions:**

- Based on 2007 Dollars
- Existing Roadway Will Be Removed
- Supporting BRT Features Are Not Included (Shelters, Signing, etc.)
- Franklin/Glenwood Intersection is Assumed To Be Signalized

**CH2M HILL**  
**SUMMARY - QUICK COST ESTIMATE**

<b>PROJECT:</b> Franklin Boulevard Study - Multi-Way South		<b>PREPARED BY:</b> Billy Adams / 503.235.5000		<b>DATE:</b> 6/19/2009	
<b>DESIGN LEVEL:</b> Planning		<b>LENGTH (MILE):</b> 0.78		<b>SHEET:</b> 1 of 1	
<b>KIND OF WORK:</b> Roadway					
NO.	ITEM	UNIT	QUANTITY	UNIT COST	COST
1	Curb, Gutter, Sidewalks & Drainage	Mi.	2.3	\$1,097,900.00	\$2,557,608
2	Bike Boulevard	Mi.		\$140,600.00	\$0
3	New Roadway	Lane-Mi.	8.5	\$358,200.00	\$3,059,625
4	Overlay Existing Roadway	Lane-Mi.		\$61,300.00	\$0
5	Reconstruct Existing Roadway	Lane-Mi.		\$107,100.00	\$0
6	Intersection Widening	EA		\$68,400.00	\$0
7	Roundabouts	EA		\$1,100,000.00	\$0
8	Restriping Existing Roadway	Lane-Mi.		\$8,700.00	\$0
9	Interconnect Signal	LS		\$35,000.00	\$0
10	New Signal	EA	1	\$250,000.00	\$250,000
11	Signal Modifications	EA		\$65,000.00	\$0
12	Transit Enhancements	EA		\$25,000.00	\$0
13	Traffic Calming	5-10%		-	\$0
14	Illumination	Mi.	1.6	\$260,000.00	\$403,788
15	Landscaping	Mi.	1.6	\$235,000.00	\$364,962
16	Bridges	SF			\$0
17	Walls	SF		\$50.00	\$0
<b>SUBTOTAL</b>					<b>\$6,635,983</b>

ADDITIONAL CONST. COSTS	SUGGESTED	PERCENTAGE		COST
Construction Surveying	1.0-2.5%	2.5%		\$165,900
TP & DT	3.0-8.0%	6.0%		\$398,200
Mobilization	8.0-10.0%	10.0%		\$663,600
Erosion Control	0.5-2.0%	2.0%		\$132,700
Contingency	30-40%	40.0%		\$2,654,400
Escalation (per year)	0.5-2.0%			
<i>Design Year</i>				\$0
<i>Construction Year</i>				\$0
<b>TOTAL CONSTRUCTION COST</b>				<b>\$10,650,783</b>

RIGHT OF WAY COSTS	UNIT	QUANTITY	UNIT COST	COST
Right of Way Acquisition	SF	418,150	\$0.00	\$0
Business Acquisition				
High	EA		\$0.00	\$0
Medium	EA		\$0.00	\$0
ENGINEERING COSTS	SUGGESTED	PERCENTAGE		COST
Design Engineering	13.0%	13.0%		\$1,384,600
Construction Engineering	10.0%	10.0%		\$1,065,100
<b>TOTAL PROJECT COST</b>				<b>\$13,100,000</b>

**Assumptions:**

- Based on 2007 Dollars
- Existing Roadway Will Be Removed
- Supporting BRT Features Are Not Included (Shelters, Signing, etc.)
- Franklin/Glenwood Intersection is Assumed To Be Signalized

**CH2M HILL**  
**SUMMARY - QUICK COST ESTIMATE**

<b>PROJECT:</b> Franklin Boulevard Study - Arterial Center		<b>PREPARED BY:</b> Billy Adams / 503.235.5000		<b>DATE:</b> 6/19/2009	
<b>DESIGN LEVEL:</b> Planning		<b>LENGTH (MILE):</b> 0.78		<b>SHEET:</b> 1 of 1	
<b>KIND OF WORK:</b> Roadway					
NO.	ITEM	UNIT	QUANTITY	UNIT COST	COST
1	Curb, Gutter, Sidewalks & Drainage	Mi.	0.8	\$1,097,900.00	\$852,536
2	Bike Boulevard	Mi.		\$140,600.00	\$0
3	New Roadway	Lane-Mi.	6.2	\$358,200.00	\$2,225,182
4	Overlay Existing Roadway	Lane-Mi.		\$61,300.00	\$0
5	Reconstruct Existing Roadway	Lane-Mi.		\$107,100.00	\$0
6	Intersection Widening	EA		\$68,400.00	\$0
7	Roundabouts	EA		\$1,100,000.00	\$0
8	Restriping Existing Roadway	Lane-Mi.		\$8,700.00	\$0
9	Interconnect Signal	LS		\$35,000.00	\$0
10	New Signal	EA	1	\$250,000.00	\$250,000
11	Signal Modifications	EA		\$65,000.00	\$0
12	Transit Enhancements	EA		\$25,000.00	\$0
13	Traffic Calming	5-10%		-	\$0
14	Illumination	Mi.	0.8	\$260,000.00	\$201,894
15	Landscaping	Mi.	1.2	\$235,000.00	\$273,722
16	Bridges	SF			\$0
17	Walls	SF		\$50.00	\$0
<b>SUBTOTAL</b>					<b>\$3,803,333</b>

	ADDITIONAL CONST. COSTS	SUGGESTED	PERCENTAGE		COST
	Construction Surveying	1.0-2.5%	2.0%		\$76,100
	TP & DT	3.0-8.0%	6.0%		\$228,200
	Mobilization	8.0-10.0%	10.0%		\$380,300
	Erosion Control	0.5-2.0%	2.0%		\$76,100
	Contingency	30-40%	40.0%		\$1,521,300
	Escalation (per year)	0.5-2.0%			
	<i>Design Year</i>				\$0
	<i>Construction Year</i>				\$0
<b>TOTAL CONSTRUCTION COST</b>					<b>\$6,085,333</b>

	RIGHT OF WAY COSTS	UNIT	QUANTITY	UNIT COST	COST
	Right of Way Acquisition	SF	235,810	\$0.00	\$0
	Business Acquisition				
	High	EA		\$0.00	\$0
	Medium	EA		\$0.00	\$0
	ENGINEERING COSTS	SUGGESTED	PERCENTAGE		COST
	Design Engineering	13.0%	13.0%		\$791,100
	Construction Engineering	10.0%	10.0%		\$608,500
<b>TOTAL PROJECT COST</b>					<b>\$7,500,000</b>

**Assumptions:**

- Based on 2007 Dollars
- Existing Roadway Will Be Removed
- Supporting BRT Features Are Not Included (Shelters, Signing, etc.)
- Franklin/Glenwood Intersection is Assumed To Be Signalized

**CH2M HILL**  
**SUMMARY - QUICK COST ESTIMATE**

<b>PROJECT:</b> Franklin Boulevard Study - Arterial South		<b>PREPARED BY:</b> Billy Adams / 503.235.5000		<b>DATE:</b> 6/19/2009	
<b>DESIGN LEVEL:</b> Planning		<b>LENGTH (MILE):</b> 0.78		<b>SHEET:</b> 1 of 1	
<b>KIND OF WORK:</b> Roadway					
NO.	ITEM	UNIT	QUANTITY	UNIT COST	COST
1	Curb, Gutter, Sidewalks & Drainage	Mi.	0.8	\$1,097,900.00	\$852,536
2	Bike Boulevard	Mi.		\$140,600.00	\$0
3	New Roadway	Lane-Mi.	6.2	\$358,200.00	\$2,225,182
4	Overlay Existing Roadway	Lane-Mi.		\$61,300.00	\$0
5	Reconstruct Existing Roadway	Lane-Mi.		\$107,100.00	\$0
6	Intersection Widening	EA		\$68,400.00	\$0
7	Roundabouts	EA		\$1,100,000.00	\$0
8	Restriping Existing Roadway	Lane-Mi.		\$8,700.00	\$0
9	Interconnect Signal	LS		\$35,000.00	\$0
10	New Signal	EA	1	\$250,000.00	\$250,000
11	Signal Modifications	EA		\$65,000.00	\$0
12	Transit Enhancements	EA		\$25,000.00	\$0
13	Traffic Calming	5-10%		-	\$0
14	Illumination	Mi.	0.8	\$260,000.00	\$201,894
15	Landscaping	Mi.	1.2	\$235,000.00	\$273,722
16	Bridges	SF			\$0
17	Walls	SF		\$50.00	\$0
<b>SUBTOTAL</b>					<b>\$3,803,333</b>

	ADDITIONAL CONST. COSTS	SUGGESTED	PERCENTAGE	COST
	Construction Surveying	1.0-2.5%	2.0%	\$76,100
	TP & DT	3.0-8.0%	6.0%	\$228,200
	Mobilization	8.0-10.0%	10.0%	\$380,300
	Erosion Control	0.5-2.0%	2.0%	\$76,100
	Contingency	30-40%	40.0%	\$1,521,300
	Escalation (per year)	0.5-2.0%		
	<i>Design Year</i>			\$0
	<i>Construction Year</i>			\$0
<b>TOTAL CONSTRUCTION COST</b>				<b>\$6,085,333</b>

	RIGHT OF WAY COSTS	UNIT	QUANTITY	UNIT COST	COST
	Right of Way Acquisition	SF	238,800	\$0.00	\$0
	Business Acquisition				
	High	EA		\$0.00	\$0
	Medium	EA		\$0.00	\$0
	ENGINEERING COSTS	SUGGESTED	PERCENTAGE	COST	
	Design Engineering	13.0%	13.0%	\$791,100	
	Construction Engineering	10.0%	10.0%	\$608,500	
<b>TOTAL PROJECT COST</b>				<b>\$7,500,000</b>	

**Assumptions:**

- Based on 2007 Dollars
- Existing Roadway Will Be Removed
- Supporting BRT Features Are Not Included (Shelters, Signing, etc.)
- Franklin/Glenwood Intersection is Assumed To Be Signalized

**CH2M HILL**  
**SUMMARY - QUICK COST ESTIMATE**

<b>PROJECT:</b> Franklin Boulevard Study - 14th Ave. Arterial		<b>PREPARED BY:</b> Billy Adams / 503.235.5000		<b>DATE:</b> 6/19/2009	
<b>DESIGN LEVEL:</b> Planning		<b>LENGTH (MILE):</b> 0.76		<b>SHEET:</b> 1 of 1	
<b>KIND OF WORK:</b> Roadway					
NO.	ITEM	UNIT	QUANTITY	UNIT COST	COST
1	Curb, Gutter, Sidewalks & Drainage	Mi.	0.8	\$1,097,900.00	\$831,742
2	Bike Boulevard	Mi.		\$140,600.00	\$0
3	New Roadway	Lane-Mi.	6.1	\$358,200.00	\$2,170,909
4	Overlay Existing Roadway	Lane-Mi.		\$61,300.00	\$0
5	Reconstruct Existing Roadway	Lane-Mi.		\$107,100.00	\$0
6	Intersection Widening	EA		\$68,400.00	\$0
7	Roundabouts	EA		\$1,100,000.00	\$0
8	Restriping Existing Roadway	Lane-Mi.		\$8,700.00	\$0
9	Interconnect Signal	LS		\$35,000.00	\$0
10	New Signal	EA	1	\$250,000.00	\$250,000
11	Signal Modifications	EA		\$65,000.00	\$0
12	Transit Enhancements	EA		\$25,000.00	\$0
13	Traffic Calming	5-10%		-	\$0
14	Illumination	Mi.	0.8	\$260,000.00	\$196,970
15	Landscaping	Mi.	1.1	\$235,000.00	\$267,045
16	Bridges	SF			\$0
17	Walls	SF		\$50.00	\$0
<b>SUBTOTAL</b>					<b>\$3,716,667</b>

	ADDITIONAL CONST. COSTS	SUGGESTED	PERCENTAGE		COST
	Construction Surveying	1.0-2.5%	2.0%		\$74,300
	TP & DT	3.0-8.0%	4.0%		\$148,700
	Mobilization	8.0-10.0%	10.0%		\$371,700
	Erosion Control	0.5-2.0%	2.0%		\$74,300
	Contingency	30-40%	40.0%		\$1,486,700
	Escalation (per year)	0.5-2.0%			
	<i>Design Year</i>				\$0
	<i>Construction Year</i>				\$0
<b>TOTAL CONSTRUCTION COST</b>					<b>\$5,872,367</b>

	RIGHT OF WAY COSTS	UNIT	QUANTITY	UNIT COST	COST
	Right of Way Acquisition	SF	356,330	\$0.00	\$0
	Business/ Residential Acquisition				
	High	Residential		\$0.00	\$0
		Buisness		\$0.00	\$0
	Medium	Residential		\$0.00	\$0
		Buisness		\$0.00	\$0
	ENGINEERING COSTS	SUGGESTED	PERCENTAGE		COST
	Design Engineering	13.0%	13.0%		\$763,400
	Construction Engineering	10.0%	10.0%		\$587,200
<b>TOTAL PROJECT COST</b>					<b>\$7,200,000</b>

**Assumptions:**

- Based on 2007 Dollars
- Existing Roadway Will Be Removed
- Supporting BRT Features Are Not Included (Shelters, Signing, etc.)
- Franklin/Glenwood Intersection is Assumed To Be Signalized

**CH2M HILL  
SUMMARY - QUICK COST ESTIMATE**

<b>PROJECT:</b> Franklin Boulevard Study - 14th Ave. Multi Way		<b>PREPARED BY:</b> Billy Adams / 503.235.5000		<b>DATE:</b> 6/19/2009	
<b>DESIGN LEVEL:</b> Planning		<b>LENGTH (MILE):</b> 0.76		<b>SHEET:</b> 1 of 1	
<b>KIND OF WORK:</b> Roadway					
NO.	ITEM	UNIT	QUANTITY	UNIT COST	COST
1	Curb, Gutter, Sidewalks & Drainage	Mi.	2.3	\$1,097,900.00	\$2,495,227
2	Bike Boulevard	Mi.		\$140,600.00	\$0
3	New Roadway	Lane-Mi.	8.3	\$358,200.00	\$2,985,000
4	Overlay Existing Roadway	Lane-Mi.		\$61,300.00	\$0
5	Reconstruct Existing Roadway	Lane-Mi.		\$107,100.00	\$0
6	Intersection Widening	EA		\$68,400.00	\$0
7	Roundabouts	EA		\$1,100,000.00	\$0
8	Restriping Existing Roadway	Lane-Mi.		\$8,700.00	\$0
9	Interconnect Signal	LS		\$35,000.00	\$0
10	New Signal	EA	1	\$250,000.00	\$250,000
11	Signal Modifications	EA		\$65,000.00	\$0
12	Transit Enhancements	EA		\$25,000.00	\$0
13	Traffic Calming	5-10%		-	\$0
14	Illumination	Mi.	1.5	\$260,000.00	\$393,939
15	Landscaping	Mi.	1.5	\$235,000.00	\$356,061
16	Bridges	SF			\$0
17	Walls	SF		\$50.00	\$0
<b>SUBTOTAL</b>					<b>\$6,480,227</b>

	ADDITIONAL CONST. COSTS	SUGGESTED	PERCENTAGE		COST
	Construction Surveying	1.0-2.5%	2.5%		\$162,000
	TP & DT	3.0-8.0%	4.0%		\$259,200
	Mobilization	8.0-10.0%	10.0%		\$648,000
	Erosion Control	0.5-2.0%	2.0%		\$129,600
	Contingency	30-40%	40.0%		\$2,592,100
	Escalation (per year)	0.5-2.0%			
	<i>Design Year</i>				\$0
	<i>Construction Year</i>				\$0
<b>TOTAL CONSTRUCTION COST</b>					<b>\$10,271,127</b>

	RIGHT OF WAY COSTS	UNIT	QUANTITY	UNIT COST	COST
	Right of Way Acquisition	SF	497,250	\$0.00	\$0
	Business Acquisition				
	High	Residential	EA	\$0.00	\$0
		Buisness	EA	\$0.00	\$0
	Medium	Residential	EA	\$0.00	\$0
		Buisness	EA	\$0.00	\$0
	ENGINEERING COSTS	SUGGESTED	PERCENTAGE		COST
	Design Engineering	13.0%	13.0%		\$1,335,200
	Construction Engineering	10.0%	10.0%		\$1,027,100
<b>TOTAL PROJECT COST</b>					<b>\$12,600,000</b>

**Assumptions:**

- Based on 2007 Dollars
- Existing Roadway Will Be Removed
- Supporting BRT Features Are Not Included (Shelters, Signing, etc.)
- Franklin/Glenwood Intersection is Assumed To Be Signalized

## Unit Cost Descriptions (Based on 2007 ODOT Region 1 Prices)

ITEM	DESCRIPTION	UNIT	UNIT PRICE
<b><i>Curb, Gutter, Sidewalks &amp; Enclosed Drainage</i></b>	~0.5-ft curb, 1.5-ft gutter pan and 7-ft wide sidewalk (each side) ~18-inch concrete pipe storm system w/ 2-ft of cover ~Storm manhole every 500 LF ~Standard catch basin every 250 LF (each side of the roadway)	Mile	\$1,097,900.00
<b><i>Bike Boulevard</i></b>	Separated bike facility: ~11-ft wide, 2-in of AC and 12-in of aggregate base ~Clearing and grubbing and removal of structures are included ~20-ft long 12-in culverts every 400 LF	Mile	\$140,600.00
<b><i>New Roadway</i></b>	~Subgrade preparation, 6-in of AC, 14-in of aggregate base ~Clearing/grubbing, excavation/embankment, removal of struct. ~18-in culverts every 500 LF. ~1 solid stripe of thermoplastic pavement striping per lane	Lane-Mile	\$358,200.00
<b><i>Overlay Existing Roadway</i></b>	~Grinding 25% of existing surface and 2-in of new AC ~1 solid stripe of thermoplastic pavement striping per lane	Lane-Mile	\$61,300.00
<b><i>Reconstruct Existing Roadway</i></b>	Removal of existing roadway and rebuilding a new facility: ~Removal cost of 4-in AC and 14-in aggregate base ~"New Roadway" cost (listed above)	Lane-Mile	\$107,100.00
<b><i>Intersection Widening</i></b>	Widening two approaches of an existing intersection: ~4 lanes for 150 LF (2 left turn lanes and 2 right turn bay) ~Demolition of all approach curbs and sidewalks. ~6-in AC and 14-in aggregate base ~Curb, gutter, and sidewalk ft 300 LF per approach ~Relocation of obstructions, clearing/grubbing, landscaping ~2 solid stripes of thermoplastic pavement striping per lane	Each	\$68,400.00
<b><i>Roundabouts</i></b>	Cost to construct 1-lane roundabout at existing intersection: ~4 lanes for 150 LF (2 left turn lanes and 2 right turn bay) ~Demolition of all approach curbs and sidewalks. ~6-in AC and 14-in aggregate base ~Curb, gutter, and sidewalk ft 300 LF per approach ~Relocation of obstructions, clearing/grubbing, landscaping ~2 solid stripes of thermoplastic pavement striping per lane	Each	\$1,100,000.00
<b><i>Restriping Existing Roadway</i></b>	~Removal of existing striping and restriping of existing facility	Lane-Mile	\$8,700.00
<b><i>Interconnect Signal</i></b>	~Lump sum cost to interconnect signal system	Lump Sum	\$35,000.00
<b><i>New Signal</i></b>	~The signal system and all appurtenances (pole, wiring, detection devices, etc) for one intersection	Each	\$250,000.00
<b><i>Signal Modifications</i></b>	~All evaluations and modifications	Each	\$65,000.00
<b><i>Transit Enhancements</i></b>	~Bus shelter, bench, light, appropriate signing, and sidewalk/roadway modifications	Each	\$25,000.00

<b>Traffic Calming</b>	~Assumed to entail median strips, traffic circles, speed bumps ~Approximately 5-10% of all other construction costs	Percentage	5-10%
<b>Illumination</b>	~luminaire, pole, wiring, and all other appurtenances ~one light pole on each side of the roadway every 200 LF	Mile	\$260,000.00
<b>Landscaping</b>	~Plantings, topsoil, and irrigation requirements	Mile	\$235,000.00
<b>Bridges</b>	~Based on estimated square footage of bridge (See note 3, Directions tab)	Square Foot	VARIES
<b>Walls</b>	~Cost of Standard Retaining Wall	Square Foot	\$50.00

### Additional Construction & Engineering Costs

ITEM	DESCRIPTION
<b>General Construction Costs</b>	Insert the desired percentage from the common range for each factor: ~Construction Surveying: 1.0-2.5% ~Temporary Protection and Direction of Traffic: 3.0-8.0% ~Mobilization: 8.0-10.0% ~Erosion Control: 0.5-2.0%
<b>Contingency Factor</b>	General Contingency for Construction Costs: 30-40%.
<b>Escalation Factor</b>	Given the year and escalation percentage, this estimate can roughly approximate yearly inflation of prices: ~Insert the desired yearly percentage from the common range: 0.5-2.0% ~Insert the design year (must be 2007 or later) ~Insert the construction year (must be design year or later)
<b>Right-of-Way</b>	Basic ROW estimator based on anticipated ROW area to be acquired
<b>Engineering Costs</b>	Calculated as a percentage of the total Construction Costs: ~Design Engineering: 13.0% ~Construction Engineering: 10.0%

## Unit Costs (Based on 2007 ODOT Region 1 Prices)

### Curb, Gutter, Sidewalks, & Enclosed Drainage (Unit: Mile)

ITEM	UNIT	AMOUNT	UNIT COST	TOTAL	COMMENTS
Concrete Curb and Gutter	LF	10,560	\$11.00	\$116,160.00	For Both Sides of Rdwy
Concrete Sidewalk	SF	52,800	\$6.00	\$316,800.00	For Both Sides of Rdwy, 5' Wide
18 Inch Storm Sewer Pipe, 10' deep	LF	5,280	\$100.00	\$528,000.00	Long. Storm Pipe, Including Trenching/Backfill
Storm Manhole	EA	21	\$2,700.00	\$56,700.00	Every 250' (10 in a mile)
Standard Catch Basin	EA	42	\$1,600.00	\$67,200.00	Every 250' (21 in a mile*2 for both sides= 42)
<b>SUBTOTAL</b>				<b>\$1,084,860.00</b>	
Removal of Structures - 1.2%				\$13,018.32	
<b>TOTAL UNIT COST</b>				<b>\$1,097,900.00</b>	

### Bike Boulevard (Unit: Mile)

ITEM	UNIT	AMOUNT	UNIT COST	TOTAL	COMMENTS
Asphalt	TN	668	\$60.00	\$40,088.89	10' Lane, 5280' long, depth=2 IN, density=2.050 TN/CY
Aggregate Base	TN	3,618	\$21.00	\$75,973.33	10' Lane, 5280' long, depth=12 IN, density=1.850 TN/CY
12 Inch Storm Sewer Pipe, 5' deep	LF	260	\$85.00	\$22,100.00	Lateral Culverts: 20' long, every 400 LF (13/mile)
<b>SUBTOTAL</b>				<b>\$138,162.22</b>	
Clearing and Grubbing - 0.6%				\$828.97	
Removal of Structures - 1.2%				\$1,657.95	
<b>TOTAL UNIT COST</b>				<b>\$140,600.00</b>	

### New Roadway (Unit: Lane-Mile)

ITEM	UNIT	AMOUNT	UNIT COST	TOTAL	COMMENTS
Asphalt	TN	2,405	\$60.00	\$144,320.00	12' Lanes, 5280' long, depth=6 IN, density=2.050 TN/CY
Aggregate Base	TN	5,065	\$21.00	\$106,362.67	12' Lanes, 5280' long, depth=14 IN, density=1.850 TN/CY
18 Inch Storm Sewer Pipe, 10' deep	LF	273	\$100.00	\$27,300.00	Lateral Culverts: 13' per lane, every 250 LF (21/mile)
Excavation	CY	2,933	\$13.00	\$38,133.33	Length=5280/2=2640LF, Max depth = 5'
Embankment	CY	2,347	\$13.00	\$30,506.67	Length=5280/2=2640LF, Max depth = 4'
Thermoplastic Pavement Striping	LF	5,280	\$1.00	\$5,280.00	1 solid stripe per lane
<b>SUBTOTAL</b>				<b>\$351,902.67</b>	
Clearing and Grubbing - 0.6%				\$2,111.42	
Removal of Structures - 1.2%				\$4,222.83	
<b>TOTAL UNIT COST</b>				<b>\$358,200.00</b>	

**Overlay Existing Roadway (Unit: Lane-Mile)**

ITEM	UNIT	AMOUNT	UNIT COST	TOTAL	COMMENTS
Asphalt	TN	802	\$60.00	\$48,106.67	12' Lanes, 5280' long, depth=2 IN, density=2.050 TN/CY
Cold Plane Pavement Removal	SF	15,840	\$0.50	\$7,920.00	12' Lanes, 5280' long, 25% of extg. rdwy.
Thermoplastic Pavement Striping	LF	5,280	\$1.00	\$5,280.00	1 solid stripe per lane
<b>TOTAL UNIT COST</b>				<b>\$61,300.00</b>	

**Reconstruct Existing Roadway (Unit: Lane-Mile)**

ITEM	UNIT	AMOUNT	UNIT COST	TOTAL	COMMENTS
Excavation	CY	3,520	\$13.00	\$45,760.00	Removal of 4in. AC and 14in Aggregate Base
New Roadway	-	-	-	\$61,300.00	See 'New Roadway' Sheet for Cost Breakdown
<b>TOTAL UNIT COST</b>				<b>\$107,100.00</b>	

**Intersection Widening (Unit: Each)**

ITEM	UNIT	AMOUNT	UNIT COST	TOTAL	COMMENTS
Asphalt	TN	296	\$60.00	\$17,766.67	26' of widening per approach, 2 approaches, 150' long, depth=6 IN, density=2.050 TN/CY
Aggregate Base	TN	624	\$21.00	\$13,093.89	26' of widening per approach, 2 approaches, 150' long, depth=14 IN, density=1.850 TN/CY
Concrete Curb and Gutter	LF	600	\$11.00	\$6,600.00	300' per approach, 2 approaches
Sidewalk	SF	4,200	\$6.00	\$25,200.00	300' per approach, 2 approaches, 7' Wide
Demolition of Extg. Curb/Sidewalk	CY	200	\$15.00	\$3,000.00	300' per approach, 2 approaches, 9' Wide, 1' Deep
Thermoplastic Pavement Striping	LF	1,200	\$1.00	\$1,200.00	2 solid stripes per lane, 4 new lanes, 150' long
<b>SUBTOTAL</b>				<b>\$66,860.56</b>	
Clearing and Grubbing - 0.6%				\$401.16	
Removal of Structures - 1.2%				\$802.33	
Landscaping - 0.5%				\$334.30	
<b>TOTAL UNIT COST</b>				<b>\$68,400.00</b>	

**Roundabouts (Unit: Each)**

ITEM	UNIT	AMOUNT	UNIT COST	TOTAL	COMMENTS
Asphalt	TN		\$60.00	\$0.00	26' of widening per approach, 2 approaches, 150' long, depth=6 IN, density=2.050 TN/CY
Aggregate Base	TN		\$21.00	\$0.00	26' of widening per approach, 2 approaches, 150' long, depth=14 IN, density=1.850 TN/CY
Concrete Curb and Gutter	LF		\$11.00	\$0.00	300' per approach, 2 approaches
Concrete Sidewalk	SF		\$6.00	\$0.00	300' per approach, 2 approaches, 7' Wide
Concrete Islands	SF		\$12.00		
Demolition of Extg. Curb/Sidewalk	CY		\$15.00	\$0.00	300' per approach, 4 approaches, 9' Wide, 1' Deep
Thermoplastic Pavement Striping	LF		\$1.00	\$0.00	2 solid stripes per lane, 4 new lanes, 150' long
<b>SUBTOTAL</b>				<b>\$0.00</b>	
Clearing and Grubbing - 0.6%				\$0.00	
Removal of Structures - 1.2%				\$0.00	
Landscaping - 0.5%				\$0.00	
Roundabout OLD	EA	1	\$1,100,000.00	\$1,100,000.00	Includes all costs associated with the construction of a One Lane Roundabout. Cost per Rick Kuehn.
<b>TOTAL UNIT COST</b>				<b>\$1,100,000.00</b>	

**Restriping Existing Roadway (Unit: Lane-Mile)**

ITEM	UNIT	AMOUNT	UNIT COST	TOTAL	COMMENTS
Stripe Removal	LF	5,280	\$0.65	\$3,432.00	1 solid stripe removed per lane
Thermoplastic Pavement Striping	LF	5,280	\$1.00	\$5,280.00	1 solid stripe per lane
<b>TOTAL UNIT COST</b>				<b>\$8,700.00</b>	

**Interconnect Signal (Unit: Lump Sum)**

ITEM	UNIT	AMOUNT	UNIT COST	TOTAL	COMMENTS
Interconnect Signal System	LS	1	\$35,000.00	\$35,000.00	Includes all costs to interconnect
<b>TOTAL UNIT COST</b>				<b>\$35,000.00</b>	

**New Signal (Unit: Each)**

ITEM	UNIT	AMOUNT	UNIT COST	TOTAL	COMMENTS
New Signal	LS	1	\$150,000.00	\$150,000.00	Includes signal system and all appurtenances (pole, wiring, detection devices, etc.) for 1 intersection
BRT Signalization	LS	1	\$100,000.00	\$100,000.00	
<b>TOTAL UNIT COST</b>				<b>\$250,000.00</b>	

**Signal Modifications (Unit: Each)**

ITEM	UNIT	AMOUNT	UNIT COST	TOTAL	COMMENTS
Modify Signal	LS	1	\$65,000.00	\$65,000.00	Includes all evaluations and modifications to the signal at one intersection
<b>TOTAL UNIT COST</b>				<b>\$65,000.00</b>	

**Transit Enhancements (Unit: Each)**

ITEM	UNIT	AMOUNT	UNIT COST	TOTAL	COMMENTS
Bus Shelter	LS	1	\$25,000.00	\$25,000.00	per John Willis
<b>TOTAL UNIT COST</b>				<b>\$25,000.00</b>	

**Traffic Calming (Unit: Percentage)**

ITEM	UNIT	AMOUNT	UNIT COST	TOTAL	COMMENTS
				\$0.00	The cost of this item is dependent on other construction costs; typically 5-10% of const. cost
<b>TOTAL UNIT COST</b>				<b>\$0.00</b>	

**Illumination (Unit: Mile)**

ITEM	UNIT	AMOUNT	UNIT COST	TOTAL	COMMENTS
Luminaire and appurtenances	EA	52	\$ 5,000.00	\$260,000.00	Luminaire, pole, wiring, etc (1 pole on each side every 200'=52 poles)
<b>TOTAL UNIT COST</b>				<b>\$260,000.00</b>	

**Landscaping (Unit: Mile)**

ITEM	UNIT	AMOUNT	UNIT COST	TOTAL	COMMENTS
Landscaping	LS	1	\$ 235,000.00	\$235,000.00	Plantings, Trees, Topsoil, and Irrigation sums up to approximately \$235,000 per mile (for both sides of roadway)
<b>TOTAL UNIT COST</b>				<b>\$235,000.00</b>	

**Bridges (Unit: Square Foot)**

ITEM	UNIT	AMOUNT	UNIT COST	TOTAL	COMMENTS
				\$0.00	The cost of this item is project dependent; see note 3 of the directions tab for more information
<b>TOTAL UNIT COST</b>				<b>\$0.00</b>	

**Walls (Unit: Square Foot)**

ITEM	UNIT	AMOUNT	UNIT COST	TOTAL	COMMENTS
Standard Retaining Wall	LS	1	\$50.00	\$50.00	Wall cost is approx. \$50/SF
<b>TOTAL UNIT COST</b>				<b>\$50.00</b>	

**Right-of-Way (Unit: Square Foot)**

<b>ITEM</b>	<b>UNIT</b>	<b>AMOUNT</b>	<b>UNIT COST</b>	<b>TOTAL</b>	<b>COMMENTS</b>
Right-of-Way Acquisition	LS	1	\$8.00	\$8.00	ROW acquisition cost is approx. \$8/SF
<b>TOTAL UNIT COST</b>				<b>\$8.00</b>	

**CH2M HILL**

**SUMMARY - FRANKLIN/McVAY INTERSECTION COST ESTIMATE SUMMARY**

<b>PROJECT:</b> Franklin Boulevard Study		<b>DATE:</b> 6/19/2009			<b>SHEET:</b> 1 of 3		
<b>DESIGN LEVEL:</b> Planning							
Alternative	Right-of-Way Impacts (sf)	Rank	Private Property/ Business Impacts			Project Cost	Rank
			LOW	MEDIUM	HIGH		
Roundabout	499,374	1		4	10	\$4,100,000	1
Signal	500,945	2		3	11	\$4,500,000	2

— **Items Included In This Estimate:**

- Engineering Design & Construction Fees
- New Asphalt Concrete and Aggregate Base
- Excavation / Embankment
- Pavement Markings
- Concrete Curbs
- Sidewalks
- Drainage
- Erosion Control
- Illumination
- Traffic Signals
- Landscaping
- Mobilization
- Contingency

**CH2M HILL**  
**SUMMARY - QUICK COST ESTIMATE**

<b>PROJECT:</b> Franklin Boulevard Study: Franklin/McVay Intersection - <b>Roundabout</b>		<b>PREPARED BY:</b> Billy Adams / 503.235.5000		<b>DATE:</b> 6/19/2009	
<b>DESIGN LEVEL:</b> Planning		<b>LENGTH (MILE):</b> 0.50		<b>SHEET:</b> 1 of 1	
<b>KIND OF WORK:</b> Roadway					
NO.	ITEM	UNIT	QUANTITY	UNIT COST	COST
1	Curb, Gutter, Sidewalks & Drainage	Mi.	0.50	\$1,097,900.00	\$547,910
2	Bike Boulevard	Mi.		\$140,600.00	\$0
3	New Roadway	Lane-Mi.	2.9	\$358,200.00	\$1,040,476
4	Overlay Existing Roadway	Lane-Mi.		\$61,300.00	\$0
5	Reconstruct Existing Roadway	Lane-Mi.		\$107,100.00	\$0
6	Restriping Existing Roadway	Lane-Mi.		\$8,700.00	\$0
7	Interconnect Signal	LS		\$35,000.00	\$0
8	New Signal	EA		\$250,000.00	\$0
9	Signal Modifications	EA		\$65,000.00	\$0
10	Transit Enhancements	EA		\$25,000.00	\$0
11	Traffic Calming	5-10%		-	\$0
12	Illumination	Mi.	0.50	\$260,000.00	\$129,754
13	Landscaping	Mi.	0.63	\$235,000.00	\$149,189
14	Bridges	SF			\$0
15	Walls	SF		\$50.00	\$0
16	Concrete Islands	SF	13,780	\$12.00	\$165,360
<b>SUBTOTAL</b>					<b>\$2,032,690</b>

	ADDITIONAL CONST. COSTS	SUGGESTED	PERCENTAGE		COST
	Construction Surveying	1.0-2.5%	2.5%		\$50,800
	TP & DT	3.0-8.0%	8.0%		\$162,600
	Mobilization	8.0-10.0%	10.0%		\$203,300
	Erosion Control	0.5-2.0%	2.0%		\$40,700
	Contingency	30-40%	40.0%		\$813,100
	Escalation (per year)	0.5-2.0%			
	<i>Design Year</i>		2008		\$0
	<i>Construction Year</i>				\$0
<b>TOTAL CONSTRUCTION COST</b>					<b>\$3,303,190</b>

	RIGHT OF WAY	UNIT	QUANTITY		
	Right of Way Acquisition	SF	499,374		
	Business Acquisition				
	High	EA	10		
	Medium	EA	4		
	ENGINEERING COSTS	SUGGESTED	PERCENTAGE		COST
	Design Engineering	13.0%	13.0%		\$429,400
	Construction Engineering	10.0%	10.0%		\$330,300
<b>TOTAL PROJECT COST</b>					<b>\$4,100,000</b>

**Assumptions:**

- Based on 2007 Dollars
- Existing Roadway Will Be Removed
- Supporting BRT Features Are Not Included (Shelters, Signing, etc.)
- Used for Comparison of Signal vs. Roundabout Only

**CH2M HILL**  
**SUMMARY - QUICK COST ESTIMATE**

<b>PROJECT:</b> Franklin Boulevard Study: Franklin/McVay Intersection - <b>Signalized</b>		<b>PREPARED BY:</b> Billy Adams / 503.235.5000		<b>DATE:</b> 6/19/2009	
<b>DESIGN LEVEL:</b> Planning		<b>LENGTH (MILE):</b> 0.51		<b>SHEET:</b> 1 of 1	
<b>KIND OF WORK:</b> Roadway					
NO.	ITEM	UNIT	QUANTITY	UNIT COST	COST
1	Curb, Gutter, Sidewalks & Drainage	Mi.	0.51	\$1,097,900.00	\$559,555
2	Bike Boulevard	Mi.		\$140,600.00	\$0
3	New Roadway	Lane-Mi.	3.3	\$358,200.00	\$1,178,346
4	Overlay Existing Roadway	Lane-Mi.		\$61,300.00	\$0
5	Reconstruct Existing Roadway	Lane-Mi.		\$107,100.00	\$0
6	Restriping Existing Roadway	Lane-Mi.		\$8,700.00	\$0
7	Interconnect Signal	LS		\$35,000.00	\$0
8	New Signal	EA	1	\$250,000.00	\$250,000
9	Signal Modifications	EA		\$65,000.00	\$0
10	Transit Enhancements	EA		\$25,000.00	\$0
11	Traffic Calming	5-10%		-	\$0
12	Illumination	Mi.	0.51	\$260,000.00	\$132,511
13	Landscaping	Mi.	0.51	\$235,000.00	\$119,770
14	Bridges	SF			\$0
15	Walls	SF		\$50.00	\$0
16	Concrete Islands	SF	4,442	\$12.00	\$53,304
<b>SUBTOTAL</b>					<b>\$2,293,486</b>

	ADDITIONAL CONST. COSTS	SUGGESTED	PERCENTAGE		COST
	Construction Surveying	1.0-2.5%	2.5%		\$57,300
	TP & DT	3.0-8.0%	4.0%		\$91,700
	Mobilization	8.0-10.0%	10.0%		\$229,300
	Erosion Control	0.5-2.0%	2.0%		\$45,900
	Contingency	30-40%	40.0%		\$917,400
	Escalation (per year)	0.5-2.0%			
	<i>Design Year</i>		2008		\$0
	<i>Construction Year</i>				\$0
<b>TOTAL CONSTRUCTION COST</b>					<b>\$3,635,086</b>

	RIGHT OF WAY	UNIT	QUANTITY		
	Right of Way Acquisition	SF	500,945		
	Business Acquisition				
	High	EA	11		
	Medium	EA	3		
	ENGINEERING COSTS	SUGGESTED	PERCENTAGE		COST
	Design Engineering	13.0%	13.0%		\$472,600
	Construction Engineering	10.0%	10.0%		\$363,500
<b>TOTAL PROJECT COST</b>					<b>\$4,500,000</b>

**Assumptions:**

- Based on 2007 Dollars
- Existing Roadway Will Be Removed
- Supporting BRT Features Are Not Included (Shelters, Signing, etc.)
- Used for Comparison of Signal vs. Roundabout Only

## Unit Cost Descriptions (Based on 2007 ODOT Region 1 Prices)

ITEM	DESCRIPTION	UNIT	UNIT PRICE
<b><i>Curb, Gutter, Sidewalks &amp; Enclosed Drainage</i></b>	~0.5-ft curb, 1.5-ft gutter pan and 7-ft wide sidewalk (each side) ~18-inch concrete pipe storm system w/ 2-ft of cover ~Storm manhole every 500 LF ~Standard catch basin every 250 LF (each side of the roadway)	Mile	\$1,097,900.00
<b><i>Bike Boulevard</i></b>	Separated bike facility: ~11-ft wide, 2-in of AC and 12-in of aggregate base ~Clearing and grubbing and removal of structures are included ~20-ft long 12-in culverts every 400 LF	Mile	\$140,600.00
<b><i>New Roadway</i></b>	~Subgrade preparation, 6-in of AC, 14-in of aggregate base ~Clearing/grubbing, excavation/embankment, removal of struct. ~18-in culverts every 500 LF. ~1 solid stripe of thermoplastic pavement striping per lane	Lane-Mile	\$358,200.00
<b><i>Overlay Existing Roadway</i></b>	~Grinding 25% of existing surface and 2-in of new AC ~1 solid stripe of thermoplastic pavement striping per lane	Lane-Mile	\$61,300.00
<b><i>Reconstruct Existing Roadway</i></b>	Removal of existing roadway and rebuilding a new facility: ~Removal cost of 4-in AC and 14-in aggregate base ~"New Roadway" cost (listed above)	Lane-Mile	\$107,100.00
<b><i>Intersection Widening</i></b>	Widening two approaches of an existing intersection: ~4 lanes for 150 LF (2 left turn lanes and 2 right turn bay) ~Demolition of all approach curbs and sidewalks. ~6-in AC and 14-in aggregate base ~Curb, gutter, and sidewalk ft 300 LF per approach ~Relocation of obstructions, clearing/grubbing, landscaping ~2 solid stripes of thermoplastic pavement striping per lane	Each	\$68,400.00
<b><i>Roundabouts</i></b>	Cost to construct 1-lane roundabout at existing intersection: ~4 lanes for 150 LF (2 left turn lanes and 2 right turn bay) ~Demolition of all approach curbs and sidewalks. ~6-in AC and 14-in aggregate base ~Curb, gutter, and sidewalk ft 300 LF per approach ~Relocation of obstructions, clearing/grubbing, landscaping ~2 solid stripes of thermoplastic pavement striping per lane	Each	\$1,100,000.00
<b><i>Restriping Existing Roadway</i></b>	~Removal of existing striping and restriping of existing facility	Lane-Mile	\$8,700.00
<b><i>Interconnect Signal</i></b>	~Lump sum cost to interconnect signal system	Lump Sum	\$35,000.00
<b><i>New Signal</i></b>	~The signal system and all appurtenances (pole, wiring, detection devices, etc) for one intersection	Each	\$250,000.00
<b><i>Signal Modifications</i></b>	~All evaluations and modifications	Each	\$65,000.00
<b><i>Transit Enhancements</i></b>	~Bus shelter, bench, light, appropriate signing, and sidewalk/roadway modifications	Each	\$25,000.00

<b>Traffic Calming</b>	~Assumed to entail median strips, traffic circles, speed bumps ~Approximately 5-10% of all other construction costs	Percentage	5-10%
<b>Illumination</b>	~luminaire, pole, wiring, and all other appurtenances ~one light pole on each side of the roadway every 200 LF	Mile	\$260,000.00
<b>Landscaping</b>	~Plantings, topsoil, and irrigation requirements	Mile	\$235,000.00
<b>Bridges</b>	~Based on estimated square footage of bridge (See note 3, Directions tab)	Square Foot	VARIES
<b>Walls</b>	~Cost of Standard Retaining Wall	Square Foot	\$50.00

### Additional Construction & Engineering Costs

ITEM	DESCRIPTION
<b>General Construction Costs</b>	Insert the desired percentage from the common range for each factor: ~Construction Surveying: 1.0-2.5% ~Temporary Protection and Direction of Traffic: 3.0-8.0% ~Mobilization: 8.0-10.0% ~Erosion Control: 0.5-2.0%
<b>Contingency Factor</b>	General Contingency for Construction Costs: 30-40%.
<b>Escalation Factor</b>	Given the year and escalation percentage, this estimate can roughly approximate yearly inflation of prices: ~Insert the desired yearly percentage from the common range: 0.5-2.0% ~Insert the design year (must be 2007 or later) ~Insert the construction year (must be design year or later)
<b>Right-of-Way</b>	Basic ROW estimator based on anticipated ROW area to be acquired
<b>Engineering Costs</b>	Calculated as a percentage of the total Construction Costs: ~Design Engineering: 13.0% ~Construction Engineering: 10.0%

## Unit Costs (Based on 2007 ODOT Region 1 Prices)

### Curb, Gutter, Sidewalks, & Enclosed Drainage (Unit: Mile)

ITEM	UNIT	AMOUNT	UNIT COST	TOTAL	COMMENTS
Concrete Curb and Gutter	LF	10,560	\$11.00	\$116,160.00	For Both Sides of Rdwy
Concrete Sidewalk	SF	52,800	\$6.00	\$316,800.00	For Both Sides of Rdwy, 5' Wide
18 Inch Storm Sewer Pipe, 10' deep	LF	5,280	\$100.00	\$528,000.00	Long. Storm Pipe, Including Trenching/Backfill
Storm Manhole	EA	21	\$2,700.00	\$56,700.00	Every 250' (10 in a mile)
Standard Catch Basin	EA	42	\$1,600.00	\$67,200.00	Every 250' (21 in a mile*2 for both sides= 42)
<b>SUBTOTAL</b>				<b>\$1,084,860.00</b>	
Removal of Structures - 1.2%				\$13,018.32	
<b>TOTAL UNIT COST</b>				<b>\$1,097,900.00</b>	

### Bike Boulevard (Unit: Mile)

ITEM	UNIT	AMOUNT	UNIT COST	TOTAL	COMMENTS
Asphalt	TN	668	\$60.00	\$40,088.89	10' Lane, 5280' long, depth=2 IN, density=2.050 TN/CY
Aggregate Base	TN	3,618	\$21.00	\$75,973.33	10' Lane, 5280' long, depth=12 IN, density=1.850 TN/CY
12 Inch Storm Sewer Pipe, 5' deep	LF	260	\$85.00	\$22,100.00	Lateral Culverts: 20' long, every 400 LF (13/mile)
<b>SUBTOTAL</b>				<b>\$138,162.22</b>	
Clearing and Grubbing - 0.6%				\$828.97	
Removal of Structures - 1.2%				\$1,657.95	
<b>TOTAL UNIT COST</b>				<b>\$140,600.00</b>	

### New Roadway (Unit: Lane-Mile)

ITEM	UNIT	AMOUNT	UNIT COST	TOTAL	COMMENTS
Asphalt	TN	2,405	\$60.00	\$144,320.00	12' Lanes, 5280' long, depth=6 IN, density=2.050 TN/CY
Aggregate Base	TN	5,065	\$21.00	\$106,362.67	12' Lanes, 5280' long, depth=14 IN, density=1.850 TN/CY
18 Inch Storm Sewer Pipe, 10' deep	LF	273	\$100.00	\$27,300.00	Lateral Culverts: 13' per lane, every 250 LF (21/mile)
Excavation	CY	2,933	\$13.00	\$38,133.33	Length=5280/2=2640LF, Max depth = 5'
Embankment	CY	2,347	\$13.00	\$30,506.67	Length=5280/2=2640LF, Max depth = 4'
Thermoplastic Pavement Striping	LF	5,280	\$1.00	\$5,280.00	1 solid stripe per lane
<b>SUBTOTAL</b>				<b>\$351,902.67</b>	
Clearing and Grubbing - 0.6%				\$2,111.42	
Removal of Structures - 1.2%				\$4,222.83	
<b>TOTAL UNIT COST</b>				<b>\$358,200.00</b>	

**Overlay Existing Roadway (Unit: Lane-Mile)**

ITEM	UNIT	AMOUNT	UNIT COST	TOTAL	COMMENTS
Asphalt	TN	802	\$60.00	\$48,106.67	12' Lanes, 5280' long, depth=2 IN, density=2.050 TN/CY
Cold Plane Pavement Removal	SF	15,840	\$0.50	\$7,920.00	12' Lanes, 5280' long, 25% of extg. rdwy.
Thermoplastic Pavement Striping	LF	5,280	\$1.00	\$5,280.00	1 solid stripe per lane
<b>TOTAL UNIT COST</b>				<b>\$61,300.00</b>	

**Reconstruct Existing Roadway (Unit: Lane-Mile)**

ITEM	UNIT	AMOUNT	UNIT COST	TOTAL	COMMENTS
Excavation	CY	3,520	\$13.00	\$45,760.00	Removal of 4in. AC and 14in Aggregate Base
New Roadway	-	-	-	\$61,300.00	See 'New Roadway' Sheet for Cost Breakdown
<b>TOTAL UNIT COST</b>				<b>\$107,100.00</b>	

**Intersection Widening (Unit: Each)**

ITEM	UNIT	AMOUNT	UNIT COST	TOTAL	COMMENTS
Asphalt	TN	296	\$60.00	\$17,766.67	26' of widening per approach, 2 approaches, 150' long, depth=6 IN, density=2.050 TN/CY
Aggregate Base	TN	624	\$21.00	\$13,093.89	26' of widening per approach, 2 approaches, 150' long, depth=14 IN, density=1.850 TN/CY
Concrete Curb and Gutter	LF	600	\$11.00	\$6,600.00	300' per approach, 2 approaches
Sidewalk	SF	4,200	\$6.00	\$25,200.00	300' per approach, 2 approaches, 7' Wide
Demolition of Extg. Curb/Sidewalk	CY	200	\$15.00	\$3,000.00	300' per approach, 2 approaches, 9' Wide, 1' Deep
Thermoplastic Pavement Striping	LF	1,200	\$1.00	\$1,200.00	2 solid stripes per lane, 4 new lanes, 150' long
<b>SUBTOTAL</b>				<b>\$66,860.56</b>	
Clearing and Grubbing - 0.6%				\$401.16	
Removal of Structures - 1.2%				\$802.33	
Landscaping - 0.5%				\$334.30	
<b>TOTAL UNIT COST</b>				<b>\$68,400.00</b>	

**Roundabouts (Unit: Each)**

ITEM	UNIT	AMOUNT	UNIT COST	TOTAL	COMMENTS
Asphalt	TN		\$60.00	\$0.00	26' of widening per approach, 2 approaches, 150' long, depth=6 IN, density=2.050 TN/CY
Aggregate Base	TN		\$21.00	\$0.00	26' of widening per approach, 2 approaches, 150' long, depth=14 IN, density=1.850 TN/CY
Concrete Curb and Gutter	LF		\$11.00	\$0.00	300' per approach, 2 approaches
Concrete Sidewalk	SF		\$6.00	\$0.00	300' per approach, 2 approaches, 7' Wide
Concrete Islands	SF		\$12.00		

Demolition of Extg. Curb/Sidewalk	CY		\$15.00	\$0.00	300' per approach, 4 approaches, 9' Wide, 1' Deep
Thermoplastic Pavement Striping	LF		\$1.00	\$0.00	2 solid stripes per lane, 4 new lanes, 150' long
<b>SUBTOTAL</b>				<b>\$0.00</b>	
Clearing and Grubbing - 0.6%				\$0.00	
Removal of Structures - 1.2%				\$0.00	
Landscaping - 0.5%				\$0.00	
Roundabout OLD	EA	1	\$1,100,000.00	\$1,100,000.00	Includes all costs associated with the construction of a One Lane Roundabout. Cost per Rick Kuehn.
<b>TOTAL UNIT COST</b>				<b>\$1,100,000.00</b>	

**Restriping Existing Roadway (Unit: Lane-Mile)**

ITEM	UNIT	AMOUNT	UNIT COST	TOTAL	COMMENTS
Stripe Removal	LF	5,280	\$0.65	\$3,432.00	1 solid stripe removed per lane
Thermoplastic Pavement Striping	LF	5,280	\$1.00	\$5,280.00	1 solid stripe per lane
<b>TOTAL UNIT COST</b>				<b>\$8,700.00</b>	

**Interconnect Signal (Unit: Lump Sum)**

ITEM	UNIT	AMOUNT	UNIT COST	TOTAL	COMMENTS
Interconnect Signal System	LS	1	\$35,000.00	\$35,000.00	Includes all costs to interconnect
<b>TOTAL UNIT COST</b>				<b>\$35,000.00</b>	

**New Signal (Unit: Each)**

ITEM	UNIT	AMOUNT	UNIT COST	TOTAL	COMMENTS
New Signal	LS	1	\$150,000.00	\$150,000.00	Includes signal system and all appurtenances (pole, wiring, detection devices, etc.) for 1 intersection
BRT Signalization	LS	1	\$100,000.00	\$100,000.00	
<b>TOTAL UNIT COST</b>				<b>\$250,000.00</b>	

**Signal Modifications (Unit: Each)**

ITEM	UNIT	AMOUNT	UNIT COST	TOTAL	COMMENTS
Modify Signal	LS	1	\$65,000.00	\$65,000.00	Includes all evaluations and modifications to the signal at one intersection
<b>TOTAL UNIT COST</b>				<b>\$65,000.00</b>	

**Transit Enhancements (Unit: Each)**

ITEM	UNIT	AMOUNT	UNIT COST	TOTAL	COMMENTS
Bus Shelter	LS	1	\$25,000.00	\$25,000.00	per John Willis
<b>TOTAL UNIT COST</b>				<b>\$25,000.00</b>	

**Traffic Calming (Unit: Percentage)**

ITEM	UNIT	AMOUNT	UNIT COST	TOTAL	COMMENTS
				\$0.00	The cost of this item is dependent on other construction costs; typically 5-10% of const. cost
<b>TOTAL UNIT COST</b>				<b>\$0.00</b>	

**Illumination (Unit: Mile)**

ITEM	UNIT	AMOUNT	UNIT COST	TOTAL	COMMENTS
Luminaire and appurtenances	EA	52	\$ 5,000.00	\$260,000.00	Luminaire, pole, wiring, etc (1 pole on each side every 200'=52 poles)
<b>TOTAL UNIT COST</b>				<b>\$260,000.00</b>	

**Landscaping (Unit: Mile)**

ITEM	UNIT	AMOUNT	UNIT COST	TOTAL	COMMENTS
Landscaping	LS	1	\$ 235,000.00	\$235,000.00	Plantings, Trees, Topsoil, and Irrigation sums up to approximately \$235,000 per mile (for both sides of roadway)
<b>TOTAL UNIT COST</b>				<b>\$235,000.00</b>	

**Bridges (Unit: Square Foot)**

ITEM	UNIT	AMOUNT	UNIT COST	TOTAL	COMMENTS
				\$0.00	The cost of this item is project dependent; see note 3 of the directions tab for more information
<b>TOTAL UNIT COST</b>				<b>\$0.00</b>	

**Walls (Unit: Square Foot)**

ITEM	UNIT	AMOUNT	UNIT COST	TOTAL	COMMENTS
Standard Retaining Wall	LS	1	\$50.00	\$50.00	Wall cost is approx. \$50/SF
<b>TOTAL UNIT COST</b>				<b>\$50.00</b>	

**Right-of-Way (Unit: Square Foot)**

ITEM	UNIT	AMOUNT	UNIT COST	TOTAL	COMMENTS
Right-of-Way Acquisition	LS	1	\$8.00	\$8.00	ROW acquisition cost is approx. \$8/SF
<b>TOTAL UNIT COST</b>				<b>\$8.00</b>	

APPENDIX D

# Problem Statement

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## Franklin Boulevard Study Problem Statement

Franklin Boulevard is the major east-west route within the Glenwood community and one of only four east-west arterials in the region that connect Eugene and Springfield. It is an important gateway to Eugene, downtown Springfield, the University of Oregon, and Glenwood. Franklin Boulevard is a five lane roadway with frequent business accesses and bus rapid transit service that operates in mixed traffic. The corridor has sidewalks in some places, but they are narrow and often located on private property or easements.

The Glenwood area, the City of Springfield's first urban renewal district, is poised for extensive redevelopment. The principal focus for redevelopment has been near the intersection of Franklin Boulevard and the McVay Highway. The proposals for this area, first outlined in the Glenwood Riverfront Plan, favor higher density, mixed-use development oriented toward the river. In their present form, neither Franklin Boulevard nor McVay Highway support these redevelopment goals. Limited transportation dollars combined with the high cost of facility improvements will make these improvements a challenge to deliver.

The current condition and appearance of both corridors is widely perceived as an impediment to the area's economic renewal. Franklin Boulevard's visual environment is defined by frequent access points, unappealing and competing signage, minimal landscaping, inefficient land development and unorganized parking. The Willamette River, a significant environmental asset, is largely ignored and disconnected from the adjacent corridors and neighborhoods.

The existing Franklin Boulevard right-of-way is constrained. Any future improvements will require widening the right-of-way, and any widening of Franklin Boulevard will require property acquisition. Some owners of existing businesses are concerned that improvements will either deprive their property of all economic value or devalue their property by making it unsuitable to current uses. Some residents and property owners are concerned that plans that encourage redevelopment of parcels and relocation of current uses will change the community fabric and ultimately harm Glenwood. Many stakeholders are excited about redevelopment opportunities in Glenwood and see improvements to Franklin Boulevard as an important way to invigorate the area.

Franklin Boulevard serves a wide-range of transportation modes including through and local car and truck traffic, transit, bikes and pedestrians in a constrained right-of-way. In the future, Franklin Boulevard will continue to be a key regional arterial and will need to accommodate 30,000-35,000 cars and trucks each day and offer sufficient mobility and accessibility to support growth in both local and regional traffic, as well as a substantial increase in bike and pedestrian trips. McVay Highway will need to accommodate a similar mix of local and through trips. Both corridors have a variety of access management, parking, connectivity, safety and operational issues that require correction or improvement.

The intersections of Franklin Boulevard and the McVay Highway and Franklin Boulevard and Glenwood Boulevard will need to accommodate anticipated increased traffic volumes. The McVay Highway/Franklin Boulevard intersection today is a "T" configuration; in the future, a fourth intersection leg is planned to allow for access north into the riverfront area. The Glenwood Boulevard/Franklin Boulevard intersection is the area's gateway from I-5 and will need to accommodate traffic generated from new uses in the broader area including the Glenwood Riverfront and a proposed University of Oregon basketball arena.

Franklin Boulevard is a bus rapid transit corridor, where buses operate in mixed traffic. Lane Transit District has built temporary bus rapid transit stations that can be replaced in their current locations or rebuilt in new locations. Any design for the corridor must accommodate bus rapid transit stations that support future land uses.

APPENDIX E

# Evaluation Framework

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## Revised Franklin Boulevard Study evaluation process

TO: Tom Boyatt  
Stakeholder Advisory Committee

COPIES: Sam Seskin  
Brian Ray  
Jamie Parks  
Greg Tung

FROM: Kristin Hull

DATE: REVISED October 30, 2007

### Introduction

Concepts for the Franklin Boulevard Study will be evaluated against a set of criteria. The criteria will measure the concepts relative to each other and will be a way to better understand the attributes of each concept. The evaluation of the concepts will likely be used to develop a hybrid concept rather than to select any of the “pure” concepts as they are currently defined.

The goal of this evaluation process is to understand the trade-offs between the Franklin Boulevard concepts well enough to develop a hybrid concept for the section of Franklin Boulevard between McVay Highway and I-5. Concepts for two segments of the study area, the Franklin/McVay intersection and the McVay Highway, will not be evaluated at this stage. These concepts will be evaluated and refined as part of the development of a hybrid concept. The reason for this is that developing the alignment and cross-section on Franklin Boulevard first allows us to develop intersection concepts that more accurately respond to and minimize impacts. Finally, the refinement of the McVay Highway alignment depends almost wholly on the location and type of intersection at McVay Highway and Franklin Boulevard due to the short distance between the intersection and the existing railroad trestle.

Most criteria are drawn specifically from the study’s evaluative outcome statements reviewed by the Stakeholder Advisory Committee and City staff. The criteria shaded in gray were added based on the revised problem statement and project experience. The criteria are organized within categories to display trade-offs.

We have proposed measures for each criterion. A High/Medium/Low scale along with a qualitative description of the trade-offs between concepts will be developed for each criterion. Some criteria are labeled “will not be measured at this time” because they cannot be evaluated at this level of detail, but they are still shown to denote their importance to the advisory committee and staff.

City staff and the stakeholders will be invited to review the evaluation of the concepts and provide input about which options make the most sense in which segments of the corridor. They will also be invited to provide input on which concepts, if any, should be set aside. City staff and the Stakeholder Advisory Committee (SAC) will then focus on building a hybrid alternative.

### **Approach to assessing business impacts and benefits**

One of the key trade-offs between concepts considers enhancing redevelopment opportunities in the corridor versus protecting existing businesses. This is expressed through the following criteria:

- Promotes mixed-use, clustered redevelopment in Glenwood.
- Benefits the future business community as a whole.
- Minimizes impacts to private property and businesses

To assess the criteria related to enhancing redevelopment opportunities, the consultant team will interview economic development and real estate experts to ascertain the difference between the concepts. The consultant team will ask questions about:

- The role of street design in attracting investment.
- The role of parcel size in attracting investment.
- Likely redevelopment locations and uses.
- Overall redevelopment potential in corridor by use.

To assess business impacts, we propose to make a qualitative assessment of the likelihood that a building would be impacted by each concept with 'High' signifying a building likely to be impacted and 'Low' signifying a building unlikely to be impacted. The number of High, Medium and Low impacts will be totaled for each concept.

To assess property impacts, we propose to calculate the square footage of private property that would have to be acquired to construct each alternative. The square footage of impact will be converted to a size range to better reflect the level of detail of the design concepts.

## Proposed criteria and measures

Criteria categories	Criteria	Measures
1. Cost	Project cost (unit costs for roadway and urban design features)	<p>The scale for roadway and urban design features cost will be measured in ranges to accommodate the relatively low level of detail available at this stage. The scale is as follows:</p> <p>High – The concept has a relatively low construction cost.</p> <p>Medium – The concept has a moderate construction cost.</p> <p>Low – The concept has a relatively high construction cost.</p>
2. Natural environment	<i>Enhances the natural environment.</i>	<i>Will not be measured at this time.</i>
	<i>Provides opportunities to incorporate sustainable design principles.</i>	<i>Will not be measured at this time.</i>
	<i>Improves visual and physical connections to the river.</i>	<i>Will not be measured at this time.</i>

<p>3. Community values and economic development</p>	<p><i>Enhances Franklin Boulevard's role as a gateway to Glenwood, downtown Springfield, Eugene and the University of Oregon.</i></p>	<p><i>Will not be measured at this time.</i></p>
	<p>Promotes mixed-use, clustered redevelopment in Glenwood.</p>	<p>Minimizes right-of-way impacts north of Franklin Boulevard.</p>
	<p>Benefits the future business community as a whole.</p>	<p>Could be constructed in phases.</p>
	<p>Provides for the safety and convenience of pedestrians including alter-abled people</p>	<p>The scale for sidewalk location/relationship to roadway is as follows:  High – The concept locates sidewalks adjacent to a low-traffic roadway.  Medium – The concept locates some sidewalks adjacent to a low-traffic roadway.  Low – The concept locates sidewalks adjacent to a high-traffic roadway.</p> <hr/> <p>Qualitative assessment of crossing conditions.</p>
	<p>Provides for safety and convenience of cyclists</p>	<p>The scale for safety and convenience of cyclists is as follows:  High – The concept provides bike facilities.  Medium – The concept provides some bike facilities .  Low – The concept does not provide bike facilities .</p>
	<p>Provides for efficient operation of transit</p>	<p>The scale for safety and convenience of transit is as follows:  High – The concept provides transit lanes.  Low –The concept does not provide transit lanes</p>



	<i>Distinctive designs</i>	<i>Will not be measured at this time.</i>
	Minimizes impacts to private property and businesses	<p>Business impacts will be assessed on the following scale:</p> <p>High - The concept will likely require the acquisition of the building.</p> <p>Medium - The concept is within 5 feet of the building.</p> <p>Low - The concept is more than 5 feet away from the building.</p> <p>To compare, the number of low, medium and high impacts will be counted for each concept.</p> <p>Property impacts will be assessed on the following scale:</p> <p>Medium - The concept will require acquisition of less than 410,000 square feet of private property.</p> <p>Low - The concept will require acquisition of more than 410,000 square feet of private property.</p>
4. Transportation performance	Accommodates efficient intersection function	Will not be measured at this time.
	Accommodates freight	Will not be measured at this time.
	Accommodate long-term traffic needs	<p>Long-term traffic needs will be evaluated in terms of speed.</p> <p>Long-term traffic needs will be evaluated in terms of through-put.</p>
	Accommodates local and regional traffic	<p>The scale for accommodates local and regional traffic is as follows:</p> <p>High - The concept separates local and regional traffic.</p> <p>Low - The concept does not separate local and regional traffic.</p>

**Attachment 1. Traffic evaluation methodology**

Alignment	Corridor Travel Time	Traffic Through-put
14th Street Alignment, Multiway Boulevard, widened to north	High	High
14th Street Alignment, Arterial, widened to north	High	High
Franklin Alignment, Multiway Blvd., center widening	Medium	High
Franklin Alignment, Multiway Blvd., widened to south	Medium	High
Franklin Alignment, Arterial, center widening	Medium	High
Franklin Alignment, Arterial, widened to south	Medium	High

**Table 1. Summary of traffic evaluation**

Travel speed was compared between the concepts using the corridor travel time as the performance measure:

- Speed evaluation was based on the length of the alignment, as vehicle delay along the corridor is expected to be roughly equivalent between concepts.
- Alignments along the existing Franklin Boulevard have an overall length approximately 4% longer than the 14<sup>th</sup> Street alignments (.78 miles compared to .75 miles).
- Therefore, Franklin Boulevard alignments expected to have corridor travel times slightly longer than the 14<sup>th</sup> Street alignments.

Traffic through-put was evaluated by considering the capacity of the concepts to handle expected traffic volumes on the corridor.

- All concepts include 2 through-lanes in either direction, separated BRT lanes, and bicycle facilities separated from through-travel lanes (whether in bike lanes or local access roads).
- Separating BRT and bikes from the automobile travel lanes will serve to increase capacity over the existing Franklin Boulevard cross-section. Additionally, any access management/consolidation along the corridor will also increase capacity.
- Consequently, total capacity of the concepts to handle through-traffic is roughly equivalent.
- Expected daily traffic volumes on the corridor within the study timeframe are expected to be 35,000 vehicles or less. All of the concepts generated have sufficient capacity to handle this volume.
- Any capacity problems/bottlenecks along the corridor will occur at intersections, primarily Franklin/McVay. Concept evaluation at Franklin/McVay will consider intersection capacity.

# FRANKLIN BOULEVARD STUDY CONCEPT EVALUATION

Criteria categories	Criteria	Measures	Existing alignment widened south			Existing alignment widened center			14th Street alignment			
			Improved arterial	Multiway boulevard	Hybrid	Improved arterial	Multiway boulevard	Hybrid	Improved arterial	Multiway boulevard	Hybrid	
1. Cost	Project cost (unit costs for roadway and urban design features)	Minimizes project cost (High= lowest project cost)										
3. Community values and economic development	Promotes mixed-use, clustered redevelopment in Glenwood.	Minimizes right of way acquisitions on the north side of Franklin										
	Benefits the future business community as a whole.	Has potential for phased implementation										
	Provides for the safety and convenience of pedestrians including alter-abled people	Provides sidewalks adjacent to low-traffic roadways										
		Provides for safe crossing of Franklin Boulevard (all have the same crossing distance for the arterial portion)										
	Provides for safety and convenience of cyclists	Provides bike lanes or other bike facilities										
	Provides for efficient operation of transit	Accommodates a separate lane for transit										
	Minimizes impacts to private property and businesses	Minimizes impacts to businesses and residences (structures)										
		Minimizes impacts to private property (total right-of-way)										
4. Transportation performance	Accommodate long-term traffic needs	Minimizes travel times on Franklin Boulevard										
		Maximizes through-put on Franklin Boulevard										
	Accommodates local and regional traffic	Proviues for separation of through and local traffic										

TOTAL SCORE

30

30

N/A

27

27

N/A

27

28

N/A

High/meets criteria well -- 3 pts

Medium/meets criteria somewhat -- 2 pts

Low/meets criteria poorly -- 1 pt

Not applicable/could not be measured at this level of detail

APPENDIX F

# Conceptual Designs Advanced

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# Franklin Boulevard Study

## Glenwood Area

### HYBRID CONCEPT

#### Legend

-  Existing Streets
-  Existing Taxlots
-  Proposed Curb
-  Proposed Sidewalk
-  Proposed Landscaping
-  Proposed Signal
-  Proposed Illumination
-  EmX (Stops to be Determined)
-  Opportunity Site
-  Gateway Feature
-  Conceptual Building Footprints (For Discussion Purposes Only)
-  Possible Connections
-  Future Intersection Treatment



## MULTIWAY BOULEVARD WEST END - "GATEWAY" OPPORTUNITY FOR CORNER BUILDINGS



Before: existing Franklin Blvd. view looking west towards Henderson Ave.



After: Franklin Boulevard's multiway segment with envisioned gateway towers prominently visible at the Franklin/Henderson intersection.

Franklin Boulevard's "multiway" segment ends on the west at Henderson Avenue. With the proposed boulevard right-of-way narrowing dramatically there, the corners of the north and south private parcels on Franklin west of Henderson will be highly visible. These would be advantageous sites for prominent corner towers or entrances to future buildings on those parcels. These types of urban design features will create a strategic segmentation of Franklin Boulevard, making it more distinctive and recognizable as a unique district in the city.

## MULTIWAY SIDE LANES - DIAGONAL PARKING



Before: existing view west along the north side of Franklin Blvd. near Concord St.



After: slow-speed, pedestrianized setting of the side lane, angled parking, and promenade sidewalk serves ground floor retail and restaurant uses.

While the boulevard's center arterial lanes are for through-traffic, the northern median-protected side lane provides access to curbside angled parking that supports businesses. They will be slow speed, pedestrian friendly places, and these design features will make them more so:

- Street trees located in curbed islands between angled parked cars, instead of on the sidewalk. These will make the lane feel narrower to slow down drivers, and the sidewalk wider for strolling and outdoor cafes.
- Medians will also have trees, resulting in 2 rows of trees "buffering" pedestrians and land uses from traffic flow.
- Permeable paving of the access lane & parking can absorb runoff water.
- Budget allowing, permeable unit pavers in the lane will add another cue to slow drivers, and create a high quality aesthetic.



Example of angled parking with trees between parked cars - Lodi, California



Example of curbed tree islands between parked cars - Lodi, California

## FRANKLIN BLVD./MAIN ST. ROUNDABOUT - LANDMARK OPPORTUNITY

The envisioned roundabout at the juncture of the two legs of Franklin Boulevard and Main Street/ South A Street marks the transition point between Glenwood and Downtown Springfield. The roundabout's center island would be a highly visible setting for a civic landmark to mark the eastern end of the new multiway boulevard, the northern terminus of McVay Highway/ Highway 99, and the Willamette River entry point to downtown. Alternatives could include, for example, a clock tower; a pergola structure; a landmark flagpole, or a symbolic gateway - in combination with supportive landscaping. While a landscape-only treatment is possible, the circle's location between downtown Springfield and the envisioned commercial and mixed-use opportunities of Franklin Boulevard suggests that linkage between the two would be better emphasized by a more visible "urban" treatment. The architecture of the feature could also represent the historic and civic identities of Glenwood and downtown Springfield.



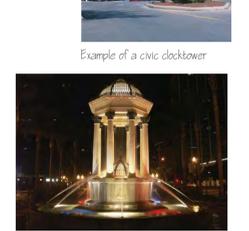
Example of a symbolic gateway



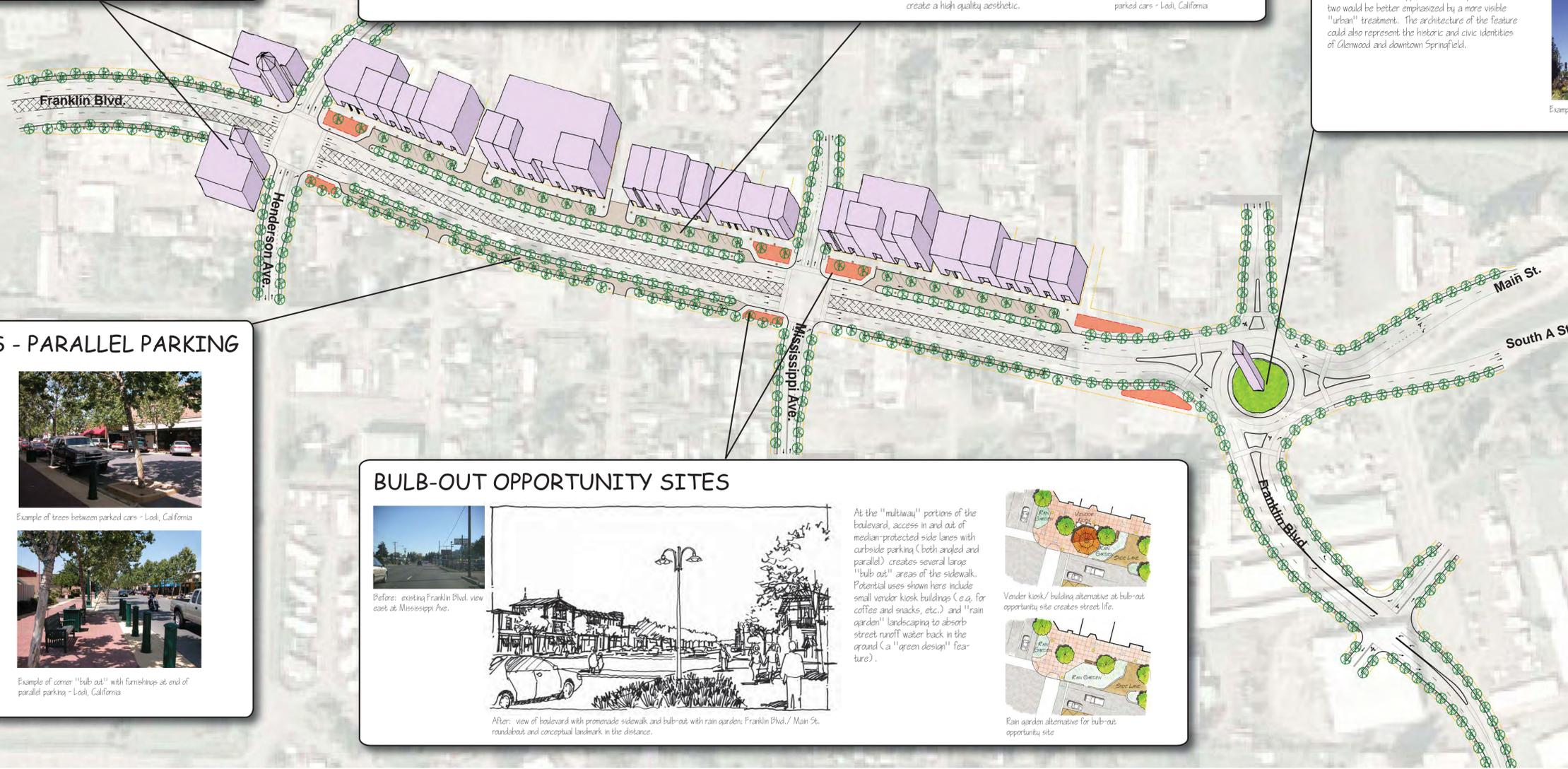
Example of a civic clocktower



Example of a landmark flagpole



Example of a pergola structure



## MULTIWAY SIDE LANES - PARALLEL PARKING

While the arterial lanes are for through traffic, the median-protected side lanes are for curbside parking to support boulevard businesses. They will be slow speed, pedestrian friendly places, and these design features will make them more so:

- Street trees located in curbed islands between parallel parked cars, instead of on the sidewalk. These will make the lane feel narrower to slow down drivers, and the sidewalk wider for strolling and outdoor cafes.
- Medians will also have trees, resulting in 2 rows of trees "buffering" pedestrians and land uses from traffic flow.
- Budget allowing, permeable unit pavers in the lane will add another cue to slow drivers, and create a high quality aesthetic.



Example of trees between parked cars - Lodi, California



Example of corner "bulb out" with furnishings at end of parallel parking - Lodi, California

## BULB-OUT OPPORTUNITY SITES



Before: existing Franklin Blvd. view east at Mississippi Ave.



After: view of boulevard with promenade sidewalk and bulb-out with rain garden; Franklin Blvd./Main St. roundabout and conceptual landmark in the distance.

At the "multiway" portions of the boulevard, access in and out of median-protected side lanes with curbside parking (both angled and parallel) creates several large "bulb out" areas of the sidewalk. Potential uses shown here include small vendor kiosk buildings (e.g. for coffee and snacks, etc.) and "rain garden" landscaping to absorb street runoff water back in the ground (a "green design" feature).



Vendor kiosk/ building alternative at bulb-out opportunity site creates street life.

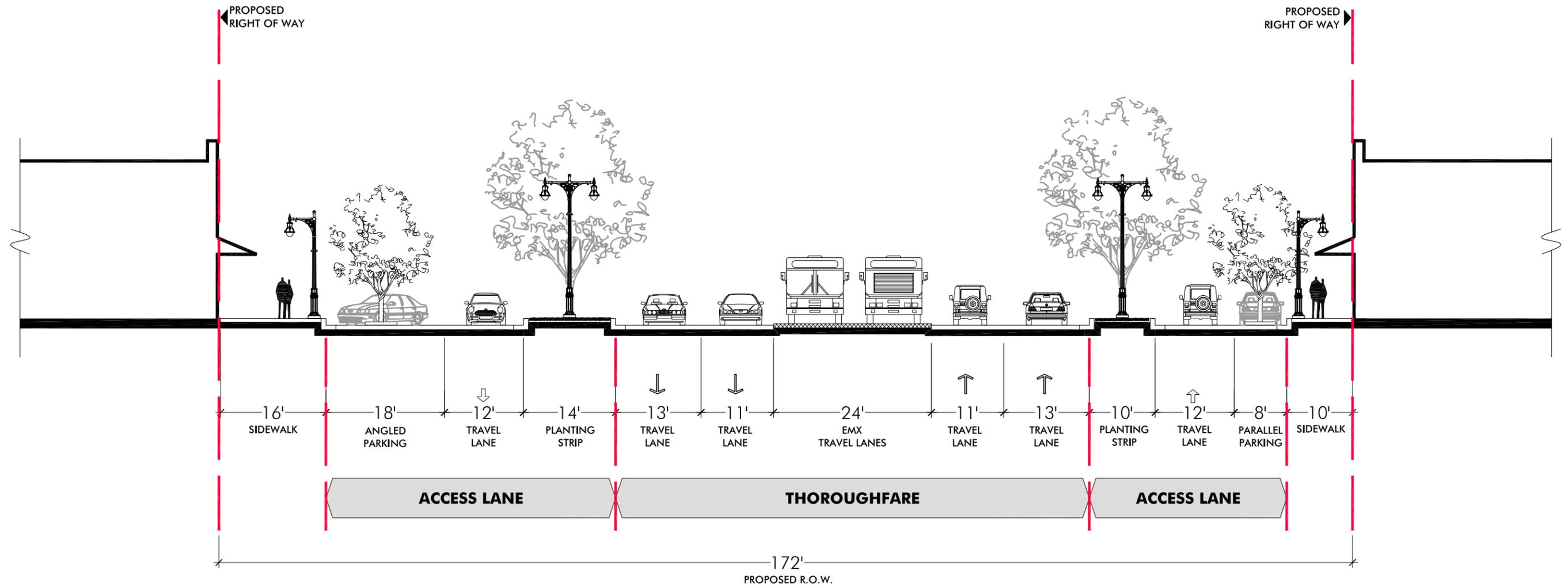


Rain garden alternative for bulb-out opportunity site

### Legend

- Street Tree
- Street Light
- Proposed Right-of-Way
- Side/parking lane with possible permeable paving
- EmX Lane
- Bulb-out Opportunity Site

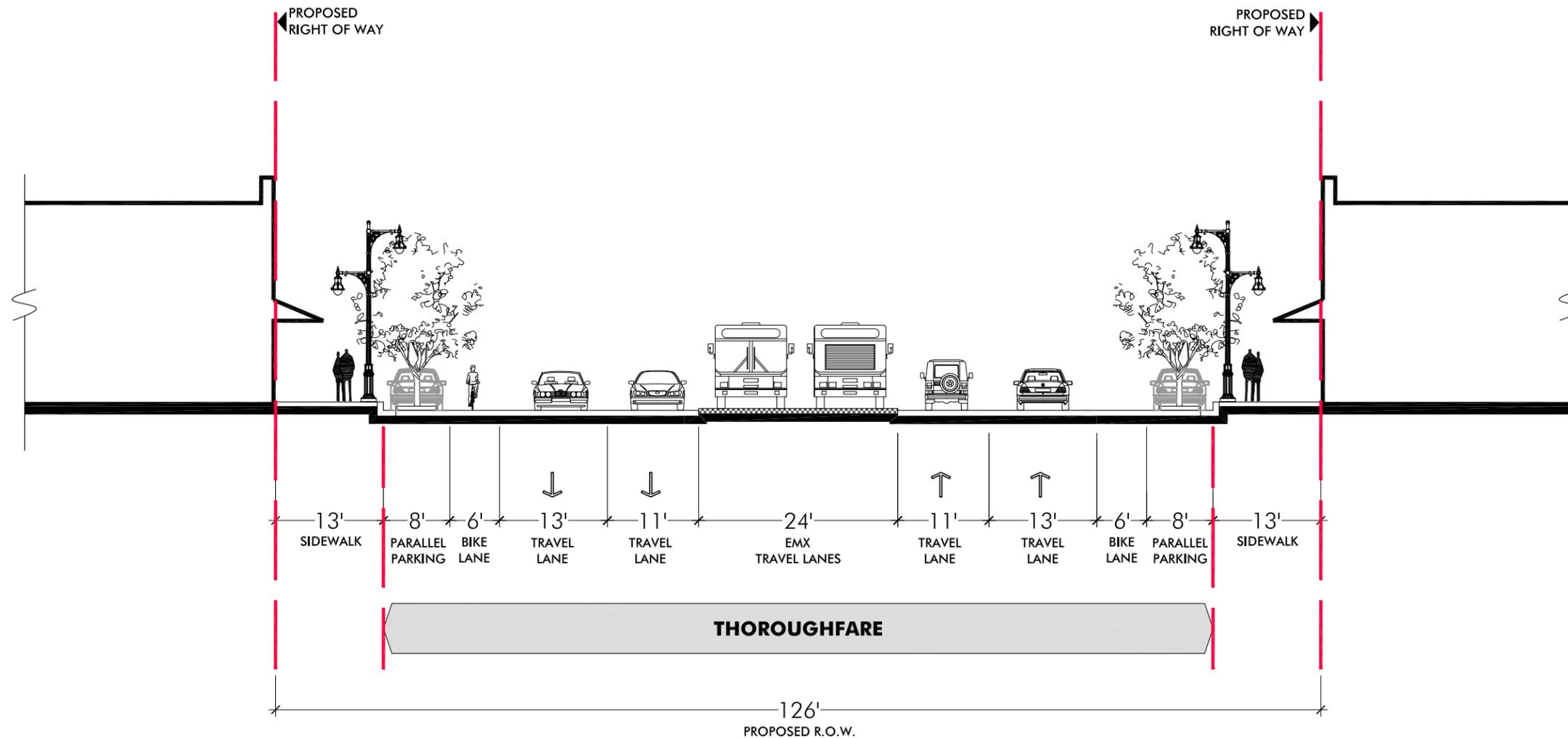




# FRANKLIN BOULEVARD. CONCEPT

## between Henderson Ave. & Mississippi Ave.

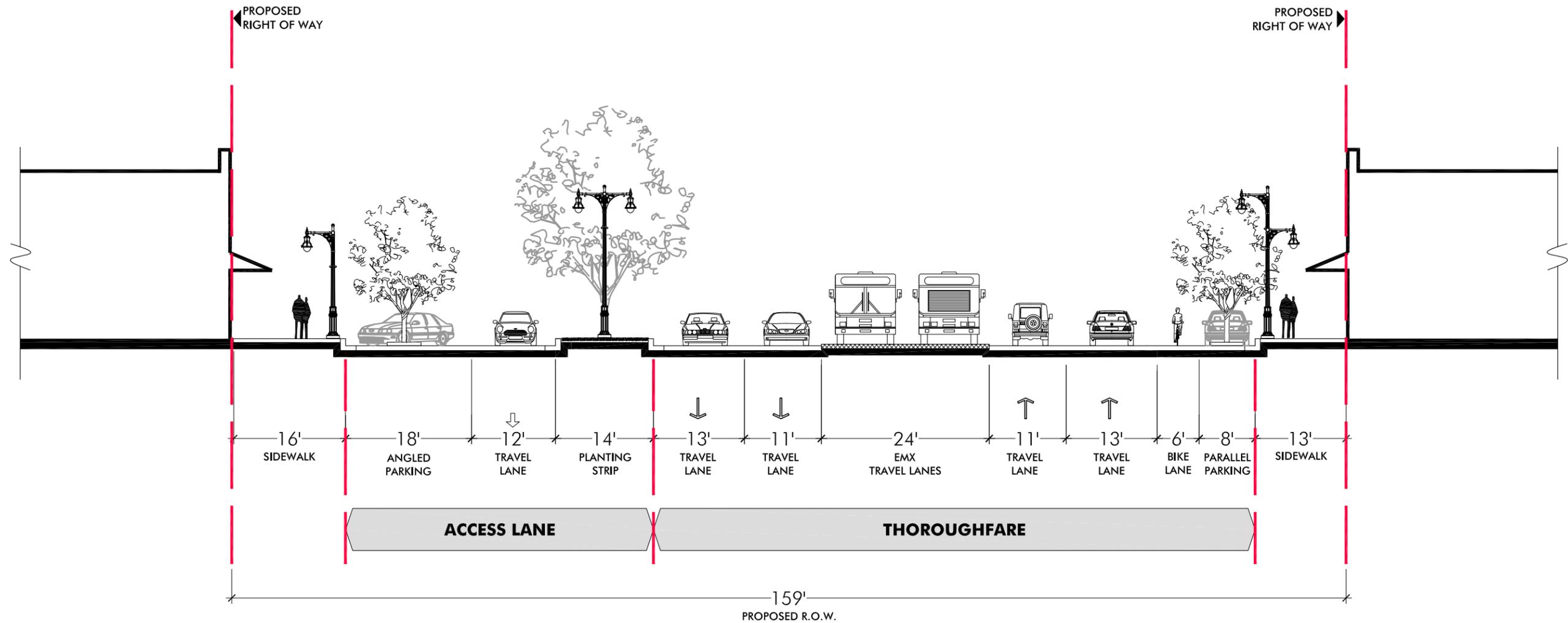
Scale: 1"=16'



# FRANKLIN BOULEVARD. CONCEPT

## between Glenwood Blvd. & Henderson Ave.

Scale: 1"=16'



# FRANKLIN BOULEVARD. CONCEPT

## between Mississippi Ave. & Brooklyn Ave.

Scale: 1"=16'

APPENDIX G

# Concepts from Design Charrette

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Franklin Boulevard  
Study  
Glenwood Area

ALIGNMENT

- EXISTING FRANKLIN
- 140' BMT. OF WAY
- WIDENING NORTH  
→ SOUTH
- "ARTICIAL"

OUTREACHING  
INFLUENCE  
AREA

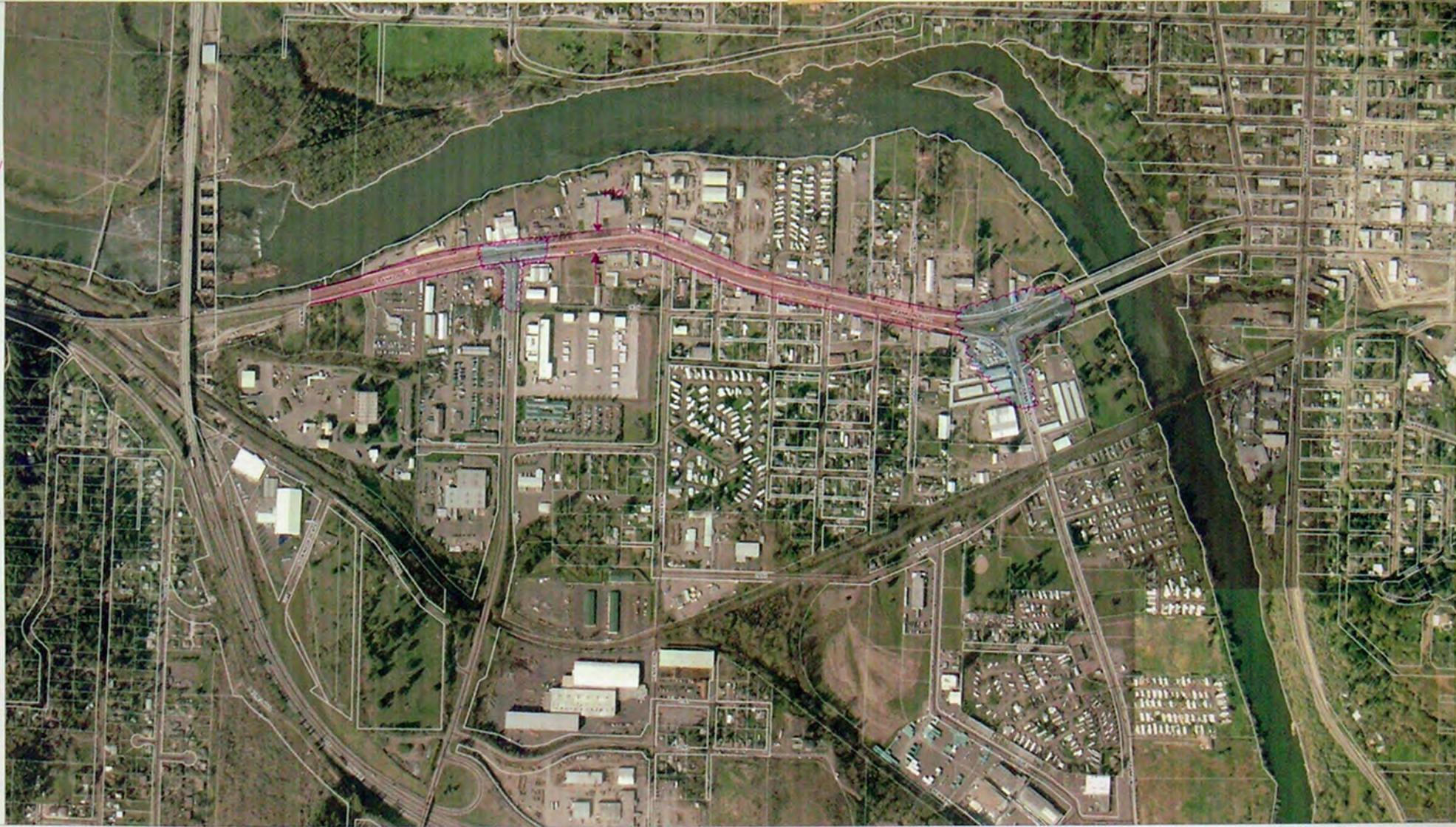
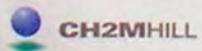
- Legend
- Exit Stations
  - Streets
  - Right of Way
  - Trails



Data provided by  
City of Springfield



Please Source: City of Springfield



Franklin Boulevard  
Study  
Glenwood Area

ALIGNMENT

- EXISTING FRANKLIN  
190' RIGHT-OF-WAY
- WIDENING TO  
THE SOUTH
- "BOULEVARD"

EXISTING  
RIGHT-OF-WAY

Legend

- East Station
- Street
- Right of Way
- Station



0 100 200  
Feet

This illustration  
is the property of  
City of Springfield

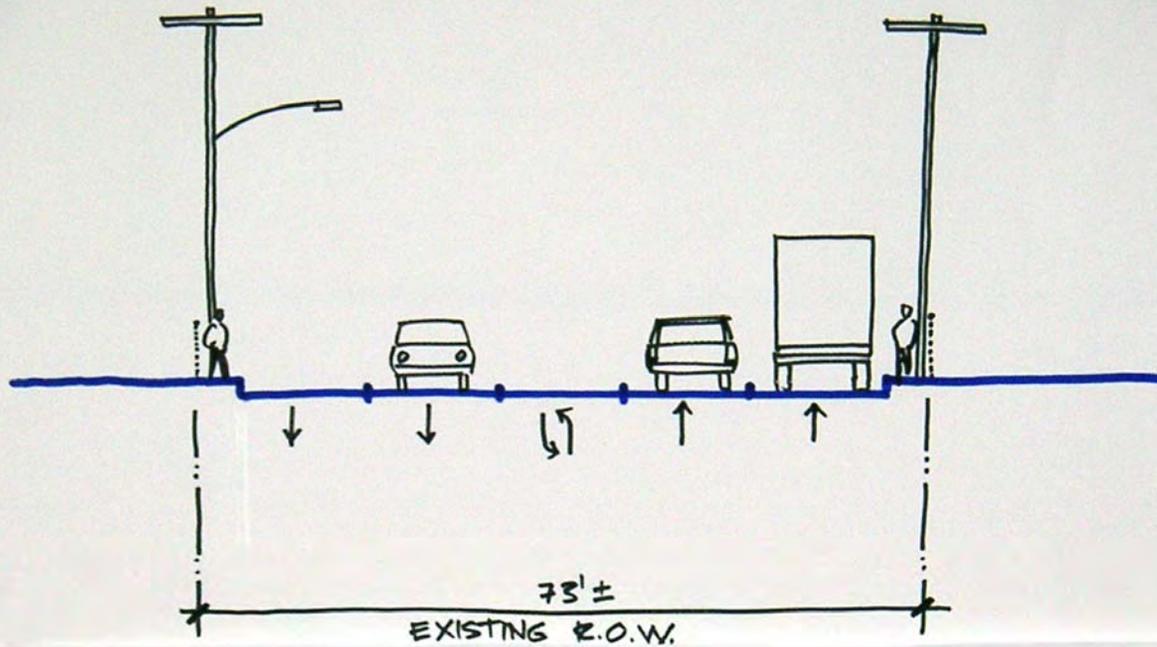


# Possible street cross-sections

## Franklin Boulevard

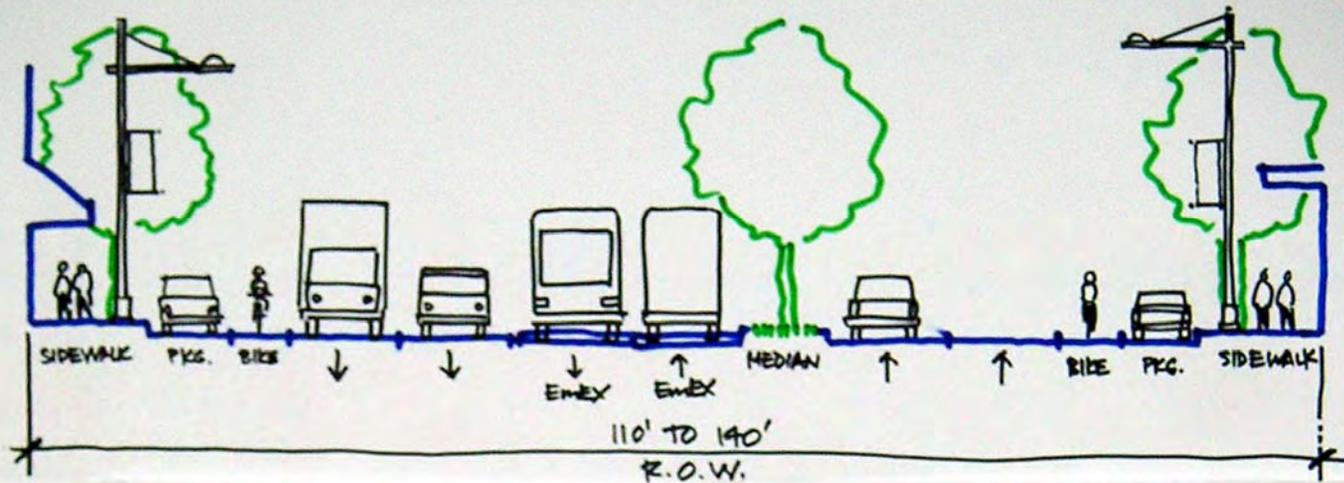
# Typical width of street features

- Lanes: 11' to 13'
- Transit lanes: 23' to 35'
- Medians with trees: 10' to 14'
- Bike lane: 6'
- Parallel parking: 8'
- Angle parking: 18'
- Access lane (multiway boulevard): 10' to 12'
- Sidewalk: 12' to 16'
- Sidewalk with planting strip: 16' to 20'



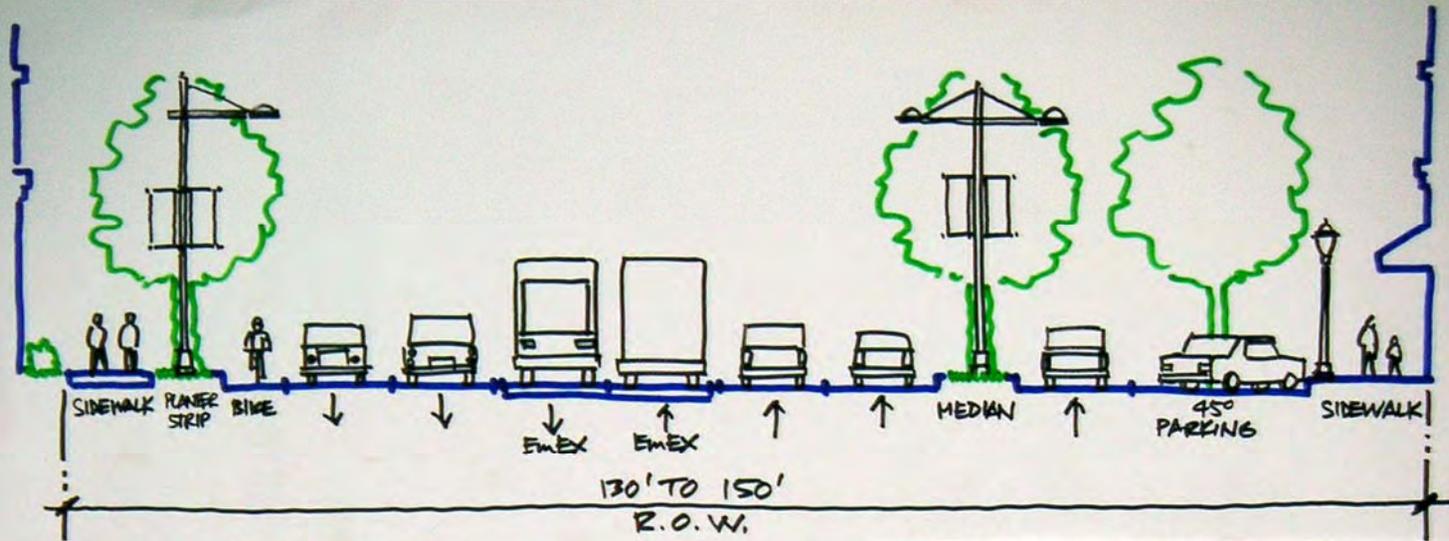
## EXISTING FRANKLIN BOULEVARD

- 2 THROUGH LANES EA. WAY
- SHARED CTR. TURN LANE
- EMER IN EXISTING LANES
- SIDEWALKS NOT A.D.A.
- NO BIKE LANES
- NO STREET TREES
- 73' RIGHT-OF-WAY
- OVERHEAD WIRES



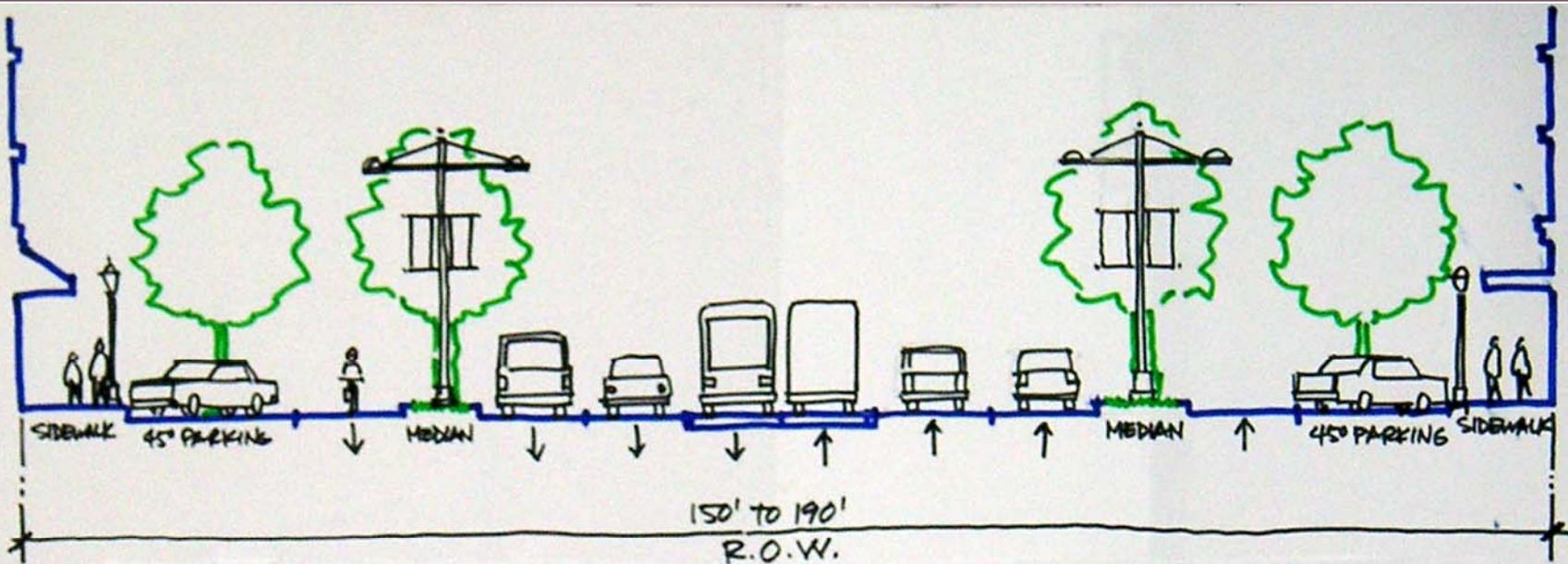
## IMPROVED ARTERIAL CONCEPT

- 2 THROUGH LANES EA. WAY
- 2 EMEX BUS LANES
- PLANTER STRIPS W/TREES
- BIKE LANES
- COMFORTABLE SIDEWALKS
- R.O.W. RANGE: 110' TO 140'
- OPTIONS WITHIN RANGE:
  - WIDER LANES
  - PARALLEL PARKING
  - CTR. MEDIAN + TREES
  - WIDER SIDEWALKS



## "HYBRID" 1/2 ARTERIAL - 1/2 MULTIWAY

- 2 THROUGH LANES EA WAY
- "IMPROVED ARTERIAL" @ 1 SIDE
- COMFORTABLE SIDEWALKS
- OPTIONS WITHIN RANGE:
  - WIDER LANES
  - PARALLEL OR ANGLED PKG
- 2 EMEX BUS LANES
- MULTIWAY @ OTHER SIDE
- R.O.W. RANGE: 130' TO 150'
- CTR. MEDIAN + TREES
- WIDER SIDEWALKS



## MULTIWAY BOULEVARD CONCEPT

- 2 THROUGH LANES EA. WAY
- SIDE MEDIAN + SLOW LANE
- 4 ROWS OF TREES
- OPTIONS WITHIN RANGE:
  - WIDER LANES
  - PARALLEL OR ANGLED PKG.
- 2 EXX BUS LANES
- CURBSIDE PARKING
- R.O.W. RANGE: 150' TO 190'
- CTR MEDIAN + TREES
- WIDER SIDEWALKS

APPENDIX H

# Conceptual Design Report

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# Franklin Boulevard Study Concept Development Report

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## Introduction

Between May 2007 and March 2008, the City of Springfield and its consultant team led by CH2M HILL considered and evaluated improvements to Franklin Boulevard from I-5 to Nugget Way and to the intersections. The improvements included arterial and multiway boulevard options. The project's study area extended from I-5 to the west, the Springfield bridges to the east, the Willamette River to the north, and Nugget Way to the south. The process of developing and evaluating options relied on input gathered from a 17-member Stakeholder Advisory Committee, project open houses, and meetings with the Springfield City Council.

This report documents the alternatives considered, the screening process, and the development of a preferred alternative as well as the public and agency involvement process. For clarity, the north-south section of Franklin Boulevard/McVey Highway is referred to as the McVey Highway in this report.

## Concept development and selection process

### Project purpose and evaluation framework

The project team and Stakeholder Advisory Committee worked together to develop a statement of project purpose and evaluation framework for comparing concepts. The Franklin Boulevard Study Problem Statement and evaluation framework is attached to this report. The evaluation framework included criteria in the following categories:

- Cost (project costs and land acquisition)
- Natural environment (sustainability, relationship to the river, environmental impacts)
- Community values and economic development (multimodal access, development potential, impacts to the existing business community)
- Transportation performance (freight, intersection performance, local and regional traffic)

The project team developed measures for criteria developed by the Stakeholder Advisory Committee.

### Concept development workshop

In August 2007, the project team held a three-day concept development workshop aimed at generating a complete universe of improvement concepts for:

- Franklin Boulevard from I-5 to the Springfield bridges.

- McVey Highway from the Franklin Boulevard/McVey Highway intersection south to Nugget Way.
- The intersection of Franklin Boulevard/A Street/Main Street (Franklin/McVey intersection).
- The intersection of Franklin Boulevard and Glenwood Boulevard.

The concept development workshop included the consultant team, city staff representing the Springfield Economic Development Agency (SEDA) and the transportation and planning divisions, the general public, and members of the Stakeholder Advisory Committee. The results of the design workshop were presented to the City Council for their approval.

### Cross sections

During the concept development workshop, three potential cross-sections were developed for Franklin Boulevard: improved arterial, multiway boulevard, and a hybrid of the multiway boulevard and arterial cross sections. One cross-section that included a travel lane in each direction, a center turn lane/median, sidewalks and bike lanes was agreed-upon for the McVey Highway.

### Concepts advanced at design workshop

The project team developed concepts to realign Franklin Boulevard to 14<sup>th</sup> Avenue, and to widen Franklin Boulevard on its existing alignment either to the south or both to the north and to the south. These concepts, 14<sup>th</sup> Avenue alignment, Franklin widened south, and Franklin widened north and south, were advanced for further study after the concept development workshop.

### Intersection concepts advanced at design workshop

The project team also developed concepts for the Franklin Boulevard/McVey Highway intersection. The team developed a roundabout option, a signalized option and a couplet-like option (also referred to a square-about).

### Concept design workshop results

At the conclusion of the design workshop, City Council directed the project team to consider the following nine concepts for improvements to Franklin Boulevard:

1. 14<sup>th</sup> Avenue Multiway Boulevard
2. 14<sup>th</sup> Avenue Arterial
3. 14<sup>th</sup> Avenue Hybrid (half multiway boulevard/half arterial)
4. Franklin Boulevard Arterial, widened to the south
5. Franklin Boulevard Multiway Boulevard, widened to the south
6. Franklin Boulevard Hybrid (half multiway boulevard/half arterial), widened to the south
7. Franklin Boulevard Arterial, widened to the north and south
8. Franklin Boulevard Multiway Boulevard, widened to the north and south
9. Franklin Boulevard Hybrid (half multiway boulevard/half arterial), widened to the north and south

City Council also directed the project team to continue studying a three-lane enhanced arterial concept for McVey Boulevard. They also directed the team to continue considering a roundabout option and signalized option at the intersection of Franklin Boulevard and the McVey Highway.

### Concepts set-aside at design workshop

The alignments shown below were set aside during the design workshop.

- The “blue” concept would have encroached on the Greenway and reduced development potential near the Willamette River.
- The “green” concept would have required expensive relocations of major facilities such as the Lane Transit District headquarters.
- The “brown” concept would have required development on four frontages of the Franklin/14<sup>th</sup> couplet to create an activated district and would have reduced traffic flow on Franklin Boulevard creating a less attractive retail environment.
- The “red” concept would have impacted residential areas and would have created a bypass that would compete with Franklin Boulevard for retail development.

Comments from Stakeholder Advisory Committee members and the general public supported the team’s recommendation to set these concepts aside.

### Concept evaluation and narrowing

The project team then evaluated the nine concepts against the agreed-upon criteria. Some criteria or criteria categories were not used in this process as they did not help differentiate between concepts. The detailed concept evaluation matrix is attached to this report.

The criteria that best differentiated between alternatives included:

- Minimize project costs
- Minimize right-of-way acquisition
- Minimize impacts to businesses and residences
- Minimize impacts to private property

There were some trade-offs between the multiway boulevard and arterial options. The multiway boulevard options all created a better pedestrian environment than arterial options because sidewalks were adjacent to low-traffic roadways. The multiway boulevard options also separated local and regional traffic better than arterial options. The arterial options typically had lower project costs (excluding right-of-way) than the multiway boulevard options.

The 14<sup>th</sup> Street alignment option would be more difficult to construct in phases than either of the existing alignment options. The existing alignment widened to both the north and south had more impacts to businesses and private property than the existing alignment widened south concept.

The existing alignment widened south options for both the improved arterial and multiway boulevard had more benefits and fewer impacts than the other options. The hybrid options could not be compared to the arterial and multiway options at this stage of design. The project team and Stakeholder Advisory Committee agreed that a hybrid design that combined sections of arterial and multiway boulevard based on the existing alignment widened to the south be advanced for further design.

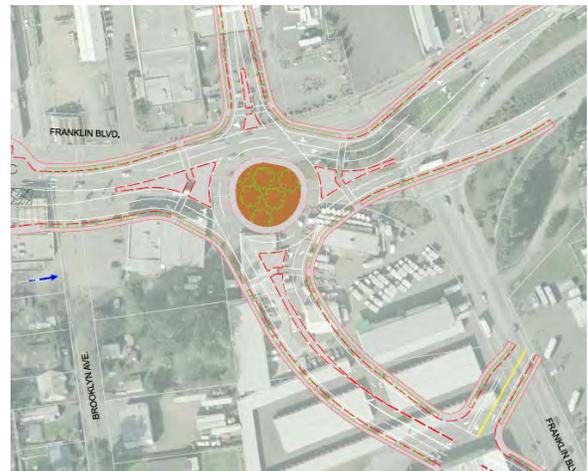
## Franklin/McVey intersection

The project team compared the costs, benefits and impacts of a roundabout and a signal treatment at the corner of Franklin Boulevard and the McVey Highway. The signal and roundabout options had similar construction costs, right-of-way impacts and building displacements. With the current level of transportation analysis, both treatments are expected to accommodate future traffic demands.

The Stakeholder Advisory Committee preferred the roundabout treatment because it provided an opportunity to create a gateway site for people entering Glenwood from downtown Springfield.



*Signal treatment*



*Roundabout treatment*

## Preferred concept

The project team developed a hybrid option that included segments of the improved arterial and multiway boulevard cross-sections. This preferred concept includes an improved arterial segment, a segment with multiway boulevard treatments on both sides of Franklin Boulevard, and a hybrid segment with multiway boulevard treatments on the north side of Franklin Boulevard and enhanced arterial treatments on the south side of Franklin Boulevard. It is illustrative, in the sense that the segments lengths and treatments illustrate relationships between the right of way and adjacent development. The Stakeholder Advisory Committee unanimously endorsed this concept.

The Stakeholder Advisory Committee preferred this concept because it advances the riverfront plan and community goals for redevelopment, while reflecting the input of

stakeholders. The Stakeholder Advisory Committee requested that the design be identified as a concept that can be modified to fit with development.

## Next steps

The Stakeholder Advisory Committee requested that the following items be addressed as work continues on Franklin Boulevard and the Franklin/McVey intersection:

- Seek to minimize right-of-way and business impacts.
- Provide a continuous bike route and safe pedestrian crossings.
- Ensure that the roundabout provides adequate truck access.
- Ensure that the roundabout provides enough traffic capacity.

