Working Group Meeting #2

One Financial Plaza
1350 Main Street
3rd Floor, Community Room A
Springfield, Massachusetts
Welcome & Introductions
Overview of Working Group Meeting #1
Review & Discussion of Task 1 Draft Materials
Review and Discussion of Task 2 Draft Materials
  - Existing Conditions
    - Traffic
    - Multi-modal
    - Land Use & Economic Development
    - Environmental & Public Health
Issues & Constraints
Next Steps
Welcome & Introductions

- Ethan Britland – Project Manager (MassDOT)
- Margaret Round – (Mass Public Health)
- Mark Arigoni, L.A. – Principal-in-Charge (MMI)
- Van Kacoyannakis, P.E. – Traffic (MMI)
- John Hoey – Facilitator (MMI)
- Michael Gagnon, P.E. – Environmental/Public Health (MMI)
- Alexandra Church, AICP – Land Use & Economics (MMI)
- Rod Motamedi – Economics (UMass Donahue Institute)
- Nancy Farrell – Public Involvement (Regina Villa)
- Sarah Paritsky – Public Involvement (Regina Villa)
Study Process

- Task 1: Study Area, Goals & Objectives, Evaluation Criteria, and Public Involvement Plan

- Task 2: Existing Conditions, Future No Build Conditions and Issues Evaluation

- Task 3: Alternatives Development

- Task 4: Alternatives Analysis

- Task 5: Recommendations

- Task 6: Final Report
Overview to Working Group Meeting #1

Task 1

- Study Area
- Goals & Objectives
- Evaluation Criteria
- Public Involvement Plan
Goals & Objectives

Goals

- Maintain or improve the safe and efficient function of I-91 Interstate and local street network within the project study area, while significantly improving the connection between the downtown urban core and the riverfront.

- Improve the quality of life for city residents (surrounding neighborhoods), existing/future business owners, daily commuting workforce, and visitors to the City of Springfield and surrounding communities.
Objectives

- Maintain or improve highway operations: I-91 North & South; I-91 & I-291 Interchange; I-291 on and off ramps within study area
- Improve safety on the Interstate
- Maintain or improve functionality, level of service and safety at key intersections within project area (regional and local)
- Enhance entrances/access points to City of Springfield from West (Memorial Bridge) and the riverfront
- Enhance and create new ADA compliant pedestrian (walking, jogging, bicycling, rollerblading, strollers, etc.) connections from the downtown (neighborhoods and business center) to the riverfront, as well as to the Hall of Fame and Union Station
Goals & Objectives

- Coordinate with the Knowledge Corridor improvements and operations
- Create multimodal accommodations at street level for safe mobility to and from key destinations in conjunction with corridor improvements
- Create more attractive, economically viable waterfront connection(s)
- Enhance access to existing development parcels, and create new development parcels
- Minimize environmental impacts (air, water, noise)
- Improve public health and awareness
- Environmental Justice
- Enhance intermodal connectivity (passenger vehicle, bus, rail, parking)
- Improve the overall visual presence of the Interstate on the community(s) traversed or served
Evaluation Criteria

- Mobility and Accessibility
- Safety
- Health and Environmental Effects
- Land Use and Economic Development
- Community Effects
- Cost
Revised Primary Study Area
Review & Discussion of Task 2 Draft Materials

Existing Conditions

- Traffic
- Multi-modal
- Land Use & Economic Development
- Environmental & Public Health
<table>
<thead>
<tr>
<th>Level of Service</th>
<th>Signalized Intersections</th>
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<tbody>
<tr>
<td></td>
<td>Delay (sec/veh)</td>
</tr>
<tr>
<td>A</td>
<td>≤ 10</td>
</tr>
<tr>
<td>B</td>
<td>&gt;10-20</td>
</tr>
<tr>
<td>C</td>
<td>&gt;20-35</td>
</tr>
<tr>
<td>D</td>
<td>&gt;35-55</td>
</tr>
<tr>
<td>E</td>
<td>&gt;55-80</td>
</tr>
<tr>
<td>F</td>
<td>&gt;80</td>
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</tbody>
</table>
Fatality Locations

Leading the Nation in Transportation Excellence | www.mass.gov/massdot

April 9, 2015
Between 2010 and 2012, there were five fatalities within the primary study area, two crashes involved pedestrians.

In 2013 and 2014, there were four fatalities within the primary study area, three involved pedestrians.

Between 2007 and 2009, there were two fatalities listed in the PVPC study in the study area.

The South End Bridge is listed on the MassDOT 2012 Top Crash Locations Report.
Between 2010 and 2012, there were 1004 accidents along I-91, I-291, and on and off ramps within the primary study area; ten of these accidents involved pedestrians.

Between 2010 and 2012, an additional 314 accidents were reported on the South End Bridge, ramps and the Route 5/57 Rotary.

There are 13 intersections within the primary study area on the PVPC 2007 – 2009 Top 100 List.
Bicycle & Pedestrian Routes

Boland Way under I-91

State Street under I-91

Union Street under I-91

Main Street under I-91

Board Street under I-91
Bicycle & Pedestrian Routes
Under I-91
# Pioneer Valley Transit Authority Springfield Route Headways

<table>
<thead>
<tr>
<th>Route ID</th>
<th>Description</th>
<th>Monday through Friday</th>
<th>Saturday</th>
<th>Sunday</th>
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<tbody>
<tr>
<td>Blue 4</td>
<td>Plainfield Street</td>
<td>30 30 30 30</td>
<td>30 60</td>
<td></td>
</tr>
<tr>
<td>Blue 6</td>
<td>Ludlow via Bay</td>
<td>20 20 30 30</td>
<td>30 60</td>
<td></td>
</tr>
<tr>
<td>Blue 7</td>
<td>Walmart - Eastfield Mall</td>
<td>15 - 20 10 - 15 20 - 30</td>
<td>10 - 20 30</td>
<td></td>
</tr>
<tr>
<td>Blue 12</td>
<td>Stonybrook Express</td>
<td>4 Trips Per Day</td>
<td></td>
<td>--</td>
</tr>
<tr>
<td>Blue 17</td>
<td>Eastfield Mall - Wilbraham Rd - Parker St</td>
<td>45 45 45 - 60 45</td>
<td></td>
<td>--</td>
</tr>
<tr>
<td>Green 1</td>
<td>Chicopee Center - Big Y Sumner - Allen</td>
<td>20 20 20 - 30 30</td>
<td></td>
<td>45 45</td>
</tr>
<tr>
<td>Green 2</td>
<td>Carew - E Springfield / Belmont - Dwight Rd.</td>
<td>20 20 20 - 30 30</td>
<td></td>
<td>30 60</td>
</tr>
<tr>
<td>Green 3</td>
<td>King - Westford - Hancock / Springfield Plaza</td>
<td>30 30 30 30</td>
<td></td>
<td>30 60</td>
</tr>
<tr>
<td>Green 5</td>
<td>Dickinson - Jewish Home SBT</td>
<td>45 - 60 45 - 60 30 - 45</td>
<td>30 - 60</td>
<td>--</td>
</tr>
<tr>
<td>Red 10</td>
<td>W Springfield / Westfield / Westfield State U</td>
<td>30 45 - 60 45 - 60 60</td>
<td>60 60</td>
<td></td>
</tr>
<tr>
<td>Red 14</td>
<td>Feeding Hills / Springfield</td>
<td>60 60 60 60</td>
<td></td>
<td>60 60</td>
</tr>
<tr>
<td>Red 14E</td>
<td>Springfield / Agawam Industrial Park</td>
<td>4 Trips Per Day</td>
<td></td>
<td>--</td>
</tr>
<tr>
<td>Red 27</td>
<td>Wilbraham / Eastfield Mall / Sixteen Acres</td>
<td>5 Trips Per Day</td>
<td></td>
<td>--</td>
</tr>
<tr>
<td>Purple 11</td>
<td>HCC Express</td>
<td>60 60 2 Trips</td>
<td></td>
<td>--</td>
</tr>
<tr>
<td>Purple 20</td>
<td>Holyoke / Springfield via Holyoke Mall - Riverdale</td>
<td>30 15 - 30 30 15 - 30 30</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Purple 21</td>
<td>Holyoke / Springfield via Chicopee</td>
<td>30 - 45 30 45 20 - 35</td>
<td>15 - 35</td>
<td></td>
</tr>
<tr>
<td>X90</td>
<td>Inner Crosstown</td>
<td>30 30 30 30</td>
<td>30 60</td>
<td></td>
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<tr>
<td>X92</td>
<td>Mid City Crosstown</td>
<td>45 45 45 45</td>
<td></td>
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</tr>
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</table>

Source: Pioneer Valley Transit Authority, 2015
## PVTA Route Ridership

### Pioneer Valley Transit Authority Ridership October 2014

<table>
<thead>
<tr>
<th>Route</th>
<th>Alighting</th>
<th>Boarding</th>
<th>Total</th>
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<tbody>
<tr>
<td>Blue 7</td>
<td>119,729</td>
<td>127,534</td>
<td>247,263</td>
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<tr>
<td>Green 1</td>
<td>104,146</td>
<td>104,162</td>
<td>208,308</td>
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<tr>
<td>Green 2</td>
<td>90,934</td>
<td>94,651</td>
<td>185,585</td>
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<tr>
<td>Purple 20</td>
<td>81,383</td>
<td>83,858</td>
<td>165,241</td>
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<tr>
<td>Blue 6</td>
<td>53,266</td>
<td>55,476</td>
<td>108,742</td>
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<tr>
<td>Green 3</td>
<td>40,811</td>
<td>41,527</td>
<td>82,338</td>
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<tr>
<td>Purple 21</td>
<td>38,385</td>
<td>40,363</td>
<td>78,748</td>
</tr>
<tr>
<td>Red 10</td>
<td>28,152</td>
<td>29,038</td>
<td>57,190</td>
</tr>
<tr>
<td>Blue 17</td>
<td>17,708</td>
<td>18,455</td>
<td>36,163</td>
</tr>
<tr>
<td>Blue 4</td>
<td>14,950</td>
<td>15,103</td>
<td>30,053</td>
</tr>
<tr>
<td>X90</td>
<td>13,852</td>
<td>14,872</td>
<td>28,724</td>
</tr>
<tr>
<td>Red 14</td>
<td>10,559</td>
<td>11,219</td>
<td>21,778</td>
</tr>
<tr>
<td>Green 5</td>
<td>10,012</td>
<td>10,817</td>
<td>20,829</td>
</tr>
<tr>
<td>Purple 11</td>
<td>9,051</td>
<td>10,544</td>
<td>19,595</td>
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<tr>
<td>Red 22</td>
<td>7,305</td>
<td>7,695</td>
<td>15,000</td>
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<tr>
<td>Green 19</td>
<td>3,080</td>
<td>2,995</td>
<td>6,075</td>
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<tr>
<td>X92</td>
<td>3,008</td>
<td>3,044</td>
<td>6,052</td>
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<tr>
<td>Blue 12</td>
<td>1,241</td>
<td>1,496</td>
<td>2,737</td>
</tr>
<tr>
<td>Red 27</td>
<td>657</td>
<td>746</td>
<td>1,403</td>
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</table>

Note: Routes Green 19 and Red 22 were combined with Route X90.

Source: Pioneer Valley Planning Commission, 2015
Amtrak Springfield Station Daily Services

<table>
<thead>
<tr>
<th>Northeast Regional</th>
<th>Vermonter</th>
<th>Lake Shore Limited</th>
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<tbody>
<tr>
<td>5 northbound</td>
<td>1 northbound</td>
<td>1 eastbound</td>
</tr>
<tr>
<td>5 southbound</td>
<td>1 southbound</td>
<td>1 westbound</td>
</tr>
<tr>
<td>6 northbound (7 on Friday)</td>
<td>1 northbound</td>
<td>1 eastbound</td>
</tr>
<tr>
<td>6 southbound (7 on Sunday)</td>
<td>1 southbound</td>
<td>1 westbound</td>
</tr>
</tbody>
</table>

Source: Amtrak, 2015