

From: [NEWMAN Emma](#)
To: [REDACTED]
Subject: RE: Meeting re: SUB TSP Public Comment
Date: Wednesday, February 14, 2018 6:41:44 PM
Attachments: [2018_02_13 SUB Supplemental Comments on Trans Plan.pdf](#)
[image002.png](#)
[image003.png](#)
[image004.png](#)
[image005.png](#)
[image006.png](#)

Hi Jeff,

Thank you for the attached additional comments regarding the TSP Implementation Project as follow up to our meeting and productive discussions last week. I have entered them into the project record.

Emma Newman

Senior Transportation Planner
City of Springfield
541-726-4585



springfield-or.gov



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From: NELSON Jeff [REDACTED]
Sent: Tuesday, February 13, 2018 3:47 PM
To: NEWMAN Emma
Subject: RE: Meeting re: SUB TSP Public Comment

Emma,

Thanks for meeting with SUB last week. Attached are SUB's supplemental comments for the Transportation Plan.

Jeff



SPRINGFIELD UTILITY BOARD

MAIN OFFICE 250 A Street, PO Box 300 Springfield, OR 97477-0077 Tel 541.746.8451 Fax 541.746.0230 www.subutil.com

February 13, 2018

Emma Newman, Transportation Planner
City of Springfield
225 5th Street
Springfield, OR 79477
Re: Springfield Oregon Transportation System Plan

Springfield Utility Board is providing these comments to supplement its January 22, 2018 comments on the City's proposed Transportation System Plan update.

SUB and City Staff met on February 9th to discuss interests and issues. SUB is taking this opportunity to express its understanding of some of the outcomes of that meeting.

Area A – 65th Street

As stated previously, SUB owns the property located north of the current end of 65th street. That is a planned location for a new surface water treatment facility. During the February 9th meeting, a number of interests were discussed. SUB is confident that a solution can be reached to provide fire access and multi-use path connectivity. However, it does not appear at this time that vehicular access can be part of the longer term solution. Fire access may be different than the route for pedestrian access.



SUB's understanding is that this facility is identified in the MetroPlan facilities plan at that this Transportation Plan must be consistent with the MetroPlan.

While SUB opposes the specific identified transportation segments (1-12-18 version) at this time, SUB is supportive of this area being updated with a conceptual circle and arrow being applied to this area. SUB believes that adding a circle and arrow (or format that the City has for a preliminary designation) clearly indicating that these segments are conceptual preserves the intent to pursue a solution for pedestrian and fire access connectivity, while eliminating the concern that (absent a conceptual designation) that the 1-12-18 segments are set in stone. SUB is also supportive of the City's efforts to coordinate with adjacent property owners to arrive at a solution.

SUB has a preferred solution that is different than the current designation, but is open to further discussion that results in an outcome different than SUB's current preferred solution.

Lastly, SUB believes that a short term solution for enhanced pedestrian connectivity is attainable and is poised to make that vision a reality. However, SUB desires further discussion before executing a near term plan. SUB is committed to exploring utilization of property that it controls for the benefit of the community. SUB is also connecting with its consultants to update the water treatment plant layout to attempt to incorporate potential short term pedestrian access and short and longer term solutions for pedestrian and fire access through its property. SUB will also evaluate lighting design elements to not just address lighting needs for its facilities, but also potential lighting that may supplement – but is not intended to transfer any obligation to SUB - for enhanced security lighting.

Area B – South 26th Street

The Conceptual Street Map shows a planned multi-use path segment connecting South 26th Street to the Middle Fork Path. While SUB opposes the specific identified transportation segment (1-12-18 version) at this time, SUB is supportive of this area being updated with a conceptual circle and arrow being applied to this area. SUB believes that adding a circle and arrow (or format that the City has for a preliminary designation) clearly indicating that this segment is conceptual preserves the intent to pursue a solution for pedestrian, while eliminating the concern that (absent a conceptual designation) that the 1-12-18 segment is set in stone.



SUB agrees that the intent for multi-use access (and not street access) is the appropriate designation for connectivity purposes.

Transportation Plan Language and Utility Infrastructure

SUB agrees that it focused more on the map and less on the language in the plan. SUB also agrees that language in the plan that more clearly acknowledges that transportation elements need to be compatible with utility facilities would be a helpful addition. SUB's understanding is that City staff will propose modified language to address this interest. For example, section 4.2-105 "Public Streets" A(1) includes a sentence that states "Street location and design shall consider solar access to building sites as may be required to comply with the need for utility locations, and the preservation of natural and historic inventoried resources." This language is only specific to solar access (to comply with...). Perhaps the intent could read more clearly by having two sentences: "Street location and design shall consider solar access to building sites. Street location and design shall consider need for utility locations, and the

preservation of natural and historic inventoried resources.” Alternatively, there could be a new subsection “xi.” That states “xi. Streets must consider compatibility with utility infrastructure.”

Similarly, section 4.1-150 “Multi-Use Paths” could have an additional subsection F that states:

“F. Multi-Use paths must consider compatibility with utility infrastructure.”

Also, section 4.2-160 “Accessways” could have an additional number under section B (design standards” that states

“4. Accessways must consider compatibility with utility infrastructure.”

SUB is not attached to specific language and is confident that City staff can arrive at appropriate language that addresses this interest.

SUB provided contact information for other utilities that may have an interest in further discussion. If the City needs additional contact information, please feel free to reach out to myself or other SUB staff.

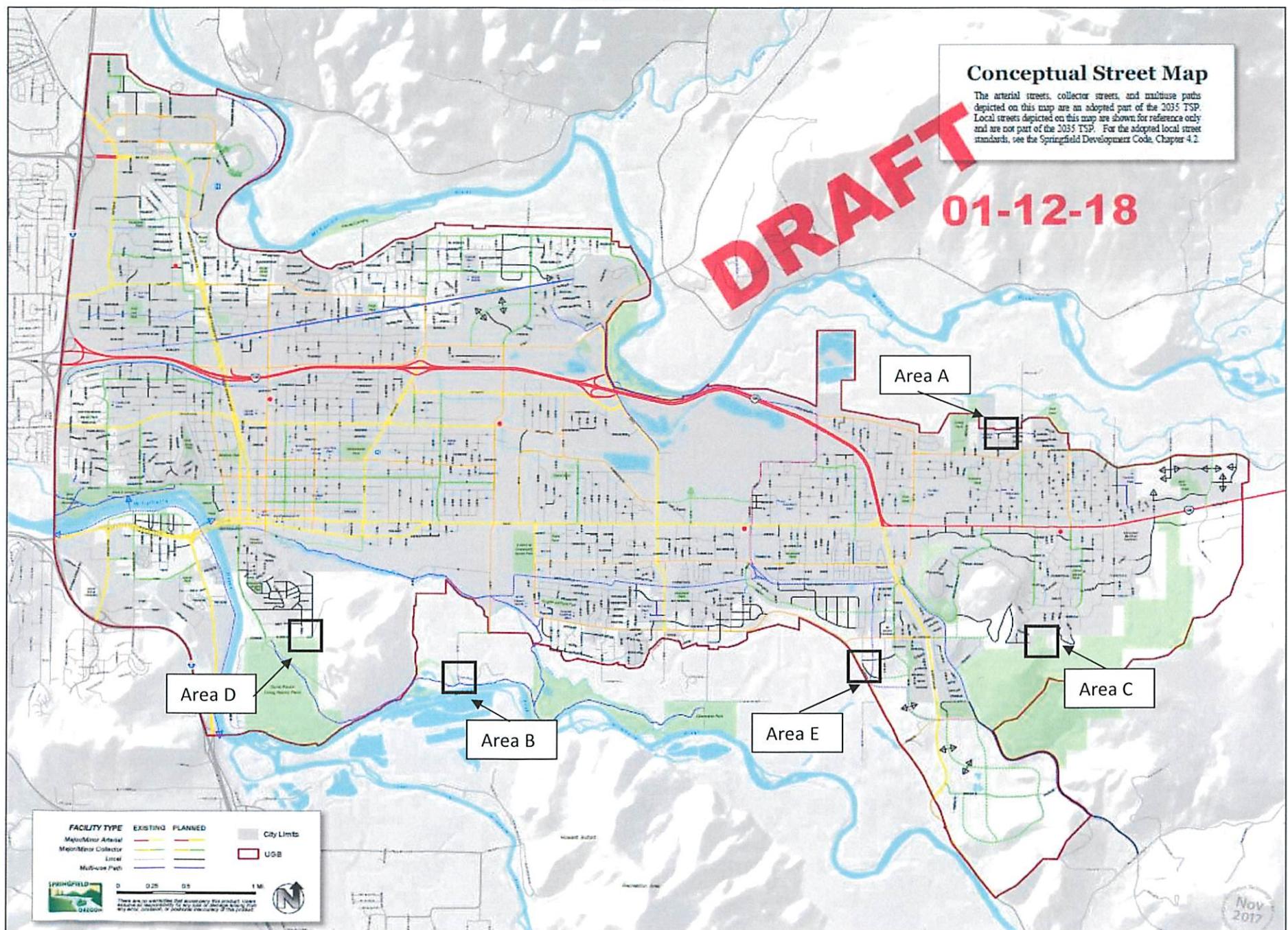
Thank you for the opportunity to comment.

Respectfully submitted,

A handwritten signature in blue ink, appearing to read "Jeff Nelson".

Jeff Nelson
General Manager
Springfield Utility Board

Attachment A



From: [NEWMAN Emma](#)
To: [REDACTED]
Subject: RE: Conceptual street plan - Yolanda & 31st Sts.
Date: Tuesday, February 13, 2018 7:46:10 AM
Attachments: [Revised conceptual street plan Yolanda & 31st Sts. 2-12-2018 A.PDF](#)
[image002.png](#)
[image003.png](#)
[image004.png](#)
[image005.png](#)
[image006.png](#)

Hi Earl,

Thank you as well for meeting on Friday and providing more local insight into the 31st Street area. I received your email below with the alternative conceptual street map proposal and have entered it into the record.

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



springfield-or.gov



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From: Earl L McElhany [REDACTED]
Sent: Monday, February 12, 2018 11:10 AM
To: NEWMAN Emma
Subject: Conceptual street plan - Yolanda & 31st Sts.

Emma,

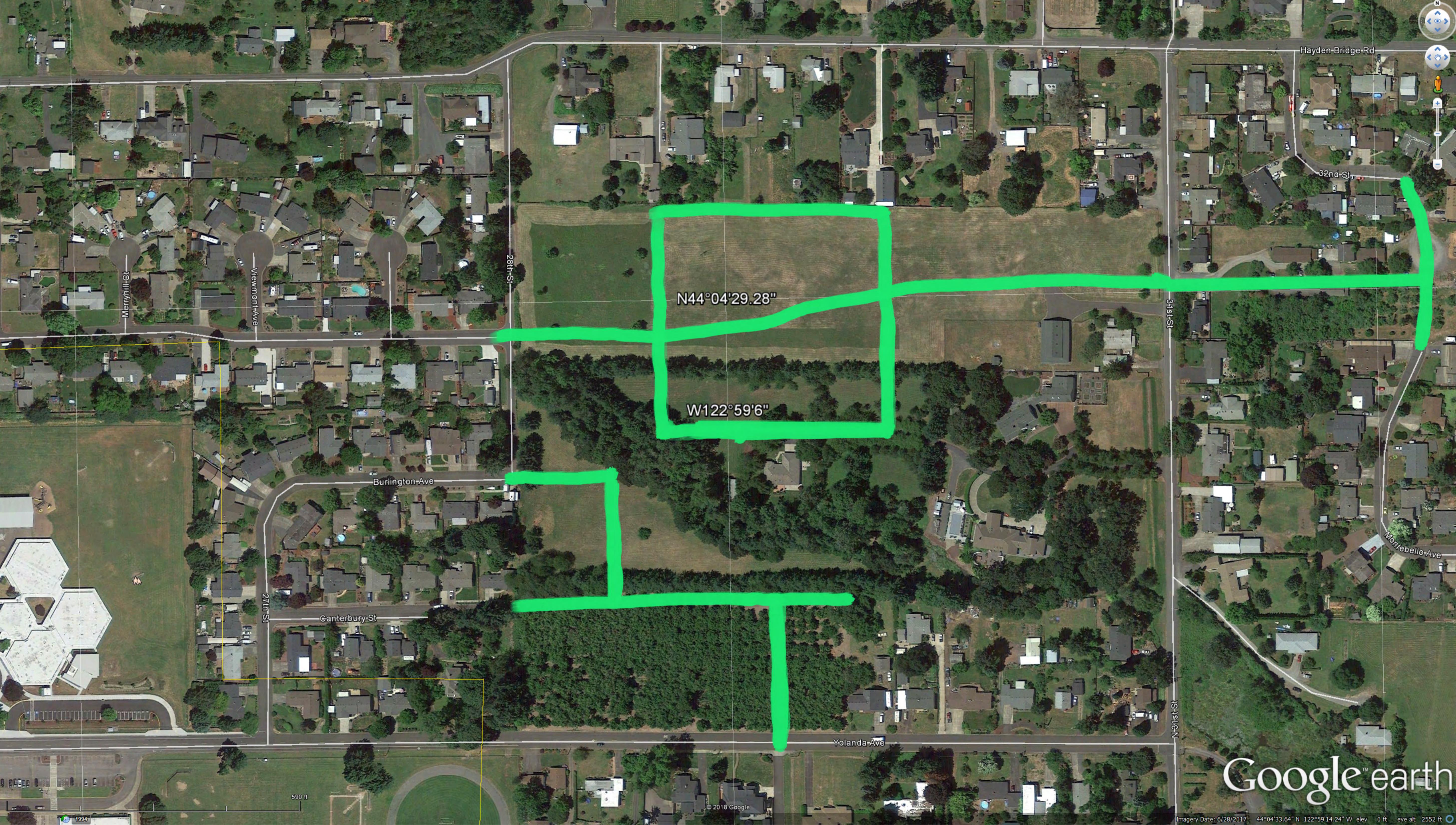
Thanks for meeting with me on Friday. Attached is pdf file showing a possible street plan that could work for my neighborhood and not effect the wetland area.

Please let me know you received this email.

Earl

Earl L. McElhany
2600 31st St.
Springfield, OR 97477

[REDACTED]



From: [NEWMAN Emma](#)
To: [REDACTED]
Subject: RE: TSP Comments for Public Record
Date: Wednesday, February 14, 2018 6:30:58 PM
Attachments: [TSP Comments Bree Nicolello.pdf](#)
[image002.png](#)
[image003.png](#)
[image004.png](#)
[image005.png](#)
[image006.png](#)

Hi Bree,

Thank you for submitting the attached comments regarding the TSP Implementation project. I have added them into the public record.

Emma Newman

Senior Transportation Planner
City of Springfield
541-726-4585



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From: Bree Nicolello [mailto:bree@schirmersatre.com]
Sent: Tuesday, February 13, 2018 2:24 PM
To: NEWMAN Emma
Subject: TSP Comments for Public Record

Hi Emma,

I am have attached formal comments that I would like to see included in the public record. Please strike my email sent Friday, February 9 with informal comments and questions regarding the TSP from the public record. Please feel free to email me with any questions or concerns. Thank you!

Sincerely,

Bree Nicolello
Planner
Schirmer Satre Group
Planners, Landscape Architects and Environmental Specialists
[REDACTED]

[REDACTED]

Dear Springfield Planning Commission:

My name is Bree Nicolello and I live at 831 West 5th Avenue Apartment B, Eugene, Oregon 97402. I write to you today on behalf of myself and not as a representative of my employer, Schirmer Satre Group, nor any clients. However, I am writing to you as an individual invested in transportation issues, both professionally as a land use planner and personally as someone who uses active transportation.

Thank you for your work on the Transportation System Plan. Springfield has shown tremendous leadership in their work to improve the livability of residents through proposing code amendments and a plan that supports walkable neighborhoods and all modes of travel. Your work today in adopting a vision for Springfield's future will guide how the region develops for years to come.

There are a few items I wish to address in my comments, which are all in support of the plan and amendments before you today. I am encouraged to see design standards and policies that support complete streets. Streets that prioritize safe transportation for all – including pedestrians and bicyclists – are essential as Springfield grows. Design standards that support complete streets should be required, including: landscaped center medians, protected left turn lanes, bump out street corners, marked or contrasting raised sidewalks and pedestrian crossings, buffered bike lanes, and adequate street lights. Springfield is already implementing many of these standards through the Main Street safety study and they should also be applied on a citywide scale.

I am also in strong support of allowing for flexibility regarding minimum right-of-way and street widths as recommended in the proposed amendment to Table 4.2-1. These changes will allow for us to design transportation infrastructure that better meets the needs of existing neighborhoods and the development itself. Moving away from a “one size fits all” approach will permit development that uses land more efficiently while accommodating active transportation and design standards that supports safe, complete streets.

Finally, I am in support of streamlining parking requirements to support livable development that prioritizes housing units over vehicular parking. In my work as a land use planner, I have had to eliminate dwelling units to accommodate the required amount of parking spaces. As our area is facing a housing crisis and there is a shortage of units throughout Lane County, it is difficult to sacrifice a place for an individual or family to live in favor of a parking space. Moreover, Springfield has heavily invested in a robust transit network and bicycle facilities. The new parking requirements support this investment by permitting reduced off-street parking and allowing developers to use on-street parking, when demonstrably available, to meet parking requirements. Overall, the proposed parking standards work together with Springfield's existing active transportation network to encourage walkable development that support Springfield residents and business owners of all ages and abilities.

Thank you for the opportunity to comment and for your service to our community.

Sincerely,

Bree Nicolello

831 West 5th Avenue, Apt. B
Eugene, OR 97402

From: [NEWMAN Emma](#)
To: [REDACTED]
Cc: [SPIRO Loralyn](#); [MARKARIAN Molly](#)
Subject: Added to Main Street interest list for email updates
Date: Thursday, February 08, 2018 11:24:16 AM
Attachments: [image002.png](#)
[image003.png](#)
[image004.png](#)
[image005.png](#)
[image006.png](#)

Hi Mark,

Thanks for coming into the office this morning to discuss the [Transportation System Plan Implementation Project](#). I have added you to the separate Main Street planning interested parties email updates list so that you will receive emails about the Main Street community engagement opportunities, continuing later this year.

If you know of others who would like to sign up for Main Street specific information, you can direct them to this site to sign themselves up for updates: <http://ourmainstreetspringfield.org/>

I hope the additional information and TSP Maps, Project List, and draft Conceptual Street Map that I provided you help with your review of the proposed changes. I would be happy to answer any additional questions you may have.

Emma Newman

Senior Transportation Planner
City of Springfield
541-726-4585



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<http://www.springfield-or.gov/accessibility.html>

From: [REDACTED]
To: [NEWMAN Emma](#)
Cc: [LIEBLER Michael](#); ["Kristina Schmunk Kraaz"](#); [RUST Mark](#); [DONOVAN James](#); [BOYATT Tom](#)
Subject: Language proposed in SDC 4.2-105.A.1.a.
Date: Tuesday, February 06, 2018 4:26:41 PM

Emma,

At the TSP Code project open house, I mentioned to Kristina that there appeared to be something wonky with the language proposed in SDC 4.2-105.A.1.a. If this was language that I proposed in my original draft, apologies.

When I spoke with Kristina, she also noted that the language didn't reflect the intended change.

Here's the way I see it:

- Existing language in this section of the code essentially says that the street connection standards in subsection a. (i. through x.) are to be used in evaluating proposed street alignments when they are NOT shown or are different than shown on the Conceptual Street Map.
- The proposed change to the Code eliminates the existing sentence in subsection a. entirely.
- The replacement text says in the first new sentence that local streets must conform to the location in an adopted plan or the CSM, and that the proposed street location has to comply with the updated connectivity standards (in 4.2-105.A.1.a.i. through x.) and "all other applicable" code standards.
- The second new sentence says that when a local street is NOT shown on the CSM, then they still have to comply with the connectivity standards in 4.2-105.A.1.a.i. through x.

As it reads, whether a road is shown on the CSM or not, a local street has to comply with the connectivity standards. If a street is NOT shown on the CSM, is the intent to comply with the street connectivity standards but NOT "all other applicable" code standards?

I'd venture not, but it reads that way. When I spoke to Kristina it seemed like had in mind some alternative language to more effectively express the intent. But I don't know what that may be, nor do I see any proposed language change in the packet for tonight's hearing.

Please get back to me and let me know if there is some further language revision that we might expect to see.

Most to the point of my testimony, while I'd like to see the proposed addition to the CSM for a new local street between A and B streets in particular (and also between B and C streets), the code should provide flexibility for alternative ways to meet connectivity objectives, in balance with other community objectives. Toward that end I look forward to future collaboration with all my city staff colleagues.

All the best,
Phil

Philip Farrington, AICP
Director of Planning & Real Estate Development
CDC Management Corp.
800 Willamette Street, Suite 750
Eugene, OR 97401



From: [NEWMAN Emma](#)
To: [REDACTED]
Subject: RE: Additional PC written testimony
Date: Wednesday, February 14, 2018 6:39:57 PM
Attachments: [CDC Itr to PCs re Conceptual Street Map 021318.docx](#)
[image002.png](#)
[image003.png](#)
[image004.png](#)
[image005.png](#)
[image006.png](#)

Hi Phil,

Thanks for the additional attached comments. I have included them in the record.

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



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From: Philip Farrington [REDACTED]
Sent: Tuesday, February 13, 2018 11:02 AM
To: NEWMAN Emma
Cc: LIEBLER Michael; Kristina Schmunk Kraaz; BOYATT Tom; RUST Mark; Eric Adams; Vincent Martorello; SMITH Mary Bridget (Emerald Law); Silva Chambers; Sue Wright; LEAHY Joe (HL)
Subject: Additional PC written testimony

Emma,

Please pass along the attached additional testimony for the Planning Commission's consideration on the Conceptual Street Map and Springfield TSP implementation project.

I'm looking forward to our site visit tomorrow, and appreciate staff making time to do so.

Best regards,
Phil

Philip Farrington, AICP
Director of Planning & Real Estate Development
CDC Management Corp.
800 Willamette Street, Suite 750
Eugene, OR 97401



CDC MANAGEMENT CORP.

800 WILLAMETTE STREET, SUITE 750
EUGENE, OR 97401

February 13, 2018

To: Springfield and Lane County Planning Commissions
From: Philip Farrington, AICP – Director of Planning and Real Estate Development

Re: Conceptual Street Map

My written testimony of 1/11/18 requested revision of the draft Conceptual Street Map (latest draft dated 1/12/18) to remove the local street right-of-way proposed between A and B streets, and planned improvement of Water Street from C to B streets. This following provides background and rationale why the Planning Commissions should recommend revision of the draft Conceptual Street Map (CSM) to omit the proposed local street between A and C streets.

Proposed Roadway Absent from Prior CSMs, Adopted Plans

- There is not, and never has been, established right-of-way between A and B streets west of Mill.
 - Recorded agreements between the City and then-owner of the Island Park Professional Center obligated A and B streets to be constructed to City standards only for a certain distance west of Mill Street.
 - The agreements essentially acknowledged that existing conditions (i.e., changes in topographic elevation west of Mill Street, proximity to the slough, etc.) warranted City standards to be applied to only some areas abutting the Island Park professional center.
 - These agreements did not require additional right-of-way dedication between A and B streets, instead allowing for the existing paved way connecting A and B streets and providing access to surface parking supporting Island Park as well as the professional center.
- A recorded parking use agreement with the City effectively precludes connectivity between Water Street and A and/or B streets south of C Street until the year 2052.
 - An agreement recorded in 2002 established a 50-year Parking Use Permit and Agreement for the Water Street right-of-way north of B Street.
 - Absent dissolution of the agreement, there will not be an improved local street connection between C and B streets within the TSP's horizon year of 2035, or beyond until possibly 2052.
- The proposed extension and improvement of Water Street from C Street through to A Street depicted on the current draft CSM was not shown on any earlier iteration of the CSM prior to 12/8/17, nor on any City Council-approved CSM.
- No City-adopted plan provides for public roadway dedication and improvement as shown on the draft CSM:
 - The Functional Classification map in Figure 2 of the 2035 Springfield TSP shows there is no publicly dedicated local street right-of-way between A and B streets west of Mill Street.

- The Downtown District Urban Design Plan shows a connection between A and B streets (as currently exists), but does not include any roadway improvements or identify it in the circulation diagrams as needed to support the proposed “livability framework” or “mobility framework.”
- The Downtown Exception Area map, adopted as part of the Springfield Code (SDC 4.6-125A.) showing areas within the Downtown Mixed-Use Plan District that are exempt from minimum parking space requirements established in Code for other areas in the City, clearly shows that there is no public right-of-way or street connection between A and B streets west of Mill Street.
- While the City’s Downtown Refinement Plan and Willamalane’s Island Park Master Plan referenced improved connectivity between Island Park and downtown, neither plan established the need or desire for full public street improvement along the east edge of the park between A and B streets. Instead, both plans identified potential pedestrian connections along Main Street as a means to achieve the stated connectivity objective.

Nature of the Conceptual Street Map

- Local streets shown on the CSM are intended to be “for reference only,” as noted in the Map’s title block, and “are not part of the 2035 TSP.”
- Although intended to be “for reference only,” once a local street is shown on the CSM, the Springfield Development Code (General Provisions for Public Streets in proposed SDC 4.2-105A.1.) requires future development to provide a local street in conformance with its location and subject to Code standards for local streets.
- Therefore, although not required previously through any adopted planning process, inclusion of the proposed local street as shown on the draft CSM is a de facto requirement that right-of-way for a local street be dedicated and improved to a local standard. The burden is thus put upon the property owner to demonstrate that the alignment or location or the local street is impractical, rather than determining first whether through vehicular movement is desired or warranted.

Implications of Revising the Proposed Conceptual Street Map

- As Staff noted in the 2/6/18 report to the Planning Commissions (Attachment 3, page 16), if the proposed local street between A and B streets were not shown on the CSM, code standards for block length and connectivity would still apply to any future redevelopment proposal.
- The staff report erroneously states that the “block length standards would not be fulfilled without a connection between A and B St.” This is inaccurate. SDC 4.2-115B. establishes block lengths for local streets up to 600 feet in length. Existing block lengths for Mill, A and B streets are all well under this length, and average approximately 350 feet or less.
- As proposed, new standards for block perimeter in SDC 4.2-115D. allow the City’s Development and Public Works Director to authorize deviation from these standards due to physical conditions and other existing development. The burden would still be on the applicant/developer to either meet standards or propose methods of connectivity otherwise allowed in Code. But inclusion of a dedicated public local street right-of-way is not essential to being able to meet connectivity objectives in the TSP or requirements in Code.
- The staff report also states: “Future development which blocks the conceptual local street connection shown between A and B St would eliminate the only secondary emergency access to the main entrance of Island Park...” This does not accurately reflect the request being made. Eliminating the line segment shown on the CSM would not seek to “block” secondary emergency access to the park, and in fact other development code and Fire Code standards would require the provision of effective emergency vehicle access which the park currently enjoys. Rather, we seek to provide greater flexibility in planning up front by not having the burden of requiring a roadway in this location as a precondition to future development.

- One could easily conceive of redevelopment that accommodates access for fire/emergency vehicles, bikes and pedestrians, meeting the needs of private development and park patrons without having a publicly dedicated street along the park frontage for vehicles improved to at least 41' width and meeting local street standards. Establishing a one-size-fits-all set of roadway standards and requirements to a unique location simply complicates the planning process.

Proposed Solution/Recommendation

Give public and private sector property owners the ability to properly plan for the future in collaboration with City staff by removing the proposed local street extension between C and A streets, and specifically between A and B streets. Such a collaborative planning effort may reveal alternative means of achieving feasible redevelopment options consistent with the City's downtown planning objectives, and with the community's needs for connectivity.

This area abutting the Island Park riverfront is a special place, and merits thoughtful planning and design. Simply pre-ordinating the application of new public right-of-way to City standards as the first requirement fails to acknowledge that this area where downtown meets the riverfront is materially different than other portions of the city.

From: [REDACTED]
To: [NEWMAN Emma](#); [REDACTED]
Cc: [LIEBLER Michael](#); [RUST Mark](#)
Subject: Re: Site visit
Date: Thursday, February 08, 2018 5:14:10 PM
Attachments: [image002.png](#)
[image003.png](#)
[image004.png](#)
[image005.png](#)
[image006.png](#)
[image008.png](#)
[image009.png](#)
[image010.png](#)
[image011.png](#)
[image012.png](#)

Thanks Emma; looking forward to it and to our further collaborations.

Take care,
Phil

p.s. Hat's off to you, Michael, and Mark (and Kristina) in how you all have conducted yourselves to calmly and professionally throughout the, uh, vigorous public process.

Philip Farrington, AICP
Director of Planning & Real Estate Development
CDC Management Corp.
800 Willamette Street, Suite 750
Eugene, OR 97401

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

From: NEWMAN Emma [REDACTED]
Date: Thursday, February 8, 2018 at 4:45 PM
To: Philip Farrington [REDACTED], Eric Adams [REDACTED]
Cc: Michael Liebler [REDACTED], RUST Mark [REDACTED]
Subject: RE: Site visit

Hi Phil,

I will send out an invitation for 8:15AM Weds, Feb 14th, to meet at the Island Park location. Let's meet at Mill and A St and go from there.

Thanks,

Emma Newman

Senior Transportation Planner
City of Springfield
541-726-4585



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From: Philip Farrington [REDACTED]
Sent: Thursday, February 08, 2018 2:44 PM
To: Eric Adams; NEWMAN Emma
Cc: LIEBLER Michael; RUST Mark
Subject: Re: Site visit

Emma,

I could make either work, but probably would prefer Wednesday morning, where I'm open any time until about 11:15 am.

Thanks!

Phil

Philip Farrington, AICP
Director of Planning & Real Estate Development
CDC Management Corp.
800 Willamette Street, Suite 750
Eugene, OR 97401
[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]

From: Eric Adams [REDACTED]
Date: Thursday, February 8, 2018 at 1:58 PM
To: 'NEWMAN Emma' [REDACTED], Philip Farrington [REDACTED]
Cc: Michael Liebler [REDACTED], RUST Mark [REDACTED]
Subject: RE: Site visit

Either works for me.

Thanks,
Eric Adams
Planning and Development Manager
Willamalane Park and Recreation District
250 S. 32nd St. Springfield, OR 97478
[REDACTED]
[REDACTED]

From: NEWMAN Emma [REDACTED]
Sent: Thursday, February 8, 2018 10:24 AM
To: 'Philip Farrington' [REDACTED]
Cc: LIEBLER Michael [REDACTED]; Eric Adams [REDACTED]; RUST Mark [REDACTED]
Subject: RE: Site visit

Hi Phil and Eric,

Yes, Michael, Mark, and I would be happy to meet on site. Would either Tues (2/13) at 4:15PM or sometime Weds (2/14) in the morning work for both of you?

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



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another format. For more information please see the City's accessibility page:
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From: Philip Farrington [REDACTED]
Sent: Tuesday, February 06, 2018 4:08 PM
To: NEWMAN Emma
Cc: LIEBLER Michael; Eric Adams; RUST Mark
Subject: Re: Site visit

Emma,
Would also be great if Mark Rust could join us; I neglected to include him on the earlier e-mail DL.

Thanks,
Phil

Philip Farrington, AICP
Director of Planning & Real Estate Development
CDC Management Corp.
800 Willamette Street, Suite 750
Eugene, OR 97401

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

From: Philip Farrington [REDACTED]
Date: Tuesday, February 6, 2018 at 2:44 PM
To: NEWMAN Emma [REDACTED]
Cc: Michael Liebler [REDACTED], Eric Adams
[REDACTED]
Subject: Site visit

Emma,

I'd like to get together with you, Mike and Eric Adams for a site visit at east Island Park entrance. It would be good to have a collective on-the-ground discussion of issues that would help inform our respective planning efforts, regardless of how the TSP Code project turns out.

Let me know if you when you might be available in the next week or so, hopefully on a day as lovely as today. I look forward to seeing you tonight.

Take care,
Phil

Philip Farrington, AICP
Director of Planning & Real Estate Development
CDC Management Corp.
800 Willamette Street, Suite 750
Eugene, OR 97401



From: [REDACTED]
To: NEWMAN Emma, LIEBLER Michael
Cc: BOYATT Tom
Subject: Re: TSP-new project R-51
Date: Tuesday, February 13, 2018 9:39:00 AM
Attachments: [image003.png](#), [image004.png](#), [image005.png](#), [image006.png](#), [image007.png](#)

Thanks Emma, I had a good chat w/Michael and he provided me guidance about where to look for this. My question really gets in to what is the need for the project, given that the TSP (see Appendix D) does not identify this as a problem intersection. For business planning purposes and trying to forecast possible implications from any intersection work, I'm working backwards on what was the genesis for this project and number. My understanding is that this was done through LCOG's regional modeling, so I've got a call in to Paul Thompson, where hopefully all will be told.

As I mentioned to Michael, you may want to include something in the TSP (and/or in Appendix D) that explains the subsequent work through the RTP and corresponding adjustments to the TSP project list matching those included in the RTP.

Thanks again for the good work by all of you!

Phil

Philip Farrington, AICP
Director of Planning & Real Estate Development
CDC Management Corp.
800 Willamette Street, Suite 750
Eugene, OR 97401
[REDACTED]
[REDACTED]
[REDACTED]

From: NEWMAN Emma [REDACTED]
Date: Tuesday, February 13, 2018 at 7:43 AM
To: Philip Farrington [REDACTED] Michael Liebler [REDACTED]
Cc: BOYATT Tom [REDACTED]
Subject: RE: TSP-new project R-51

Hi Phil,

Thanks for your patience while I was out of the office yesterday. Thanks Tom and Michael as well for your responses.

As Michael said, the R-51 project is proposed to be added to the Springfield TSP for consistency with the Central Lane MPO Regional Transportation Plan Project #785, as shown and described below. Since the project was already adopted into the RTP with a cost estimate, that same cost estimate was also used for consistency. We do not have project details yet, such as answers to your question regarding potential right-of-way needs. Funding will need to be secured and more planning will need to take place prior to this project being built.

Gateway Street	@ Harlow Road	Traffic control improvements	Springfield	\$2,910,000	2030-2034	\$4,461,843	\$5,041,375	0.5	785
----------------	---------------	------------------------------	-------------	-------------	-----------	-------------	-------------	-----	-----

I hope this additional information is helpful.

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



springfield-or.gov



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From: Philip Farrington [REDACTED]
Sent: Monday, February 12, 2018 6:56 PM
To: LIEBLER Michael
Cc: BOYATT Tom; NEWMAN Emma
Subject: Re: TSP-new project R-51

Thanks Michael. I'm still wondering what this really means. Is it \$2m to buy r.o.w.? And if so where at the intersection?

Or is it just upgrading signal technology? Doubt it would be enough for a full roundabout conversion, and assume it would say as much. How could I find out more about what his really means in terms of proposed improvements?

Thanks again,
Phil

Sent from my iPhone

On Feb 12, 2018, at 3:59 PM, LIEBLER Michael [REDACTED] wrote:

Looks like this project matches the RTP project #785 which is an Arterial Capacity Improvement.

I believe we went thru the RTP and wanted to make sure we were consistent across the two plans.

Hopefully this helps.

Thanks,

Michael Liebler, PE
City of Springfield, Public Works
225 Fifth Street
Springfield OR 97477
[REDACTED]

From: BOYATT Tom
Sent: Monday, February 12, 2018 2:36 PM
To: 'Philip Farrington'; NEWMAN Emma
Cc: LIEBLER Michael
Subject: RE: TSP-new project R-51

I do not have access to the sheet until Emma's return. Michael may be able to find it. Cost estimates are not adopted as part of the TSP originally. Thanks, T

From: Philip Farrington [REDACTED]
Sent: Monday, February 12, 2018 9:53 AM
To: BOYATT Tom; NEWMAN Emma
Cc: LIEBLER Michael
Subject: Re: TSP-new project R-51

Tom,
One last thing: if you could, please also provide me with a copy of the Order of Magnitude cost estimate sheet that reflects how the \$2.9m cost was derived and its assumptions. Please also verify that the sheet(s) for this and other proposed new TSP projects will be included as amendments to the TSP's Volume 2 appendices (i.e., detailed cost estimates and funding analyses).

Thanks!
Phil

Philip Farrington, AICP
Director of Planning & Real Estate Development
CDC Management Corp.
800 Willamette Street, Suite 750
Eugene, OR 97401
[REDACTED]

[REDACTED]
[REDACTED]
[REDACTED]

From: Philip Farrington [REDACTED]

Date: Monday, February 12, 2018 at 9:44 AM

To: BOYATT Tom [REDACTED] NEWMAN Emma [REDACTED]

Cc: Michael Liebler [REDACTED]

Subject: TSP-new project R-51

Tom,

I just spoke with Michael and understand that Emma is out today. But I'm looking for info before the close of the PC record on proposed TSP project R-51. This project is described as "Construct traffic control improvements" at the intersection of Gateway Street and Harlow Road as a 20-year roadway project totaling \$2.9 million.

Could you provide me with some detail on what may be proposed specifically in terms of traffic control improvements? Representing the owners of the property at the northwest corner of this intersection, improvements at the intersection are of material importance to our short- and long-term business plans for that property.

Thanks in advance for any information you can provide me, today if at all possible.

All the best,
Phil

Philip Farrington, AICP
Director of Planning & Real Estate Development
CDC Management Corp.
800 Willamette Street, Suite 750
Eugene, OR 97401
[REDACTED]
[REDACTED]
[REDACTED]

<RTP Project List (Arterial Capacity).pdf>

From: [NEWMAN Emma](#)
To: [REDACTED]
Cc: [LIEBLER Michael](#); ["Kristina Schmunk Kraaz"](#); [RUST Mark](#); [DONOVAN James](#); [BOYATT Tom](#); [SMITH Mary Bridget](#) ([Emerald Law](#))
Subject: RE: Language proposed in SDC 4.2-105.A.1.a.
Date: Wednesday, February 14, 2018 6:10:36 PM
Attachments: [image002.png](#)
[image003.png](#)
[image004.png](#)
[image005.png](#)
[image006.png](#)

Hi Phil,

Thanks for meeting this morning at the Island Park property owned by Chambers for the site visit. I wanted to acknowledge I received the email below and have included it in the TSP Implementation project record. Staff are in the process of reviewing the information submitted in preparation for the next Planning Commission joint meeting on March 6th.

Emma Newman

Senior Transportation Planner
City of Springfield
541-726-4585



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<http://www.springfield-or.gov/accessibility.html>

From: Philip Farrington [REDACTED]
Sent: Tuesday, February 06, 2018 4:27 PM
To: NEWMAN Emma
Cc: LIEBLER Michael; 'Kristina Schmunk Kraaz'; RUST Mark; DONOVAN James; BOYATT Tom
Subject: Language proposed in SDC 4.2-105.A.1.a.

Emma,

At the TSP Code project open house, I mentioned to Kristina that there appeared to be something wonky with the language proposed in SDC 4.2-105.A.1.a. If this was language that I proposed in my original draft, apologies.

When I spoke with Kristina, she also noted that the language didn't reflect the intended change.

Here's the way I see it:

- Existing language in this section of the code essentially says that the street connection standards in subsection a. (i. through x.) are to be used in evaluating proposed street alignments when they are NOT shown or are different than shown on the Conceptual Street Map.
- The proposed change to the Code eliminates the existing sentence in subsection a. entirely.
- The replacement text says in the first new sentence that local streets must conform to the location in an adopted plan or the CSM, and that the proposed street location has to comply with the updated connectivity standards (in 4.2-105.A.1.a.i. through x.) and "all other applicable" code standards.
- The second new sentence says that when a local street is NOT shown on the CSM, then they still have to comply with the connectivity standards in 4.2-105.A.1.a.i. through x.

As it reads, whether a road is shown on the CSM or not, a local street has to comply with the connectivity standards. If a street is NOT shown on the CSM, is the intent to comply with the street connectivity standards but NOT "all other applicable" code standards?

I'd venture not, but it reads that way. When I spoke to Kristina it seemed like had in mind some alternative language to more effectively express the intent. But I don't know what that may be, nor do I see any proposed language change in the packet for tonight's hearing.

Please get back to me and let me know if there is some further language revision that we might expect to see.

Most to the point of my testimony, while I'd like to see the proposed addition to the CSM for a new local street between A and B streets in particular (and also between B and C streets), the code should provide flexibility for alternative ways to meet connectivity objectives, in balance with other community objectives. Toward that end I look forward to future collaboration with all my city staff colleagues.

All the best,
Phil

Philip Farrington, AICP
Director of Planning & Real Estate Development
CDC Management Corp.
800 Willamette Street, Suite 750
Eugene, OR 97401



From: [NEWMAN Emma](#)
To: [REDACTED] [LIEBLER Michael](#); [RUST Mark](#)
Subject: RE: Thank you!
Date: Wednesday, February 14, 2018 6:27:53 PM
Attachments: [image002.png](#)
[image003.png](#)
[image004.png](#)
[image005.png](#)
[image006.png](#)

Hi Phil and Eric,

Thanks to you too. We appreciate your input.

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



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From: Eric Adams [REDACTED]
Sent: Wednesday, February 14, 2018 12:58 PM
To: 'Philip Farrington'; NEWMAN Emma; LIEBLER Michael; RUST Mark
Subject: RE: Thank you!

Thanks for organizing the meeting, Phil. And, thanks to Emma, Mike and Mark for making time to listen to our concerns.

Eric Adams
Planning and Development Manager
Willamalane Park and Recreation District
250 S. 32nd St. Springfield, OR 97478
[REDACTED]

From: Philip Farrington [REDACTED]

Sent: Wednesday, February 14, 2018 12:50 PM

To: NEWMAN Emma [REDACTED]; Michael Liebler [REDACTED]

[REDACTED] RUST Mark [REDACTED]; Eric Adams [REDACTED]

Subject: Thank you!

Emma, Mike, Mark and Eric:

Thanks to you all for meeting me in the rain today, and for tolerating my rant. I'm confident that any way this works out, we'll have lots to work together on to our mutual benefit.

Phil

Philip Farrington, AICP
Director of Planning & Real Estate Development
CDC Management Corp.
800 Willamette Street, Suite 750
Eugene, OR 97401

[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]

2/9/2018

Springfield Planning Commissioners: James, Koivula, Nelson, Vohs, Dunn, Landen and Sherwood and Lane County
Planning Commissioners: Rose, Weeks, Coon, Kaylor, Sisson, Thorp, Hledik and Dignam,

Delrose Drive Proposed Local Street Extension to connect with Yolanda Avenue

I am representing the 22 owners of the Orchard View properties, to request that you not recommend approval of connecting Yolanda Avenue to Delrose Drive. Connection will create unsafe traffic conditions, to drivers, their passengers, pedestrians and residents due to the width of the street and the blind curves that are built into the street at both ends.

To summarize the testimony given at the public hearings on January 23rd and February 6th, we request that the proposed extension of Delrose Drive be removed from the Conceptual Street Map before it is approved.

Staff cited TSP Policy 3.7 as a reason for the extension. It states, "Provide for pedestrian environment that supports adjacent land uses and is designed to enhance the safety, comfort, and convenience of walking by providing direct routes and removing barriers when possible."

4.2-105 Public Streets,

A. General Provisions. 1. a., iv.

Commissioner Hledik, at the February 6th hearing, noted section iv. states: "Streets must accommodate pedestrians and bicycles safely."

There are no sidewalks on Yolanda Avenue and no sidewalks on Delrose Drive before it enters the Orchard View Sub-division. Delrose Drive before the entry point is County property. Orchard View is within the City. Extension to Yolanda would not enhance safety, comfort or convenience of walking. What it would do is create an unsafe environment as pedestrians would be forced to walk in the street both on Yolanda Avenue and the County owned portion of Delrose Drive. There is a safe, convenient and comfortable environment for pedestrians on the sidewalks within the confines of Orchard View.

Staff cited TSP Policy 3.4 which states, "Provide for a continuous transportation network with reasonable direct travel routes to destination points for all modes of travel."

4.2-105 Public Streets

A. General Provisions. 3

States: "Development Approval shall not be granted where a proposed application would create unsafe traffic conditions."

At the February 6th public hearing City Transportation Planning Engineer, Michael Liebler, explained need versus want in regard to Policy 3.4 that states, " Provide for a continuous transportation network with reasonable

direct travel routes to destination points for all modes of travel." in regard to access for fire and police vehicles. He said the need level is 30 units or more.

Orchard View has 22 housing units so does not meet the threshold level of need. Therefore, Policy 3.4 is not a requirement that would have to be met. Consequently, inclusion of the proposed extension of Delrose Drive to connect with Yolanda Avenue is not justified by Policy 3.4.

Additionally, as explained previously, Delrose Drive is a narrow local street with two blind curves, one at each end. Through traffic from Yolanda Avenue and Harvest Lane would create unsafe traffic conditions.

For these reasons, please vote to remove the Delrose Drive Local Street connection to Yolanda Avenue from the Conceptual Street Map before approving it and sending it on to the Springfield City Council and Lane County Commissioners.

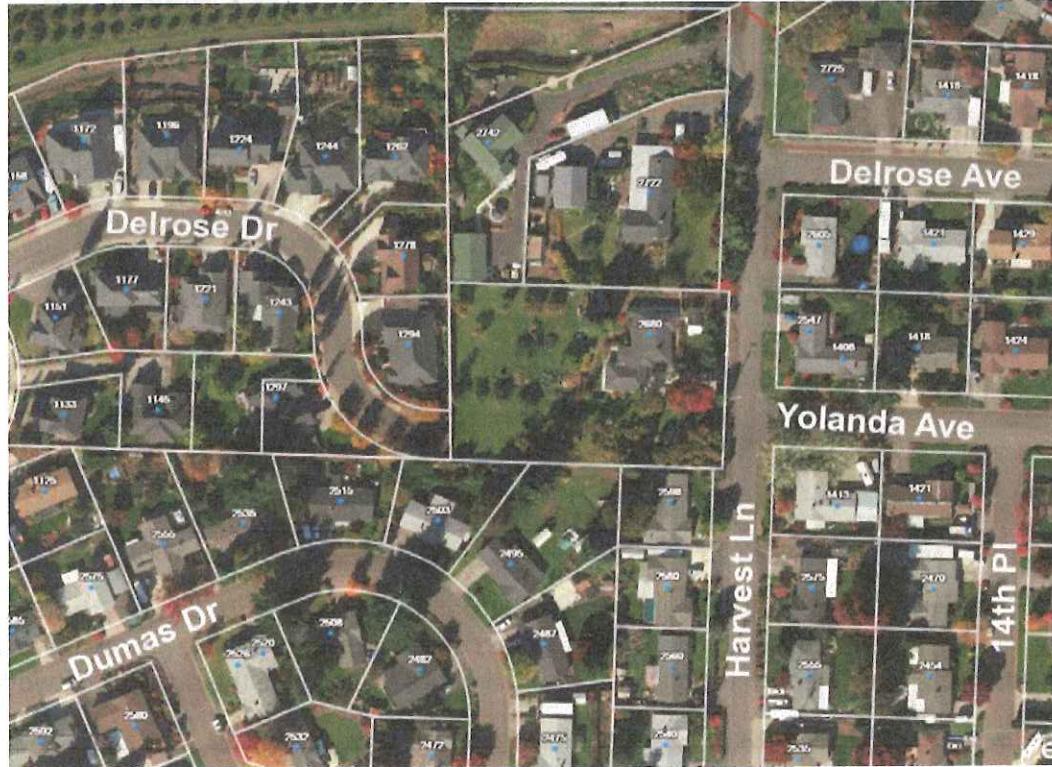
Thank you.

A handwritten signature in black ink that reads "Dean C. Burkhart". The signature is fluid and cursive, with "Dean" on the first line and "C. Burkhart" on the second line.

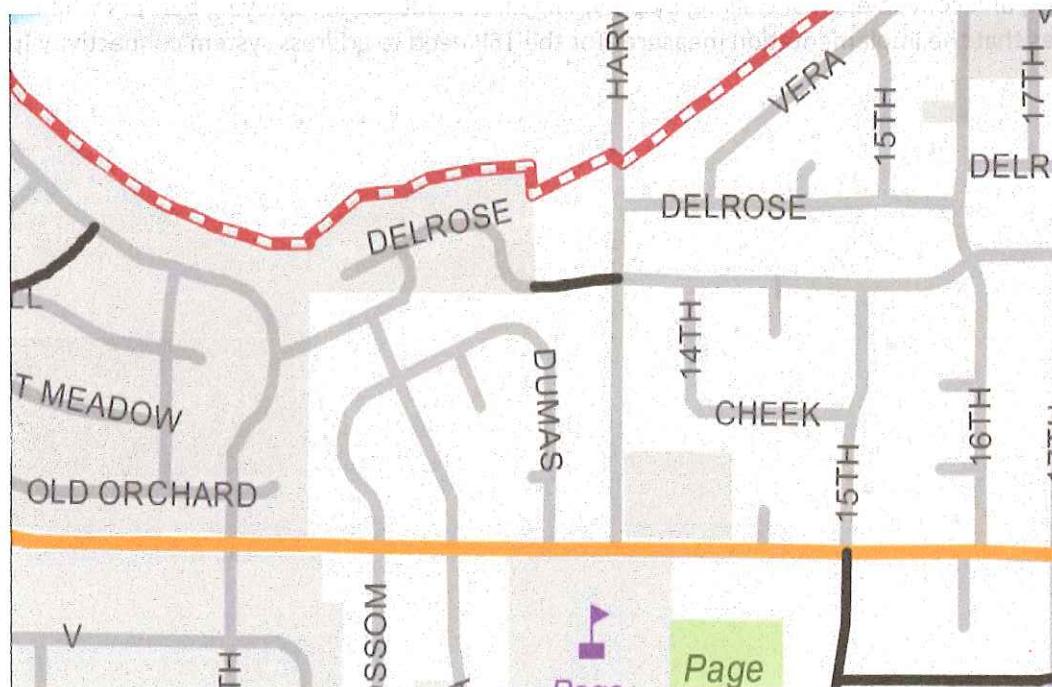
Dean C. Burkhart
1244 Delrose Drive
Springfield, OR 97477

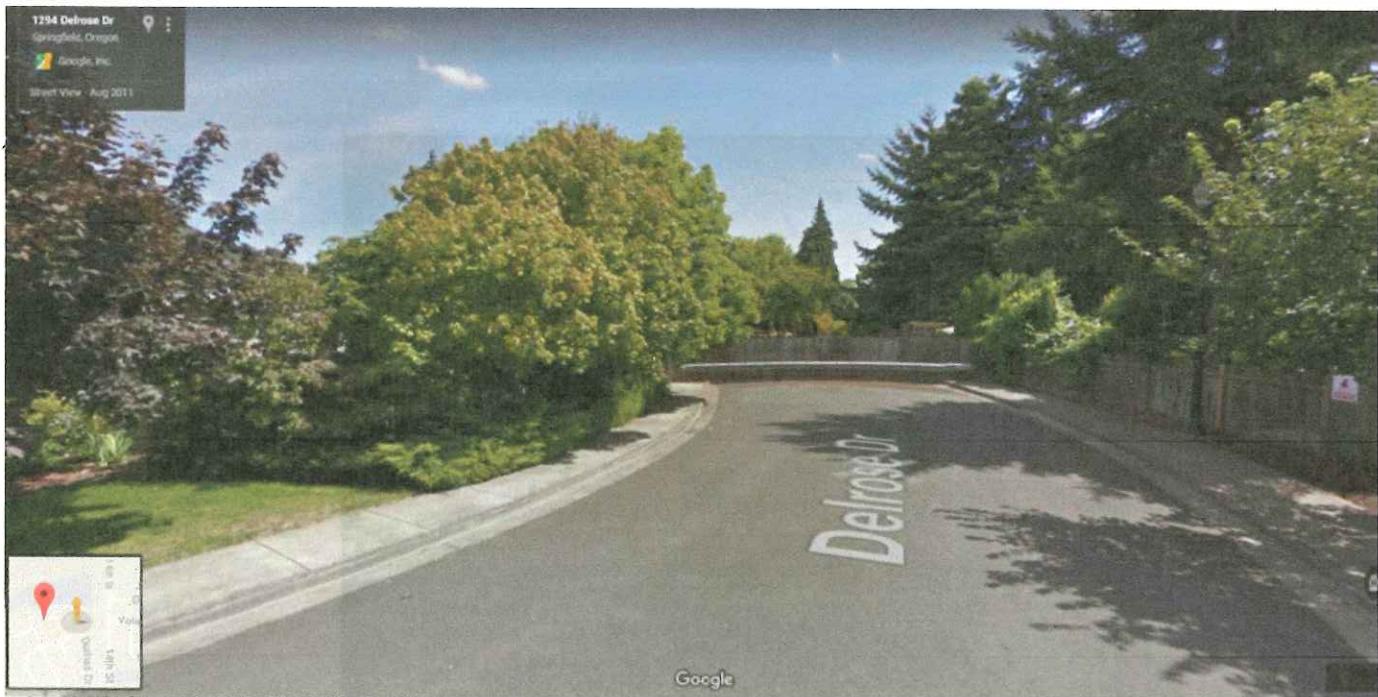
Delrose Drive

Findings:



2680 Harvest Ln house is not located in alignment with the logical extension of right-of-way.





Delrose Dr is too long without a turnaround to meet current dead-end street standards. The Delrose Dr dead-end was built without a turnaround, which would have been required if this were a planned dead-end street. No sidewalk connects at the current end of the street, anticipating a connection to Yolanda Ave in the future to complete the sidewalk network.

The Delrose Dr to Yolanda Ave street connection would support TSP Policy 3.4 which states, "Provide for a continuous transportation network with reasonable direct travel routes to destination points for all modes of travel."

Additionally, TSP Policy 3.7 states, "Provide for pedestrian environment that supports adjacent land uses and is designed to enhance the safety, comfort, and convenience of walking by providing direct routes and removing barriers when possible." TSP Chapter 7 states that the implementation measures for the TSP need to address system connectivity (page 83, Springfield 2035 TSP).

Attachment 3, Page 4 of 21

RECEIVED FEB 1 2 2018 202

Name & address of sender: Matt O'Mos
1763 Fairhaven Dr.

Date: 01/27/18

Springfield, Oregon
97477

Phil Farrington
Senior Planner
City of Springfield
225 Fifth Street
Springfield, Oregon
97477

RE: Plans to connect Fairhaven Drive to the private road located within Fairview Mobile Home Park

Dear Mr. Farrington,

As a resident of the affected area, I am writing this letter in opposition to the proposed connection of Fairhaven Drive to the adjacent Fairview Mobile Home Park private drive. The Conceptual Street Maps indicates that the Fairhaven Neighborhood and Fairview Mobile Home Park would be connected in two locations. These family friendly neighborhoods have small yards and the common areas and roads are used for children to play in and neighborhood gatherings. The current suggestion eliminates these common areas and would adversely affect our sense of community. Additionally, the loss of sidewalks, narrow winding roads, and increase of motor vehicle & foot traffic would decrease the safety in both neighborhoods.

I understand the City of Springfield is concerned that the residents of the Fairhaven neighborhood do not have two roads as entry points. The By-Gully bike path has an opening at Fairhaven. In the unlikely event that residents could not access their homes via the Fairhaven Drive, they have the ability to enter via the bike path.

Additional comments/concerns:

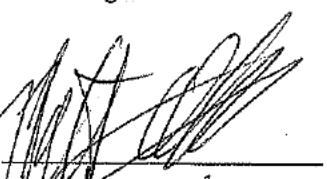
The small street barely fits the parking & transit needs of the Fairhaven cul-de-sac as it stands. This is a horrible attempt at infrastructure designed to benefit no parties and create myriad issues in response. Reconsider this plan, I implore you.

Please reconsider the proposed modification connecting the Fairhaven Neighborhood and Fairview Mobile Home Park.

~~I would appreciate a response from you regarding this issue. I can be reached at the Phone Number or Email Address listed here: [REDACTED]~~

Thank you for taking the time to read this letter.

Sincerely,

Signature: 

Printed Name: Matt O'Mos

From: [REDACTED]
To: [NEWMAN Emma](#)
Subject: Re: Added to Main Street interest list for email updates
Date: Thursday, February 08, 2018 11:21:22 PM
Attachments: [image002.png](#)
[image003.png](#)
[image004.png](#)
[image005.png](#)
[image006.png](#)

Thanks I will share the link.

On Thursday, February 8, 2018 11:24 AM, NEWMAN Emma [REDACTED] wrote:

Hi Mark,

Thanks for coming into the office this morning to discuss the [Transportation System Plan Implementation Project](#). I have added you to the separate Main Street planning interested parties email updates list so that you will receive emails about the Main Street community engagement opportunities, continuing later this year.

If you know of others who would like to sign up for Main Street specific information, you can direct them to this site to sign themselves up for updates: <http://ourmainstreetspringfield.org/>

I hope the additional information and TSP Maps, Project List, and draft Conceptual Street Map that I provided you help with your review of the proposed changes. I would be happy to answer any additional questions you may have.

Emma Newman

Senior Transportation Planner
City of Springfield
541-726-4585



springfield-or.gov



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<http://www.springfield-or.gov/accessibility.html>

From: [NEWMAN Emma](#)
To: [REDACTED]
Cc: [MARKARIAN Molly](#)
Subject: RE: Transportation System Plan
Date: Wednesday, February 14, 2018 6:18:19 PM
Attachments: [image002.png](#), [image003.png](#), [image004.png](#), [image005.png](#), [image006.png](#)

Hi Craig,

Thank you for writing to us regarding your comments about Main Street.

There is a separate community planning process that is specific to the Main Street corridor, which has been on pause, but will be continuing later this year. Our records show that you are on the email list of interested stakeholders who receive electronic updates about the Main Street planning efforts. I would like to encourage you to stay involved later this year as Main Street planning continues to evaluate and determine the future of that specific corridor.

I have recorded your comments below for the TSP Implementation Project as well, since it appears as if you were submitting this email as a follow up to the January 23, 2018 Planning Commission public hearing. It is unclear which elements of your comments relate to the proposed changes that are part of the TSP Implementation project. If you would like to submit additional comments regarding the TSP Implementation project specific proposed changes, please email them to me and I will ensure they are added. The most current drafts of the proposed materials are available on the project webpage at <http://springfield-or.gov/dpw/TSP.htm>.

Emma Newman

Senior Transportation Planner
City of Springfield
541-726-4585



springfield-or.gov



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From: oakonenow [REDACTED]
Sent: Tuesday, February 06, 2018 8:11 PM
To: NEWMAN Emma

Subject: Transportation System Plan

I am writing to voice my opposition to the TSP. I own property at 4343 Main street. Public input has been inadequate. Main street now has 4 traffic lanes, 2 bike lanes and a turn lane. Reducing any of these elements will have a negative impact on the stated goal of encouraging public benefit for transportation, housing, employment and diversity. The oversight group of this planning group does not have adequate representation from property owners like myself. A great deal of data has been collected by the various ongoing studies and committees. There needs to be more analysis of the data with clearer projections of how these pieces will work together or against each other.

The over flow crowd at the January 23rd meeting is an indication that more work needs to be done.

The reduction of speed down to 35 mph will help improve pedestrian safety on Main. The calming effects of pedestrian crossings have helped and lighting and well maintained road stripping will help even more. A few years back we were told we can't reduce the speed limit because it will cause more accidents. Well, in two years it became feasible and the speed limit was reduced.

A no build option with opportunistic cost effective implementation of some of the improvement projects will be cost effective and improve main street for everybody.

Respectfully,

Craig Corliss

Dear Emma Newman,
(Springfield Senior Transportation Planner)
please reconsider removing the barrier

at Don + Lockhaven Sts.

I live at 2284 Clear Vue Lane. I do not wish for Springfield to remove that barrier it could lead to a lot more traffic (and you would have to put up a stop sign at the corner of Clear Vue + Lockhaven which is now missing one).

For people ^{Springfield} wishing to go from Don St to downtown that might make sense to remove it, but for people who live this side of it it definitely would see a major increase of traffic down Lockhaven - making it a busy street.

As others have said to save a couple minutes some people might use it as a shortcut to Gateway Mall via a neighborhood. Most of the houses along Lockhaven, would see a less safe quiet neighborhood, to a busy street like West St. became when more houses were built beyond Aspen in last 20 years.

I currently have a barrier at Clear Vue Lane + Clear Vue Lane - hope that will remain - North Clear Vue is not paved; is nice having no traffic going through to Harbor Road.. Years past people sped down ~~the~~ over street. I suspect you might also have people speeding down Lockhaven if you remove the barrier at Lockhaven + Don St.

Think back to when the barrier was ~~put there~~ in first place, to prevent just this

reason, to stop speeding people -- past homes where small children used to live, & play -- and a lot of older people walk across street to get to 11-12 mail boxes in our... this would become a riskier proposition if Lochaven is open to through traffic.

Please don't open Lochaven at this time for my sake, & others who live along Lochaven.

I suspect other people on other side of Lochaven barrier have similar concerns.
I own a house on a ~~clear~~ Clear Vee Lane.

Thank you,

Sincerely yours

Robert Foster

Robert Foster

2289 Clear Vee Ln.

Springfield, NJ 07081

I agree with

the above.

Please don't remove
the barrier.

Carrie Stern
some
address

Dear Mayor Christine Lundberg,

I bought a house at ²²⁸⁴ Clear Vue Lane
Sept. 2016.

I am not looking forward to having Springfield's ^{City planners} proposal to eliminate the street barrier at Lockhaven + Don St., maybe part of 2025 Springfield Vision proposal.

I learned you as a member of Springfield city council favored not eliminating the barrier then; at that time city said they weren't going to eliminate barrier in Lecture, & now they are proposing ^{to eliminate barrier} ~~that again~~.

Much of the neighborhood on both sides of barrier is not designed to be a bus street, shortcut to Gateway Mall, seeing 2 minutes, in fact several streets sections like Don + Lockhaven have no sidewalks so people walk in the street.

No mention of this proposal was sent to neighbors along this route, just a sign on the barrier. I did give Emma Newman my opinion opposing it. I will try to be at the March 13 or 14 meeting -- May have seen some mention in Eugene Register Guard.

I talked to several people who opposed it in 2007, & before. They hope the city can

use some amount of money ^{proposed} to tear down barrier) & repair city streets, or other city street projects first & forget removal of the barrier. I don't look forward to turning left into a busy Lochaven Street.. Clear Vue ^{part} of Clear Vue also has a blockade ^{of} I hope remains that way too for the future!

Instead of a quiet neighborhood, big trucks, & speeding motorists would likely barrel down Lochaven before this barrier was put up over 25 years ago. Then speed bumps might

have to be put in. If this barrier is to be down, & several Stop signs ~~are~~ ^{will} be ~~keeping~~ along the route, none in place now.

Residents now walk their dogs peacefully down ^{or along} the street, that would change.

I want to commend you, Mayor Lander for supporting your Springfielders with all ^{larger} library proposal ~~is~~ ^{to replace} our current small library.

I hope you can get Springfielders to accept a less costly levy to repair street repairs in the city, & voted ~~for it~~ ^{the other day} but that failed.

Please put some of your clout in stopping city planners from eliminating this barrier at Don't Lochaven this time around. I appreciate your efforts & support. Sincerely, ^{from} Bob Rose

PS:

It city planners ^{may be} ~~are~~ proposing
to put Larchwood all the way to LaCava
Street next to new CDOT parking lot -
this would likely mean LaCava Street
would be slowed down - a traffic
light necessary -- This might be
part of reason city planners want
to eliminate LaCava at Don & Larchwood
So lots of trucks can use this
route bypassing LaCava St.,

I am concerned then LaCava
Street is ^{nowa} nice quick route to
Harlow Road, would be slowed down --

RECEIVED FEB 13 2018

① 4:51pm
802

2-13-18

4:30pm

To City of Springfield

page 1

RE: Springfield Transportation System Plan
Hearings

From Robert McPherson

Box 70291

Springfield OR 97475

I Reside in Springfield, Born & Raised in
Oregon - Resided in Springfield the majority
of my life. Registered Voter, Tax Payer etc.

I have been to Both hearings. I have
testified against the plan. I have witnessed
Unanimous opposition of implementation of
the plan.

IT IS deeply disturbing to watch
listen and experience the cities/panels
actions and proceedings marching forward
in implementing Said plan.

The city has proven its lack of
accountability and lack of transparency
in the past as the Glenwood project
is proof

The act of forcing the citizens
in these matters for "the greater good"
against the will of the people is
nothing more than Tyranny --

Marxist Social Engineering of our
Citizens

This proposal must go to
A Vote of the citizens/Voters
in The General Election.

any more forward to implement
These policies are unacceptable

We the People grow tired of
The City forcing its Agenda
Down our Throats --

Because you know better than
The Subjects you mean to
Rule over us

Tired of Taxes + over Regulation

Sincerely



P.S.

I request copies of all
Testimony, notes of deliberation
and Board members Votes --

From: [TAYLOR Becky](#)
To: [NEWMAN Emma](#)
Cc: [JONES Brenda](#)
Subject: Springfield TSP & Code Amendments
Date: Thursday, February 08, 2018 12:38:55 PM

For the public record:

I met with Don Cole, 945 S. 43rd Street, Springfield right after the 2/6 Public Hearing and again at my office on 2/7. He wants to go on record as being opposed to the extension of Kalmia Street through his property as shown on the Conceptual Street Map.

Thank you.

Becky Taylor
Senior Transportation Planner
Lane County Public Works
3040 N. Delta Hwy
Eugene, OR 97408

[REDACTED]

[REDACTED]

From: [NEWMAN Emma](#)
To: [REDACTED]
Subject: RE:
Date: Thursday, February 15, 2018 7:16:39 AM
Attachments: [image002.png](#)
[image003.png](#)
[image004.png](#)
[image005.png](#)
[image006.png](#)

Hi Dustin,

Thank you for writing to us with your concerns regarding the conceptual local street connection shown on the draft

Conceptual Street Map at Don and Lochaven. It is one part of Transportation System Plan Implementation project proposed changes. The project webpage with all of the proposed materials is available here: <http://springfield-or.gov/dpw/TSP.htm>.

The project is helping to further implement the City's transportation policies that were adopted in 2014. One element is looking at providing the framework to provide better transportation system connectivity and more direct travel routes into the future as Springfield develops and matures over the many years to come.

The intent of showing the street connection at Don and Lochaven is to help implement the Transportation System Plan's goals and policies around system connectivity. In order for the connection to be made at Don and Lochaven, it would need to be a City initiated effort. The changes proposed in this project are higher level and typically a specific project that is City-led would have additional public involvement in the surrounding area prior to actually being designed and constructed, especially given the level of interest in this specific location. With regards to Don and Lochaven, it may be best to look at broader neighborhood connectivity and potential traffic calming and other design treatments that could help encourage slow speeds in the neighborhood area and discourage truck traffic through the residential area, at the time that the street connection may be considered for construction. City staff agree that trucks should be highly discouraged or blocked from the residential area of the neighborhood.

If the draft map was adopted with the local conceptual street connections at Don and Lochaven included, it is unknown when the street connection may be made. There is no funding identified to plan, design, or implement the existing barrier's removal or other neighborhood traffic calming improvements at this time.

I have entered your comments into the public record for the Planning Commission since you turned them in prior to Feb 13 at 5:00PM. The Planning Commission will be meeting next on March 6 at 7PM in City Hall Council Chambers to start their deliberation and discuss the public comments received. Once Planning Commission recommendation is complete, the City Council will start reviewing the materials and hold public hearings later this spring. Meeting information is updated and available on the project webpage.

Thanks again for your comments,

Emma Newman

Senior Transportation Planner
City of Springfield
541-726-4585



springfield-or.gov



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<http://www.springfield-or.gov/accessibility.html>

-----Original Message-----

From: Dustin Fowler [REDACTED]
Sent: Friday, February 09, 2018 9:45 PM
To: NEWMAN Emma
Subject:

Please don't remove barrier at lochaven and don street. it will cause more traffic which is more dangerous for walking people and children and my dog pork chop.

Sent from my iPhone

From Susan Kelley, 551 Mallard Ave. 30yr resident
To: Springfield Planning
Lane County Landuse Commissioners
Oregon Land use Commission
2-13-2016

This response is to the idea of making Mallard Ave. a thru Street to Patways. I have many concerns that are not answered.

1. Why? At the west end of Mallard there is a cyclone fence and directly in the path of the street there is an Apartment Complex. So, with the information I have, it cannot go through. The other end-east end- dead ends 3 blocks later into Game Farm. There are no destination at this end.

2. It is suggested that there should be 2 lane road with bike lane sidewalk and trees. It doesn't speak to on street parking that is needed. Some many unanswered concerns

3. Just as a city needs to have plans + budget so do individuals.

The cost per household + responsibilities should also be clearly spelled out.

4. It is a very quiet neighborhood and it would drastically change the atmosphere. That is also a concern the neighborhood should be involved if and when a change to the road is needed.

So without any of these questions and concerns being answered I would hope the commission would not allow any progress to be made and when these questions are clarified any other opportunity should be allowed for conversations with the neighborhood.

From: [REDACTED]
To: [NEWMAN Emma](#)
Subject: Final Comments on the Proposed Removal of the Gate at the Junction of Don Street and Lochaven Avenue
Date: Friday, February 09, 2018 8:24:20 PM
Attachments: [Final Comments on Draft Proposal to Remove Gate.docx](#)
Importance: High

Ms. Neuman –

I tried to send my comments earlier but something happened to it (I think) so I have rewritten them and am attaching them to this email. If you do get my earlier email, please disregard it and replace it with this email.

Thank you.

Shalom,

Jeffrey Gordon

February 9, 2018

Ms. Newman –

It is my understanding that you are still accepting comments until the 13th of this month so I thought I'd put in some comments after reading the staff's justification for removing the barrier (i.e., gate) at the junction of Don Street and Lochaven Avenue. I know that I have sent you several emails containing the concerns I have with this proposal, and I hope that this is the last time I will be contacting you on this conceptual design proposal - or at least until the city decides to implement it, as I'm sure they will.

I just read the planning staff's rationale for removing the gate and it was (is) as follows:

"The gated barrier at Don St and Lochaven Ave separates two residential communities. The conceptual local street connection shown would provide more direct access from the Scotts Glen neighborhood to access Guy Lee Elementary School, the Shoppes at Gateway, and other destinations by motor vehicle."

I find this interesting for, as I have mentioned in previous emails, these comments closely mirror the reasons provided the last time this was brought up in 2002 (at which time our mayor was the city councilor for the Gateway area). After a large neighborhood meeting at which many neighbors spoke out against the proposal, the plan to remove the gate was tabled.

That being neither here nor there, as that was the past, let's take a look at the current justification for removing the gate so:

1. The barrier (i.e., gate) does indeed separate two residential areas, as it has since 1965. The gate had already been in place for more than a decade when the modular homes were put in place in the 1980's. Why wasn't the gate removed then, or for that matter, after the meeting in 2002? My guess is that there was probably some legal reason that had to do with the development of the two residential areas.
 - a. The major difference in the Lochaven Avenue and Scott's Glen area between 2002 and now is the recent increase in the commercial activity in the industry/commercial zone that abuts these two streets on the south. This, of course, means an increase in the number of large trucks (especially tractor trailer rigs) wanting easy access to these businesses as well as to the interstate system.
2. The connection would indeed provide more direct access from the Scotts Glen neighborhood to Guy Lee Elementary School, the Shoppes at Gateway, and other destinations by motor vehicle.
 - a. But is it really desired by those living in Scotts Glen? Has the city held a meeting asking them what their desires are? After all, the gate was there before they moved in so they should be used to going out to Laura Street and then north. For that matter, has the city conducted a survey of those living in the two residential areas as to what their desires and needs are? I doubt it, given the number of people living in the area who failed to reach any notification of the meetings on January 9th and/or January 23rd.
 - b. What percent of the children attending Guy Lee reside in the Scotts Glen neighborhood? How do they currently get to school?
 - c. The Gateway Mall, now the Shoppes at Gateway, were constructed long after the gate was in place so, once more, the people in Scotts Glen should be used to going out to Laura Street and then north. By the way, removal of the gate would save those living on the east side of the barrier less than two minutes!!!

Now let's look at some of the downsides of removing the gate:

1. First and foremost is the "elephant in the room" – the real unstated reason for removing the gate – it would provide some relief for the traffic that currently uses or would use in the future Harlow Road by rerouting it through a residential area!!

- a. It would provide access, not only to those living in the Scott's Glen neighborhood as implied by the city's recommendation, but it would also provide access to anyone travelling on Laura Street who want to go west and the same for those travelling the opposite way – including large trucks!!
- 2. Of the four streets currently providing access into the Ken-Ray development from Harlow Road, three have traffic lights: one at Hartman Lane (which is next to an elementary school), one at the entrance to the commercial property across from Gateway, and the third at the junction of Beverly and Harlow Road. What will be done to address the congestion caused by the increase in volume of traffic that would result following the removal of the gate?
- 3. Similar to the concern expressed in item 2 above, there is the problem of an increase in the amount of congestion that already exists due to the parking alongside the road especially on Hartman Lane, Don Street, and Darlene Avenue. I'm sure the same will be true along Beverly Street once the new medical facility currently under construction just east of Dari-Mart is complete and operational.
- 4. What will be done (specifically) to provide for the protection of the residents, in particular the children and elderly, who live in these two residential areas?
 - a. Put up speed limit signs (say for 25 MPH) which (as history has shown elsewhere) will neither be obeyed nor enforced?
 - b. Put in speed bumps? How often, how high, and how much time will now be saved?
 - c. Put up signs prohibiting tractor trailer rigs and other large trucks from entering the area (hasn't worked so far)? Will this be enforced?
- 5. Finally, how will all of the following work be paid for (work that includes what will be needed to bring the current streets up to a safe standard):
 - a. Removal of existing barrier?
 - b. Repair of roads at the site of the gate?
 - c. Construction of Lochaven Avenue to connect it with Laura Street?
 - d. Getting the funds needed to bring existing residential streets up to standards required by the increased use, and then maintaining these roads to the same standards over time?
 - e. Any additional work that will be needed to mitigate the safety concerns inflicted upon those living in the two residential areas?
 - f. Enforcement of all the laws to secure public safety in the area?

That's about all I can think of at this time. As I have told you before, I have over 30 years of public service, either working for or dealing with numerous governmental bodies. It is for that reason that I can say that I am extremely doubtful that anything those of us in the neighborhoods affected may have to say will be given any weight in the final decision. Still, I would hope that those living in these two residential areas will get to provide some input (neighborhood meetings with the Mayor and Development Staff present to listen to the concerns), and when the decision to go ahead is reached (as I'm sure it will be), be able to have considerable input into the development of methods used to mitigate the safety concerns inflicted upon them by the decision.

Previously you told me that you can understand my concerns and can empathize with me and my neighbors, "but ..." I understand the position you are in, as I have been in similar situations many times during my career, so I would like to tell you that I feel that you've done a good job and hope you keep it up.

Shalom,

Jeffrey A. Gordon
935 Lochaven Avenue

From: [NEWMAN Emma](#)
To: [REDACTED]
Subject: RE: Lochaven barrier
Date: Thursday, February 15, 2018 7:20:06 AM
Attachments: [image002.png](#)
[image003.png](#)
[image004.png](#)
[image005.png](#)
[image006.png](#)

Hi Lola,

Thank you for writing to us with your concerns regarding the conceptual local street connection shown on the draft Conceptual Street Map at Don and Lochaven. It is one part of Transportation System Plan Implementation project proposed changes. The project webpage with all of the proposed materials is available here: <http://springfield-or.gov/dpw/TSP.htm>.

The project is helping to further implement the City's transportation policies that were adopted in 2014. One element is looking at providing the framework to provide better transportation system connectivity and more direct travel routes into the future as Springfield develops and matures over the many years to come.

The intent of showing the street connection at Don and Lochaven is to help implement the Transportation System Plan's goals and policies around system connectivity. In order for the connection to be made at Don and Lochaven, it would need to be a City initiated effort. The changes proposed in this project are higher level and typically a specific project that is City-led would have additional public involvement in the surrounding area prior to actually being designed and constructed, especially given the level of interest in this specific location. With regards to Don and Lochaven, it may be best to look at broader neighborhood connectivity and potential traffic calming and other design treatments that could help encourage slow speeds in the neighborhood area and discourage truck traffic through the residential area, at the time that the street connection may be considered for construction. City staff agree that trucks should be highly discouraged or blocked from the residential area of the neighborhood.

If the draft map was adopted with the local conceptual street connections at Don and Lochaven included, it is unknown when the street connection may be made. There is no funding identified to plan, design, or implement the existing barrier's removal or other neighborhood traffic calming improvements at this time.

I have entered your comments into the public record for the Planning Commission since you turned them in prior to Feb 13 at 5:00PM. The Planning Commission will be meeting next on March 6 at 7PM in City Hall Council Chambers to start their deliberation and discuss the public comments received. Once Planning Commission recommendation is complete, the City Council will start reviewing the materials and hold public hearings later this spring. Meeting information is updated and available on the project webpage.

Thanks again for your comments,

Emma Newman

Senior Transportation Planner
City of Springfield
541-726-4585



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<http://www.springfield-or.gov/accessibility.html>

-----Original Message-----

From: Lola Fowler [REDACTED]
Sent: Saturday, February 10, 2018 3:48 PM
To: NEWMAN Emma
Subject: Lochaven barrier

Please do not remove the barrier there are lots of walkers in the neighborhood and it would not be a smart decision to open the barrier.

Lola-Lochaven resident

From: [REDACTED]
To: [Springfield Mayor](#)
Subject: Proposed Beverly park barrier removal.
Date: Monday, February 12, 2018 7:59:22 PM

Hello,

I am a home owner at 1049 Nancy Ave. I work at Pangolin 4x4 at the end of Don st. I ride my bicycle to work every day around the gate at the corner of Don and Lochaven. This morning on my ride to work, I noticed a flyer on the gate giving notice of the city's intent to remove the gate between Beverly Park and the industrial area at the end of Don st. In my opinion, this is a terrible idea. Beverly park is a quiet neighborhood surrounded by heavily trafficked areas. There is an elementary school on the corner of Hartman and Harlow, and all of the streets in the neighborhood are narrow, with no sidewalks, no dividing line, and sharp, 90-degree turns. There is no room for 2 cars to make any of the turns in the neighborhood at the same time, and people (including small children, and the elderly) walk down the middle of the streets. With all of the businesses in the Gateway area on one side of our neighborhood and the freeway on ramp on the other side at the end of Laura St., it is easy to foresee significantly increased traffic through all of the streets in the neighborhood. It would only be a matter of time before a pedestrian is struck, and the odds of many fender benders on turns are significant.

I am concerned that this unwanted traffic in our quiet neighborhood will significantly, negatively, impact all of our property values, while providing little to no benefit to any of its residents. I am also acutely aware of the issue of dumping, and homeless people living in and out of cars at the end of Don street. Removing the gate would be like rolling out a welcome mat for these people/activities to come into our neighborhood and create blight and crime. People in our neighborhood leave their cars unlocked and their garage doors open because they feel safe. I fear it would not be long before this was taken advantage of by passers through.

I understand that the City is trying to mitigate traffic on Harlow and Laura, but I think that shifting traffic onto our quiet, narrow streets is a poor choice. I think a traffic light at Laura and Q street would be a far better option for reducing traffic jams at the freeway on ramp, and would not have any of these negative impacts on any Springfield residents.

Sincerely,

Greg Harwood
[REDACTED]

5660-AHC-142

not printed 11/04

SG 10/15/2012 8:28 AM

group 30, b7c

STOP

The BARRIER Removal planned @
Don St & Lochaven St.s in
Springfield, OR.

Stop the destruction of our neighborhood!

The City of Springfield is planning to open up our streets @ Don & Lochaven to allow traffic to flow openly through our quiet and peaceful neighborhood.

First, putting our children, pets and senior citizens at risk.

If the barrier is removed, our quiet, and peaceful neighborhood will be no more.

Second, vehicles will be racing up and down our streets and crime on both side of the barrier is bound to rise, by giving or making easier access to ALL who reside in the area.

Please keep it closed!

Sincerely, Holly Harrington

Holly Harrington
738 Scotts Glen Dr
Spfd, OR 97477

9872

(2) bus route 1000 to west side of town
in school trust.
(3) Blodding.

1. board off to west side of town at 9872.
edge of town to blodding to first
wells of school trust. 2. street two
times and repeat three well of sufficient
length between them bus
stop bus stop, which was putting
down to wait
bus, twice and from west side of town
3. from on side line board off to west side of town
which bus you will take to bus stop, bus 32
32 to blodding no more bus stops
and bus going to 32 to blodding
32 to blodding bus 11A or 223 or 222
32 to blodding bus 11A or 223 or 222

6396

1. board off to west side of town
2. bus stop bus 11A or 223 or 222

From: [NEWMAN Emma](#)
To: [REDACTED]
Subject: RE: Don St.
Date: Thursday, February 15, 2018 7:26:15 AM
Attachments: [image002.png](#)
[image003.png](#)
[image004.png](#)
[image005.png](#)
[image006.png](#)

Hi Ed,

Thank you for writing to us with your concerns regarding the conceptual local street connection shown on the draft Conceptual Street Map at Don and Lochaven. It is one part of Transportation System Plan Implementation project proposed changes. The project webpage with all of the proposed materials is available here: <http://springfield-or.gov/dpw/TSP.htm>.

The project is helping to further implement the City's transportation policies that were adopted in 2014. One element is looking at providing the framework to provide better transportation system connectivity and more direct travel routes into the future as Springfield develops and matures over the many years to come.

The intent of showing the street connection at Don and Lochaven is to help implement the Transportation System Plan's goals and policies around system connectivity. In order for the connection to be made at Don and Lochaven, it would need to be a City initiated effort. The changes proposed in this project are higher level and typically a specific project that is City-led would have additional public involvement in the surrounding area prior to actually being designed and constructed, especially given the level of interest in this specific location. With regards to Don and Lochaven, it may be best to look at broader neighborhood connectivity and potential traffic calming and other design treatments that could help encourage slow speeds in the neighborhood area and discourage truck traffic through the residential area, at the time that the street connection may be considered for construction. City staff agree that trucks should be highly discouraged or blocked from the residential area of the neighborhood.

If the draft map was adopted with the local conceptual street connections at Don and Lochaven included, it is unknown when the street connection may be made. There is no funding identified to plan, design, or implement the existing barrier's removal or other neighborhood traffic calming improvements at this time.

I have entered your comments into the public record for the Planning Commission since you turned them in prior to Feb 13 at 5:00PM. The Planning Commission will be meeting next on March 6 at 7PM in City Hall Council Chambers to start their deliberation and discuss the public comments received. Once Planning Commission recommendation is complete, the City Council will start reviewing the materials and hold public hearings later this spring. Meeting information is updated and available on the project webpage.

Thanks again for your comments,

Emma Newman

Senior Transportation Planner
City of Springfield
541-726-4585



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<http://www.springfield-or.gov/accessibility.html>

From: Ed Weston [REDACTED]
Sent: Friday, February 09, 2018 11:09 PM
To: NEWMAN Emma
Subject: Don St.

Emma,

I do not know why this barrier removal at Don St. and Lochhaven is proposed, but as a resident of Prescott Lane (901), I am all too familiar with the downsides of residential "shortcuts". People are always running late, or are impatient, and speed thru our neighborhood, to the detriment of safety for people and pets. (I sadly buried a neighbor cat, killed by a motorist, eyeball hanging out, an image I can't forget).

If you are trying to improve traffic flow on the cheap, by providing a shortcut for drivers traversing from Harlow Rd. to Pioneer Pkwy, I say, shame on you. Maybe you have a better explanation, which I would welcome hearing.

Ed Weston

From: [NEWMAN Emma](#)
To: [REDACTED]
Subject: RE: Don street barrier
Date: Thursday, February 15, 2018 7:18:29 AM
Attachments: [image002.png](#)
[image003.png](#)
[image004.png](#)
[image005.png](#)
[image006.png](#)

Hi Ryan,

Thank you for writing to us with your concerns regarding the conceptual local street connection shown on the draft Conceptual Street Map at Don and Lochaven. It is one part of Transportation System Plan Implementation project proposed changes. The project webpage with all of the proposed materials is available here: <http://springfield-or.gov/dpw/TSP.htm>. As you can see on the propose maps, which it sounds as if you may have already looked at, there are a couple of planned multi-use path projects in the neighborhood that were already adopted into the transportation plan in 2014.

The project is helping to further implement the City's transportation policies that were adopted in 2014. One element is looking at providing the framework to provide better transportation system connectivity and more direct travel routes into the future as Springfield develops and matures over the many years to come.

The intent of showing the street connection at Don and Lochaven is to help implement the Transportation System Plan's goals and policies around system connectivity. In order for the connection to be made at Don and Lochaven, it would need to be a City initiated effort. The changes proposed in this project are higher level and typically a specific project that is City-led would have additional public involvement in the surrounding area prior to actually being designed and constructed, especially given the level of interest in this specific location. With regards to Don and Lochaven, it may be best to look at broader neighborhood connectivity and potential traffic calming and other design treatments that could help encourage slow speeds in the neighborhood area and discourage truck traffic through the residential area, at the time that the street connection may be considered for construction. City staff agree that trucks should be highly discouraged or blocked from the residential area of the neighborhood.

If the draft map was adopted with the local conceptual street connections at Don and Lochaven included, it is unknown when the street connection may be made. There is no funding identified to plan, design, or implement the existing barrier's removal or other neighborhood traffic calming improvements at this time.

I have entered your comments into the public record for the Planning Commission since you turned them in prior to Feb 13 at 5:00PM. The Planning Commission will be meeting next on March 6 at 7PM in City Hall Council Chambers to start their deliberation and discuss the public comments received. Once Planning Commission recommendation is complete, the City Council will start reviewing the materials and hold public hearings later this spring. Meeting information is updated and available on the project webpage.

Thanks again for your comments,

Emma Newman

Senior Transportation Planner
City of Springfield
541-726-4585



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<http://www.springfield-or.gov/accessibility.html>

From: ryan fowler [REDACTED]
Sent: Friday, February 09, 2018 10:22 PM
To: NEWMAN Emma
Subject: Don street barrier

Hello. I noticed a flier saying that potentially the barricade could be removed on lochaven ave. Please do not remove the barrier. We already get a lot of traffic trying to get through to the freeway or use it as a shortcut. If it is removed without inserting a new one we will have a horrible amount of traffic trying to get through, especially when there is a football game or event at autzen. I was looking at city plans and it looked like it was potentially going to be a path. Hopefully this would be the case. Please don't allow cars to travel in between these areas. Thank you for reading my thoughts and feelings. Your neighbor
Ryan Fowler.
[REDACTED]

From: [NEWMAN Emma](#)
To: [REDACTED]
Cc: [VANGORDON Sean \(Springfield Councilor\)](#); [Springfield Mayor](#)
Subject: RE: Final Comments of Removal of Gate at Junction of Don Street and Lochaven Avenue
Date: Thursday, February 15, 2018 7:43:08 AM
Attachments: [image002.png](#)
[image003.png](#)
[image004.png](#)
[image005.png](#)
[image006.png](#)

Hi Jeffrey,

Thank you again for participating in this public process and providing your input. I have also included the comments below in the project record, in addition to the other comments you have provided.

Emma Newman

Senior Transportation Planner
City of Springfield
541-726-4585



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From: Springfield Mayor
Sent: Monday, February 12, 2018 10:13 AM
To: Past
Cc: NEWMAN Emma; VANGORDON Sean (Springfield Councilor)
Subject: Re: Final Comments of Removal of Gate at Junction of Don Street and Lochaven Avenue

Dear Jeffrey,

Thank you for taking the time to express your concerns about the barrier in your neighborhood. You are correct, I am very familiar with the barrier. I voted against removing it the last time it came before Council. I still support keeping the barrier.

Christine

On Feb 9, 2018, at 8:33 PM, Past [REDACTED] wrote:

Honorable Mayor Lundberg –

I have sent the following to Emma Newman of the Planning Group and felt you should have a copy of it as, having been the Gateway Area councilor in the past, you are familiar with the history of the situation and the concerns of those living in the two residential areas.

Ms. Neuman –

I tried to send my comments earlier but something happened to it (I think) so I have rewritten them and am attaching them to this email. If you do get my earlier email, please disregard it and replace it with this email.

Thank you.

Shalom,

Jeffrey Gordon

<Final Comments on Draft Proposal to Remove Gate.docx>

From: [NEWMAN Emma](#)
To: [REDACTED]
Subject: RE: Gate removal plan at Don and Lochaven
Date: Thursday, February 15, 2018 7:23:17 AM
Attachments: [image002.png](#)
[image003.png](#)
[image004.png](#)
[image005.png](#)
[image006.png](#)

Hi Greg,

I have also documented your comment below in the record. Thank you for taking the time to write to us and provide feedback.

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



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<http://www.springfield-or.gov/accessibility.html>

From: Greg Harwood [REDACTED]
Sent: Friday, February 09, 2018 5:10 PM
To: NEWMAN Emma
Subject: Gate removal plan at Don and Lochaven

Hello,

I am a home owner at 1049 Nancy Ave. I work at Pangolin 4x4 at the end of Don st. I ride my bicycle to work every day around the gate at the corner of Don and Lochaven. This morning on my ride to work, I noticed a flyer on the gate giving notice of the city's intent to remove the gate between Beverly Park and the industrial area at the end of Don st. In my opinion, this is a terrible idea. Beverly park is a quiet neighborhood surrounded by heavily trafficked areas. There is an elementary school on the corner of Hartman and Harlow, and all of the streets in the neighborhood are narrow, with no sidewalks, no dividing line, and sharp, 90-degree turns. There is no room for 2 cars to make any of the turns in the neighborhood at the same time, and people (including small children, and the elderly) walk down the middle of the streets. With all of the businesses in the Gateway area on one side of our neighborhood and the freeway on ramp on the other side at the end of Laura St., it is easy to foresee significantly increased traffic through all of the streets in the neighborhood. It would only be

a matter of time before a pedestrian is struck, and the odds of many fender benders on turns are significant.

I am concerned that this unwanted traffic in our quiet neighborhood will significantly, negatively, impact all of our property values, while providing little to no benefit to any of its residents. I am also acutely aware of the issue of dumping, and homeless people living in and out of cars at the end of Don street. Removing the gate would be like rolling out a welcome mat for these people/activities to come into our neighborhood and create blight and crime. People in our neighborhood leave their cars unlocked and their garage doors open because they feel safe. I fear it would not be long before this was taken advantage of by passers through.

I understand that the City is trying to mitigate traffic on Harlow and Laura, but I think that shifting traffic onto our quiet, narrow streets is a poor choice. I think a traffic light at Laura and Q street would be a far better option for reducing traffic jams at the freeway on ramp, and would not have any of these negative impacts on any Springfield residents.

Sincerely,

Greg Harwood
[REDACTED]

From: [NEWMAN Emma](#)
To: [REDACTED]
Subject: RE: Proposed Barrier Removal at Don & Lochaven
Date: Wednesday, February 21, 2018 10:31:11 AM
Attachments: [City of Spfld postcard - Brian Barnett 7-31-2002.pdf](#)
[image002.png](#)
[image003.png](#)
[image004.png](#)
[image005.png](#)
[image006.png](#)

Hi Marceil,

Thank you for writing to us with additional information and questions regarding the conceptual local street connection shown on the draft Conceptual Street Map at the intersection of Don and Lochaven. I have included your email and the attachment in the public record.

In 2002, the Springfield City Council decided to table the any action regarding relocation of the barrier at Lochaven/Don Streets. Although it was tabled, that does not mean the topic cannot be revisited in the future.

If the draft map were to be adopted with the local conceptual street connections at Don and Lochaven included, it is unknown when the street connection may be made. There is no funding identified to plan, design, or implement the existing barrier's removal or other neighborhood traffic calming improvements at this time.

The Planning Commission will be meeting next on March 6 at 7PM in City Hall Council Chambers to start their deliberation and discuss the public comments received. Once Planning Commission recommendation is complete, the City Council will start reviewing the materials and hold public hearings later this spring. Meeting information is updated and available on the project webpage (<http://springfield-or.gov/dpw/TSP.htm>).

I hope this additional clarification is helpful and would be happy to help answer any other questions you may have.

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



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another format. For more information please see the City's accessibility page:
<http://www.springfield-or.gov/accessibility.html>

From: Marceil Carmen [REDACTED]
Sent: Tuesday, February 13, 2018 2:54 PM
To: NEWMAN Emma
Subject: Proposed Barrier Removal at Don & Lochaven

Dear Planning Commission,

I had the opportunity to give brief testimony at the City Council meeting on January 23, 2018. I wanted to share the attached notification we received from Brian Barnett, Traffic Engineer for City of Springfield, following a meeting in July 2002. It was our understanding from (former) City Councilor Christine Lundberg that the issue of opening the diverter was closed and that the Council would not reconsider this issue. I believe the card reinforces that determination.

If your understanding of the determination is different from what was represented, I would love to hear it.

Thanks for your consideration.

Marceil Carmen and
Gerald Carmen
1072 Nancy Avenue
Springfield, OR 97477
(Property owners)

From: [REDACTED]
To: [Springfield Mayor](#)
Cc: [NEWMAN Emma](#); [VANGORDON Sean \(Springfield Councilor\)](#)
Subject: Re: Public comment in opposition to the barrier removal at Don St. and Lochaven Ave.
Date: Tuesday, February 13, 2018 11:07:17 AM

Thank you so much, Christine! I so enjoyed working with you in the past and have admired your good works from afar ever since! I appreciate not only your response, but your understanding that people's happiness and safety need to be weighed with the city's needs.

Thank you again for being a great mayor and public servant.

Best wishes,

Kathy

[REDACTED].

On Mon, Feb 12, 2018 at 10:28 AM, Springfield Mayor

wrote:

Dear Kathy,

Thank you for taking the time to so thoroughly and graciously express your concerns and the concerns of your neighbors. Since I know the neighborhood well and because I voted against removing the barrier in the past I remain in opposition to the removal. The children in the neighborhood need to be safe walking and biking to and from school. The neighborhood is not designed for additional traffic. Safety is a primary concern of the City. The barrier adds a significant layer of safety that I want to maintain.

Christine

On Feb 11, 2018, at 5:52 PM, Kathy Reay

wrote:

Dear Ms. Newman,

I am writing in opposition to the Barrier being removed at Don St And Lochaven Ave in Springfield. There are a multitude of reasons that would disqualify this action being taken but I would like to focus on the responsibilities the city would have IF this action is approved.

1. Because of the narrow streets
 - * Streets would need to be widened

Result: Only Lochaven, Hartman and one side of Don has a buffer zone between street and sidewalk that the city could use for this purpose. Many trees would be eliminated. All other streets in the neighborhood (except isolated areas) have no sidewalks. If streets were widened, The city would have to appropriate land for increased street size and sidewalk since, if this were to be approved, more traffic would go through the neighborhood, therefore, sidewalks would be necessary. (We live in a gridded neighborhood. All streets would be used to move through to the Don, Lochaven barrier site.) To widen the streets and add sidewalks enough land could be taken from some property owners that their houses would then be very close to the street. Plus, in times past when this issue has arisen, engineers

testified that the pavement we have now would not accommodate heavier traffic (going only on what they said, I am not an expert.)

- * Parking would have to be made available on only one side of the street.

Result: The parking side would be inconvenienced due to the inability to park ones' own car at times and people on the other side of the street would have to cross to access their car which, with increased traffic would be hazardous.

1. Because of more traffic trying to save time going from Shoppes at Gateway or Beltline to Laura Street and Hwy 105, Speed would become an issue.

- * Multiple 25 MPH signs would need to be installed.
- * Stop signs would need to be installed.
- * Speed bumps would need to be installed.

Result: Anyone trying to get through the neighborhood, to avoid traffic and save time, would find that no time had been saved, but while they are discovering that, we have the increased traffic that will disadvantage our neighborhood.

- * Better signage to deter trucks from using the newly opened streets. Many a

Trucker, after venturing into the neighborhood has been met with our narrow streets that (if cars are parked on both sides only one car can pass at a time) and has struggled to get back out to the main road. (Thank you Google maps for updating route information so we see less and less of that now...though it still happens.)

1. Because kids live in the neighborhood and we have a neighborhood elementary school (Guy Lee) at Harlow Rd. and Hartman Ln, walking and driving safety would be compromised.

* Some comments have been made that opening the barrier would improve driving from the east side of the barrier to Guy Lee, but in 2002, when this issue was raised citing the same concerns, it was hazardous to turn left from Laura St onto Harlow Rd. In recognition of that fact, the city reconfigured Laura Street and put in a traffic signal so driving safety to Guy Lee is no longer a concern. (Thank you!) And, of course, walking from that area to Guy Lee would not be affected by the barrier's removal.

i. The barrier was erected in 1965 and the majority of homes on the east side of the barrier were installed starting in the late 1980's. I believe you choose a home based, in part, on the surroundings and therefore, at the time of moving into the neighborhood, were not unhappy with the barrier's placement.

ii. The planning staff's statement, "The gated barrier at Don St. and Lochaven Ave separates two residential communities. The conceptual local street connection shown would provide more direct access from the Scotts Glen Neighborhood to access Guy Lee Elementary School, The Shoppes at Gateway, and other destinations by motor vehicle."

i. This is the same rationale that has been used in the past and seems to be saying that people from the neighborhood would welcome this change. In 1992 when this was proposed,

all were unanimous in opposition except for one homeowner on the Don/Lochaven corner, who complained of people driving over her front yard to go around the barrier. Subsequently, barrier poles were installed to prohibit that problem.. When this issue came up again in 2002, everyone was unanimously opposed to the barrier's removal but agreed the left turn off Laura onto Harlow should be improved. This time, to my knowledge, the neighborhood is unanimous in opposition to the barrier's removal.

Result: The statement and rationale are inaccurate and therefore nullify the city's actions that brought this to the point where this public comment is even necessary.

iii. Currently, the traffic light at Harlow and Hartman Ln., specifically when a pedestrian is crossing Hartman, a car turning left on Harlow to Hartman may still have a flashing yellow turn signal which could give them the opportunity to turn at the same time as a pedestrian walking. Sometimes those pedestrians cannot be seen, due to darkness, weather, or passing traffic. If this light remains operating in this way, more traffic turning left into the neighborhood could become more hazardous. (Obviously, I support a solid red turn signal when the pedestrian walk sign is on at that intersection.)

1. Because the values of our properties will decrease

- * We will have no due process except to potentially take the loss on our taxes.
- * We do not expect that the city will adequately pay for acquiring the property into eminent domain for street widening, as would be the case if that same property were to be sold to a private buyer.
- * Our homes will be less desirable in a sales proceeding.

Thank you for this opportunity for public comment,

Kathy Reay

936 Lochaven Ave.

[REDACTED]

[REDACTED]

From: [NEWMAN Emma](#)
To: [REDACTED]
Cc: [VANGORDON Sean \(Springfield Councilor\)](#); [Springfield Mayor](#)
Subject: RE: Public comment in opposition to the barrier removal at Don St. and Lochaven Ave.
Date: Thursday, February 15, 2018 7:41:09 AM
Attachments: [image002.png](#)
[image003.png](#)
[image004.png](#)
[image005.png](#)
[image006.png](#)

Hi Kathy,

As the Mayor said, thank you for taking the time to provide additional comments on the proposed plans being presented as part of the Transportation System Plan Implementation Project. I have included your comments below in the project record for the Planning Commission to review as they prepare for deliberations.

The Planning Commission will be meeting next on March 6 at 7PM in City Hall Council Chambers to start their deliberation and discuss the public comments received. Once Planning Commission recommendation is complete, the City Council will start reviewing the materials and hold public hearings later this spring. Meeting information is updated and available on the project webpage: <http://springfield-or.gov/dpw/TSP.htm>.

Emma Newman

Senior Transportation Planner
City of Springfield
541-726-4585



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<http://www.springfield-or.gov/accessibility.html>

From: Springfield Mayor
Sent: Monday, February 12, 2018 9:53 AM
To: Kathy Reay
Cc: NEWMAN Emma; VANGORDON Sean (Springfield Councilor)
Subject: Re: Public comment in opposition to the barrier removal at Don St. and Lochaven Ave.

Dear Kathy,

Thank you for taking the time to so thoroughly and graciously express your concerns and the concerns of your neighbors. Since I know the neighborhood well and because I voted against removing the barrier in the past I remain in opposition to the removal. The children in the neighborhood need to be safe walking and biking to and from school. The neighborhood is not designed for additional traffic. Safety is a primary concern of the City. The barrier adds a significant layer of safety that I want to maintain.

Christine

On Feb 11, 2018, at 5:52 PM, Kathy Reay [REDACTED] wrote:

Dear Ms. Newman,

I am writing in opposition to the Barrier being removed at Don St And Lochaven Ave in Springfield. There are a multitude of reasons that would disqualify this action being taken but I would like to focus on the responsibilities the city would have IF this action is approved.

1. Because of the narrow streets

a. Streets would need to be widened

Result: Only Lochaven, Hartman and one side of Don has a buffer zone between street and sidewalk that the city could use for this purpose. Many trees would be eliminated. All other streets in the neighborhood (except isolated areas) have no sidewalks. If streets were widened, The city would have to appropriate land for increased street size and sidewalk since, if this were to be approved, more traffic would go through the neighborhood, therefore, sidewalks would be necessary. (We live in a gridded neighborhood. All streets would be used to move through to the Don, Lochaven barrier site.) To widen the streets and add sidewalks enough land could be taken from some property owners that their houses would then be very close to the street. Plus, in times past when this issue has arisen, engineers testified that the pavement we have now would not accommodate heavier traffic (going only on what they said, I am not an expert.)

b. Parking would have to be made available on only one side of the street.

Result: The parking side would be inconvenienced due to the inability to park ones' own car at times and people on the other side of the street would have to cross to access their car which, with increased traffic would be hazardous.

2. Because of more traffic trying to save time going from Shoppes at Gateway or Beltline to Laura Street and Hwy 105, Speed would become an issue.

a. Multiple 25 MPH signs would need to be installed.

b. Stop signs would need to be installed.

c. Speed bumps would need to be installed.

Result: Anyone trying to get through the neighborhood, to avoid

traffic and save time, would find that no time had been saved, but while they are discovering that, we have the increased traffic that will disadvantage our neighborhood.

- d. Better signage to deter trucks from using the newly opened streets.
Many a

Trucker, after venturing into the neighborhood has been met with our narrow streets that (if cars are parked on both sides only one car can pass at a time) and has struggled to get back out to the main road. (Thank you Google maps for updating route information so we see less and less of that now...though it still happens.)

3. Because kids live in the neighborhood and we have a neighborhood elementary school (Guy Lee) at Harlow Rd. and Hartman Ln, walking and driving safety would be compromised.

- a. Some comments have been made that opening the barrier would improve driving from the east side of the barrier to Guy Lee, but in 2002, when this issue was raised citing the same concerns, it was hazardous to turn left from Laura St onto Harlow Rd. In recognition of that fact, the city reconfigured Laura Street and put in a traffic signal so driving safety to Guy Lee is no longer a concern. (Thank you!) And, of course, walking from that area to Guy Lee would not be affected by the barrier's removal.

i. The barrier was erected in 1965 and the majority of homes on the east side of the barrier were installed starting in the late 1980's. I believe you choose a home based, in part, on the surroundings and therefore, at the time of moving into the neighborhood, were not unhappy with the barrier's placement.

ii. The planning staff's statement, "The gated barrier at Don St. and Lochaven Ave separates two residential communities. The conceptual local street connection shown would provide more direct access from the Scotts Glen Neighborhood to access Guy Lee Elementary School, The Shoppes at Gateway, and other destinations by motor vehicle."

i. This is the same rationale that has been used in the past and seems to be saying that people from the neighborhood would welcome this change. In 1992 when this was proposed, all were unanimous in opposition except for one homeowner on the Don/Lochaven corner, who complained of people driving over her front yard to go around the barrier. Subsequently, barrier

poles were installed to prohibit that problem.. When this issue came up again in 2002, everyone was unanimously opposed to the barrier's removal but agreed the left turn off Laura onto Harlow should be improved. This time, to my knowledge, the neighborhood is unanimous in opposition to the barrier's removal.

Result: The statement and rationale are inaccurate and therefore nullify the city's actions that brought this to the point where this public comment is even necessary.

iii. Currently, the traffic light at Harlow and Hartman Ln., specifically when a pedestrian is crossing Hartman, a car turning left on Harlow to Hartman may still have a flashing yellow turn signal which could give them the opportunity to turn at the same time as a pedestrian walking. Sometimes those pedestrians cannot be seen, due to darkness, weather, or passing traffic. If this light remains operating in this way, more traffic turning left into the neighborhood could become more hazardous. (Obviously, I support a solid red turn signal when the pedestrian walk sign is on at that intersection.)

3. Because the values of our properties will decrease

- a. We will have no due process except to potentially take the loss on our taxes.
- b. We do not expect that the city will adequately pay for acquiring the property into eminent domain for street widening, as would be the case if that same property were to be sold to a private buyer.
- c. Our homes will be less desirable in a sales proceeding.

Thank you for this opportunity for public comment,

Kathy Reay
936 Lochaven Ave.
Springfield, OR 97477



From: [NEWMAN Emma](#)
To: [REDACTED]
Subject: RE: Safety barrier at Don and Lochaven.
Date: Thursday, February 15, 2018 7:34:49 AM
Attachments: [image002.png](#)
[image003.png](#)
[image004.png](#)
[image005.png](#)
[image006.png](#)

Hi Steve,

Thank you for attending the planning commission public hearings and providing additional input below. Staff and the Planning Commissioners really appreciate hearing from you, since this is the time in the process to be part of the solution and provide input as you have done.

The Planning Commission meeting recordings, which are part of the record and include the testimony you provided, are posted to the Commission's webpage: <http://springfield-or.gov/DPW/PlanningCommission.htm>. It looks as if the Feb 6th recording is not posted quite yet, so I will check in with our staff to ensure it is posted soon. The additional written comments you have provided below are also helpful and have been added to the record.

As you know, the Planning Commissions will be meeting next on March 6 at 7PM in City Hall Council Chambers to start their deliberation and discuss the public comments received. Once Planning Commission recommendation is complete, the City Council will start reviewing the materials and hold public hearings later this spring. Meeting information is updated and available on the project webpage: <http://springfield-or.gov/dpw/TSP.htm>.

Emma Newman

Senior Transportation Planner
City of Springfield
541-726-4585



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From: Stephen Reay [REDACTED]
Sent: Sunday, February 11, 2018 4:48 PM
To: NEWMAN Emma
Subject: Safety barrier at Don and Lochaven.

Ms. Newman

After attending the joint planning commission meetings of Jan. 23 and Feb. 6, 2018 I am left with some impressions I wish to share. These were also brought up by others who spoke.

1. Despite constant reassurance that all property owners were notified by mailers of the TSP it was obvious that many did not receive any such notification. Most learned by word of mouth, I was among the latter.

2. The neighborhoods affected by the plan had zero input as to how it might affect their quality of life and safety. This was the general theme.

3. The businesses along Main St. were also not involved in the TSP planning process.

4. The Sounding Board that was involved was not representative of the ones that would be affected by the TSP but those that may benefit from its implementation.

In conclusion it seems that Springfield will follow in our neighbor across the river's path.

Rewarding business at the sake of it's citizens.

Below is a summary of my remarks on Feb. 6th, evidently no notes were taken for it is not in the record.

Steve Reay

936 Lochaven Ave.

Springfield, Or., 97477

My name is Stephen Reay

I am here to express my opposition to the removal of the safety diverter at Don St. and Lochaven Ave. Which has been in place since the mid-sixties.

I have lived at 936 Lochaven Ave., Springfield, Oregon since 1983. I own and pay taxes on the land and home and did not receive the mailed notification of the TSP Implementation Project.

In 2002, the last time this came up, then Springfield Traffic Engineer Brian Barnett stated that the purpose for the barriers removal was to help relieve traffic flow on Harlow Rd. using the neighborhood as a shortcut thus increasing traffic on our narrow streets and saving two minutes for those commuters.

After a City Council meeting a mailer from Mr. Barnett stated, "This means the traffic diverter remain in the place that it is today and this Council will not reconsider the issue".

This is a transitional neighborhood with empty nesters, retirees and new families.

This the third attempt at removing this Safety Barrier and it has been stopped each time. The reasons for opposition have not changed. I will state them again.

The removal of the diverter will turn Dornach, Beverly and Hartman to Don into a collector for traffic to move from Harlow Rd. to Laura and Shelley Sts., and then to I-105. This brings traffic through narrow residential streets. Those streets stated above and side streets of Darlene, Nancy and Lochaven.

Darlene, Nancy and Beverly do not have sidewalks. These streets are heavily used by the residents; walking kids to and from Guy Lee School, riding bikes, playing basketball, walking dogs and strolls for us older folks. Removing the diverter places all those

participating in these activities into peril from the increased traffic flow by drivers not familiar with the neighborhood. This begs the question of who would pay for sidewalks and the land appropriated to build them?

We still have semi trucks trying to access the industrial area off Don St and then to I-105 via Shelley and Laura streets through the neighborhood. When cars are parked on both sides of any of the mentioned streets the usable roadway is one car width wide. I have witnessed semis backing up two blocks to find a way out. So far we have been lucky and there has been no property damage. No Trucks Allowed signs are sometimes viewed as just a suggestion.

For the safety of the residents of our neighborhood please do not remove the traffic diverter at Don St., and Lochaven Ave.

Thank you for your consideration.



From: [NEWMAN Emma](#)
To: [REDACTED]
Subject: RE: barricade at Don Street and Lochaven Avenue
Date: Thursday, February 15, 2018 7:48:24 AM
Attachments: [image002.png](#)
[image003.png](#)
[image004.png](#)
[image005.png](#)
[image006.png](#)

Hi Barbara,

Thank you for writing to us with your concerns regarding the conceptual local street connection shown on the draft Conceptual Street Map at Don and Lochaven. It is one part of Transportation System Plan Implementation project proposed changes. The project webpage with all of the proposed materials is available here: <http://springfield-or.gov/dpw/TSP.htm>.

The project is helping to further implement the City's transportation policies that were adopted in 2014. One element is looking at providing the framework to provide better transportation system connectivity and more direct travel routes into the future as Springfield develops and matures over the many years to come.

The intent of showing the street connection at Don and Lochaven is to help implement the Transportation System Plan's goals and policies around system connectivity. In order for the connection to be made at Don and Lochaven, it would need to be a City initiated effort. The changes proposed in this project are higher level and typically a specific project that is City-led would have additional public involvement in the surrounding area prior to actually being designed and constructed, especially given the level of interest in this specific location. With regards to Don and Lochaven, it may be best to look at broader neighborhood connectivity and potential traffic calming and other design treatments that could help encourage slow speeds in the neighborhood area and discourage truck traffic through the residential area, at the time that the street connection may be considered for construction. City staff agree that trucks should be highly discouraged or blocked from the residential area of the neighborhood.

If the draft map was adopted with the local conceptual street connections at Don and Lochaven included, it is unknown when the street connection may be made. There is no funding identified to plan, design, or implement the existing barrier's removal or other neighborhood traffic calming improvements at this time.

I have entered your comments into the public record for the Planning Commission since you turned them in prior to Feb 13 at 5:00PM. The Planning Commission will be meeting next on March 6 at 7PM in City Hall Council Chambers to start their deliberation and discuss the public comments received. Once Planning Commission recommendation is complete, the City Council will start reviewing the materials and hold public hearings later this spring. Meeting information is updated and available on the project webpage.

Thanks again for your comments,

Emma Newman

Senior Transportation Planner
City of Springfield
541-726-4585



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From: Barbara & Scott [REDACTED]

Sent: Monday, February 12, 2018 12:19 PM

To: NEWMAN Emma

Subject: barricade at Don Street and Lochaven Avenue

I am writing regarding the barricade at Don Street and Lochaven Avenue. I understand there is a plan to remove this barricade. I want to express my extreme opposition to its removal.

The neighborhoods on both sides of the barricade are nice, quiet neighborhoods. The only traffic that goes down our streets is people traveling to and from the homes there. If the barricade is removed, these streets, especially Don, Lochaven, Beverly, and Scott's Glen, will become thoroughfares. Everyone traveling from Laura Street to the Gateway area will cut through our neighborhoods instead of taking the longer, safer route on the already busy streets Laura and Harlow. These streets are designed for heavy traffic. Harlow has sidewalks, signals, and crosswalks. Beverly, a narrow street, sees a lot of local foot traffic and has no sidewalks.

Our streets will see much more wear than they were never designed to accommodate.

Our neighborhoods have been so nice and quiet that generations of children have played basketball and other games in the street. This will no longer be possible.

The crime rate here is below the city average. I believe that with more traffic, this will change as well.

Is there a reason for removing the barricade? I can see no advantage for the residents on either side. Please do not take it down. Let us keep our neighborhoods as they are.

Thank you for the opportunity to express my opinion.

Barbara Cook

978 Lochaven Ave.

From: [NEWMAN Emma](#)
To: [REDACTED]
Subject: RE: Barricade removal
Date: Thursday, February 15, 2018 7:10:00 AM
Attachments: [image002.png](#)
[image003.png](#)
[image004.png](#)
[image005.png](#)
[image006.png](#)

Hi Vicki,

Thank you for writing to us with your concerns regarding the conceptual local street connection shown on the draft Conceptual Street Map at Don and Lochaven. It is one part of Transportation System Plan Implementation project proposed changes. The project webpage with all of the proposed materials is available here: <http://springfield-or.gov/dpw/TSP.htm>.

The project is helping to further implement the City's transportation policies that were adopted in 2014. One element is looking at providing the framework to provide better transportation system connectivity and more direct travel routes into the future as Springfield develops and matures over the many years to come.

The intent of showing the street connection at Don and Lochaven is to help implement the Transportation System Plan's goals and policies around system connectivity. In order for the connection to be made at Don and Lochaven, it would need to be a City initiated effort. The changes proposed in this project are higher level and typically a specific project that is City-led would have additional public involvement in the surrounding area prior to actually being designed and constructed, especially given the level of interest in this specific location. With regards to Don and Lochaven, it may be best to look at broader neighborhood connectivity and potential traffic calming and other design treatments that could help encourage slow speeds in the neighborhood area and discourage truck traffic through the residential area, at the time that the street connection may be considered for construction. City staff agree that trucks should be highly discouraged or blocked from the residential area of the neighborhood.

If the draft map was adopted with the local conceptual street connections at Don and Lochaven included, it is unknown when the street connection may be made. There is no funding identified to plan, design, or implement the existing barrier's removal or other neighborhood traffic calming improvements at this time.

I have entered your comments into the public record for the Planning Commission since you turned them in prior to Feb 13 at 5:00PM. The Planning Commission will be meeting next on March 6 at 7PM in City Hall Council Chambers to start their deliberation and discuss the public comments received. Once Planning Commission recommendation is complete, the City Council will start reviewing the materials and hold public hearings later this spring. Meeting information is updated and available on the project webpage.

Thanks again for your comments,

Emma Newman

Senior Transportation Planner
City of Springfield
541-726-4585



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-----Original Message-----

From: Vicki Fowler [REDACTED]
Sent: Friday, February 09, 2018 12:24 PM
To: NEWMAN Emma
Subject: Barricade removal

I just saw a sign saying there is a plan to remove the barricade on Lochaven and Don st. This is a bad idea. If it is taken out it will allow through traffic to the freeway. Our neighborhood is not set up to handle all the traffic that would cut through to avoid traffic on Hayden Brdg. We already deal with some that go over the speed limit. Our neighborhood has many little kids walk to and from school. This would put them at increased risk of being hit. It would also allow the semis that go to the industrial area behind us to cut through. This is a small neighborhood that has a school in it. For the safety of kids please do not remove the barrier.

Vicki Fowler
Lochaven ave. resident

Sent from my iPad

From: [NEWMAN Emma](#)
To: [REDACTED]
Subject: RE: Sorry, Ms. Newman.
Date: Wednesday, February 14, 2018 4:01:56 PM
Attachments: [image002.png](#)
[image003.png](#)
[image004.png](#)
[image005.png](#)
[image006.png](#)

Hi Adam,

I received your voicemail and other email with comments. I will send another reply soon when I have a moment to do so.

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



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From: Adam Harter [REDACTED]
Sent: Friday, February 09, 2018 11:09 AM
To: NEWMAN Emma
Subject: Sorry, Ms. Newman.

Dear Ms. Newman,

I just realized my last email was for you Emma Newman, not the civil engineer Josh Newmann. Sorry about that.

Thank you,
Adam Harter

From: [NEWMAN Emma](#)
To: [REDACTED]
Subject: RE: Barrier at Lochaven and Don Sts.
Date: Thursday, February 15, 2018 7:00:40 AM
Attachments: [image002.png](#)
[image003.png](#)
[image004.png](#)
[image005.png](#)
[image006.png](#)

Hi Adam,

Thank you for writing to us with your concerns regarding the conceptual local street connection shown on the draft Conceptual Street Map at Don and Lochaven. It is one part of Transportation System Plan Implementation project proposed changes. The project webpage with all of the proposed materials is available here: <http://springfield-or.gov/dpw/TSP.htm>.

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If the draft map was adopted with the local conceptual street connections at Don and Lochaven included, it is unknown when the street connection may be made. There is no funding identified to plan, design, or implement the existing barrier's removal or other neighborhood traffic calming improvements at this time.

I have entered your comments into the public record for the Planning Commission since you turned them in prior to Feb 13 at 5:00PM. The Planning Commission will be meeting next on March 6 at 7PM in City Hall Council Chambers to start their deliberation and discuss the public comments received. Once Planning Commission recommendation is complete, the City Council will start reviewing the materials and hold public hearings later this spring. Meeting information is updated and available on the project webpage.

Thanks again for your comments,

Emma Newman

Senior Transportation Planner
City of Springfield
541-726-4585



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<http://www.springfield-or.gov/accessibility.html>

From: Adam Harter [REDACTED]
Sent: Friday, February 09, 2018 10:58 AM
To: NEWMAN Emma
Subject: Barrier at Lochaven and Don Sts.

Dear Mr. Newman,

I live at 966 Nancy Ave, and I saw the notice regarding the barrier at Lochaven and Don today while walking with my daughter. I have a few questions regarding the barrier. Who is requesting that the barrier be removed? How would removing the barrier benefit anyone living in the neighborhoods between Don St. and Beverly St.?

While not knowing exactly what the plan is at this point, I would still like to present my view. I think there would only be negative outcomes for the people residing in my neighborhood if that barrier is removed. Don St. only has a sidewalk on one side of the street and we do not have sidewalks at all on Nancy St., Darlene St, or Beverly St. There are small children living at five homes on Nancy St. alone, at least two of those homes have children that walk to and from Guy Lee Elementary. I know of two other families on Darlene St. that walk to school as well. This alone is enough reason to keep the barrier up, and doesn't take into account the number of retired people who regularly walk in our neighborhood. Having through traffic, which at this point I can speculate only that it would be primarily commercial traffic or drivers thinking they were saving a minute trying to access 136, would expose our neighborhood to an easily avoidable and already prevented hazard.

Another thing that I am sure you know, but which I can't resist stating, is that it is almost exactly one mile from the Hartman Ln, Harlow St. intersection to the intersection at Laura and Shelley Sts. via Harlow. It is no shorter distance if you used a Don St. to Laura St. route. Also the route to access the McKay Business park via Laura and Shelley keeps big rigs from driving through the heart of an established neighborhood. A mere convenience for a few private businesses also does not justify exposing our families to that kind of traffic. Access from the mixed use industrial area to 136 and I-5 would be no quicker or more efficient were that traffic to be directed to an already congested Gateway St. From what I can tell, it would only make the intersection at Hartman and Harlow a nightmare, particularly

at drop off and pick up times at Guy Lee Elementary. This would lead drivers to route through Lochaven, Nancy, and Darlene in order to "beat" the traffic at a time when these streets are being used by children to walk home.

The information I have received through the neighborhood grapevine is that removal of the barrier is not even a serious option. I am hoping that is true.

Thank you,
Adam Harter



From: [NEWMAN Emma](#)
To: [REDACTED]
Subject: RE: Barrier on Lochaven and Don
Date: Thursday, February 15, 2018 7:19:27 AM
Attachments: [image002.png](#)
[image003.png](#)
[image004.png](#)
[image005.png](#)
[image006.png](#)

Hi Rebecca,

Thank you for writing to us with your concerns regarding the conceptual local street connection shown on the draft Conceptual Street Map at Don and Lochaven. It is one part of Transportation System Plan Implementation project proposed changes. The project webpage with all of the proposed materials is available here: <http://springfield-or.gov/dpw/TSP.htm>.

The project is helping to further implement the City's transportation policies that were adopted in 2014. One element is looking at providing the framework to provide better transportation system connectivity and more direct travel routes into the future as Springfield develops and matures over the many years to come.

The intent of showing the street connection at Don and Lochaven is to help implement the Transportation System Plan's goals and policies around system connectivity. In order for the connection to be made at Don and Lochaven, it would need to be a City initiated effort. The changes proposed in this project are higher level and typically a specific project that is City-led would have additional public involvement in the surrounding area prior to actually being designed and constructed, especially given the level of interest in this specific location. With regards to Don and Lochaven, it may be best to look at broader neighborhood connectivity and potential traffic calming and other design treatments that could help encourage slow speeds in the neighborhood area and discourage truck traffic through the residential area, at the time that the street connection may be considered for construction. City staff agree that trucks should be highly discouraged or blocked from the residential area of the neighborhood.

If the draft map was adopted with the local conceptual street connections at Don and Lochaven included, it is unknown when the street connection may be made. There is no funding identified to plan, design, or implement the existing barrier's removal or other neighborhood traffic calming improvements at this time.

I have entered your comments into the public record for the Planning Commission since you turned them in prior to Feb 13 at 5:00PM. The Planning Commission will be meeting next on March 6 at 7PM in City Hall Council Chambers to start their deliberation and discuss the public comments received. Once Planning Commission recommendation is complete, the City Council will start reviewing the materials and hold public hearings later this spring. Meeting information is updated and available on the project webpage.

Thanks again for your comments,

Emma Newman

Senior Transportation Planner
City of Springfield
541-726-4585



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-----Original Message-----

From: [REDACTED]
Sent: Friday, February 09, 2018 9:35 PM
To: NEWMAN Emma
Subject: Barrier on Lochaven and Don

As a resident of this neighborhood I feel it would be a very bad idea to remove the barrier. It stops through traffic from going from the mall to the freeway. There are many children in this area that walk to and from school. Our neighborhood is not set up for the increased traffic that this would cause. For the safety of our children and pets please don't remove the barrier on Lochaven and Don st.

Lochaven Resident

Sent from my iPhone

From: [NEWMAN Emma](#)
To: [REDACTED]
Subject: RE: Barrier removal
Date: Thursday, February 15, 2018 7:14:48 AM
Attachments: [image002.png](#)
[image003.png](#)
[image004.png](#)
[image005.png](#)
[image006.png](#)

Hi Rebecca,

I have also included this comment in the record.

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



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-----Original Message-----

From: Rebecca Fowler [REDACTED]
Sent: Friday, February 09, 2018 10:59 PM
To: NEWMAN Emma
Subject: Barrier removal

The removal of the barrier at lochaven ave is a bad idea there are kids in the neighborhood that walk to and from school. There will be people cutting through just to get to the freeway.

Rebecca Ferren

Sent from my iPhone

From: [NEWMAN Emma](#)
To: [REDACTED]
Subject: RE: Barrier removal
Date: Thursday, February 15, 2018 7:14:06 AM
Attachments: [image002.png](#)
[image003.png](#)
[image004.png](#)
[image005.png](#)
[image006.png](#)

Hi Rebecca,

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Emma Newman

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-----Original Message-----

From: Rebecca Fowler [REDACTED]
Sent: Friday, February 09, 2018 1:01 PM
To: NEWMAN Emma
Subject: Barrier removal

The removal of the barrier is a bad idea there are kids in the neighborhood that walk to and from school. There will be people cutting through just to get to the freeway.

Rebecca Ferren

Sent from my iPhone

From: [NEWMAN Emma](#)
To: [REDACTED]
Subject: RE: Barrier removal
Date: Thursday, February 15, 2018 7:11:40 AM
Attachments: [image002.png](#)
[image003.png](#)
[image004.png](#)
[image005.png](#)
[image006.png](#)

Hi Rebecca,

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Emma Newman

Senior Transportation Planner
City of Springfield
541-726-4585



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-----Original Message-----

From: [REDACTED]
Sent: Friday, February 09, 2018 12:58 PM
To: NEWMAN Emma
Subject: Barrier removal

I feel that the barrier removal is a bad idea. It will increase semi and vehicle traffic in a residential area where there are little kids walking to and from school.

Rebecca fowler

From: [NEWMAN Emma](#)
To: [REDACTED]
Subject: RE: Barrier removal
Date: Thursday, February 15, 2018 7:12:52 AM
Attachments: [image002.png](#)
[image003.png](#)
[image004.png](#)
[image005.png](#)
[image006.png](#)

Hi Rebecca,

I have also included this comment in the record.

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



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-----Original Message-----

From: rebecca fowler [REDACTED]
Sent: Friday, February 09, 2018 10:59 PM
To: NEWMAN Emma
Subject: Barrier removal

I feel that the barrier removal at lochaven ave is a bad idea. It will increase semi and vehicle traffic in a residential area where there are little kids walking to and from school.

Rebecca fowler

From: [NEWMAN Emma](#)
To: [REDACTED]
Subject: RE: Barrier Removal at Don & Lochaven
Date: Thursday, February 15, 2018 7:49:57 AM
Attachments: [image002.png](#)
[image003.png](#)
[image004.png](#)
[image005.png](#)
[image006.png](#)

Hi Michael,

Thank you for writing to us with your concerns regarding the conceptual local street connection shown on the draft Conceptual Street Map at Don and Lochaven. It is one part of Transportation System Plan Implementation project proposed changes. The project webpage with all of the proposed materials is available here: <http://springfield-or.gov/dpw/TSP.htm>.

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Emma Newman

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From: Michael Reed [REDACTED]

Sent: Tuesday, February 13, 2018 6:36 AM

To: NEWMAN Emma

Subject: Barrier Removal at Don & Lochaven

As the homeowner and resident of 950 Lochaven Ave since 1990, I am absolutely **opposed** to the removal of the barrier. It was in place when we moved in to the neighborhood 28 years ago, and its continual closure allowed the neighborhoods on both sides to establish themselves more of destinations, not pass-throughs. As each neighborhood's generational growth changed from young (including our family of 3 small children back then), to older, and now back to young, the amount of vehicular traffic change has always been a factor in the safety and well being of residents. To remove the barrier will simply increase the amount of traffic significantly, thereby reducing safety. I also feel that the low traffic volume also has been a significant benefit for home values in the area. Removing the barrier will negatively affect property values.

Essentially, nothing has changed since the last time the City polled the local residents about this barrier's removal.

I'm confident, if properly polled, the number of property owners/residents [on both sides of the barrier] in favor of removing the barrier will be minuscule, compared to those opposed.

Michael Reed
950 Lochaven Ave.



From: [NEWMAN Emma](#)
To: [REDACTED]
Subject: RE: Barrier Removal at Don & Lochaven
Date: Thursday, February 15, 2018 7:37:32 AM
Attachments: [image002.png](#)
[image003.png](#)
[image004.png](#)
[image005.png](#)
[image006.png](#)

Hi Kathy,

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Thanks again for your comments,

Emma Newman

Senior Transportation Planner
City of Springfield
541-726-4585



[springfield-or.gov](http://www.springfield-or.gov)



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From: Kathy Hill [REDACTED]
Sent: Sunday, February 11, 2018 5:48 PM
To: NEWMAN Emma
Subject: Barrier Removal at Don & Lochaven

I am confused as to why this is constantly up for discussion. We are a small, older neighborhood. I would like to know what value you see in removing this barrier, other than allowing commercial traffic a speedier shot from Laura to Gateway. It's bad enough that we have all the commercial properties behind Lochaven homes.

Removal of this barrier is not acceptable. We have a quiet neighborhood with very little crime and very little traffic. Occasionally we get a tractor-trailer come through the neighborhood whose GPS directed them wrong - they are HUGE on our neighborhood streets and dangerous, for pedestrians and the kids riding bikes and playing basketball.

We have an elementary school in the neighborhood and lots of children walk to and from school. We do not need non-locals speeding through just to get someplace two minutes faster.

I foresee a lot of traffic cutting through to get to the 105 on ramp or to the Gateway businesses.

My property taxes are pretty high for a small home in an older neighborhood. By opening this barrier you would be bringing down our property values. My property taxes had better be reduced significantly if that barrier is removed.

Kathy Hill
964 Lochaven Ave, Springfield

From: [NEWMAN Emma](#)
To: [REDACTED]
Subject: RE: Barrier
Date: Thursday, February 15, 2018 7:47:07 AM
Attachments: [image002.png](#)
[image003.png](#)
[image004.png](#)
[image005.png](#)
[image006.png](#)

Hi Troy,

Thank you for writing to us with your concerns regarding the conceptual local street connection shown on the draft Conceptual Street Map at Don and Lochaven. I have entered your comments into the public record for the Planning Commission since you turned them in prior to Feb 13 at 5:00PM. The Don and Lochaven conceptual local street connection is one part of the draft Transportation System Plan Implementation project proposed changes. The project webpage with all of the proposed materials is available here: <http://springfield-or.gov/dpw/TSP.htm>.

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Yes, there have been public meetings held to discuss the proposed project changes and there will be more coming up as well. The Planning Commissions held public hearings on January 23, 2018 and February 6, 2018 and then extended the public record until February 13, 2018 to provide additional opportunities for community members to provide feedback.

The Planning Commission will be meeting next on March 6 at 7PM in City Hall Council Chambers to start their deliberation and discuss the public comments received. Once Planning Commission

recommendation is complete, the City Council will start reviewing the materials and hold public hearings later this spring. Meeting information is updated and available on the project webpage.

Thanks again for your comments,

Emma Newman

Senior Transportation Planner
City of Springfield
541-726-4585



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From: Troy Landers [REDACTED]
Sent: Sunday, February 11, 2018 6:19 PM
To: NEWMAN Emma
Subject: Barrier

City of Springfield

Are you joking? I've lived in the Beverly park neighborhood for 25 years. Every 5 years or so it seams this comes up, we were told at the last meeting that this would not come up again. Do you realize how many Semi's will come though this neighborhood heading to the industrial park? Increased traffic here? Most of the houses have no sidewalks, will the city pay for medical when someone is hit by a speeding driver? This has always been and has always been intended to be a closed neighborhood. I will file whatever appeals need to be filed to stop this action. Wasn't there a public meeting on this? Wasn't it made clear the residents do not want this? Is this the city

playing God again, knowing what's best for all. Your department can't even get the signal correct at Beverly and Coburg correct let alone make a decision on this scale. Look forward to stopping this action.

Troy M Landers
President
Insurance World, Inc.
[REDACTED]

[REDACTED]