

Proposed Transportation Improvements to the "X"

February 10, 2016

Springfield Department of Public Works
Office of Planning and Economic Development
Tighe & Bond Consulting Engineers

"X" at Sumner and Belmont Aves., Springfield, Mass.





What has happened so far???

- Retained an engineering consultant to develop numerous corridor improvement concepts
- Held numerous internal meetings between DPW, OPED and engineering consultant to review detailed traffic data and set the program for proposed improvements
- Held three meetings / presentations with smaller advisory committee to present proposed concepts---Last meeting January 5, 2016
- Held two public presentations to present the proposed concepts to a broader audience --- October 6 and tonight!

What is next??

- Submission of necessary material to MassDOT and PVPC for project funding approval
- Begin detailed design drawings to appropriate State standards for review
- Hold one mandatory MassDOT public hearing at end of 25% design phase
- We will hold additional meeting / presentation throughout design process



What we want to accomplish tonight?

- Gain consensus on the general concept – smaller details can be adjusted as the detailed design develops.



Major Design Points



- Forest Park Entrance
- Oakland St. / Sumner Avenue Intersection
- Forest Park Pedestrian / Bike Access Improvements
- The "X" – West
- The "X" – Main Intersection
- The "X" – East
- Belmont Avenue Traffic Modification
- Belmont Ave – West
- Belmont Ave – East
- Signature Neighborhood Signage / Traffic Signal Equipment / Street Lighting





Major Design Points

Forest Park Entrance

- Install a dedicated westbound left hand turn lane into the entrance to Forest Park
- No traffic signal to be installed

Sumner Avenue / Oakland St. Intersection

- Reconstruct Intersection – Capacity Improvements, Pedestrian Improvements, Bike Lanes on Sumner Ave. New left hand turn lane.

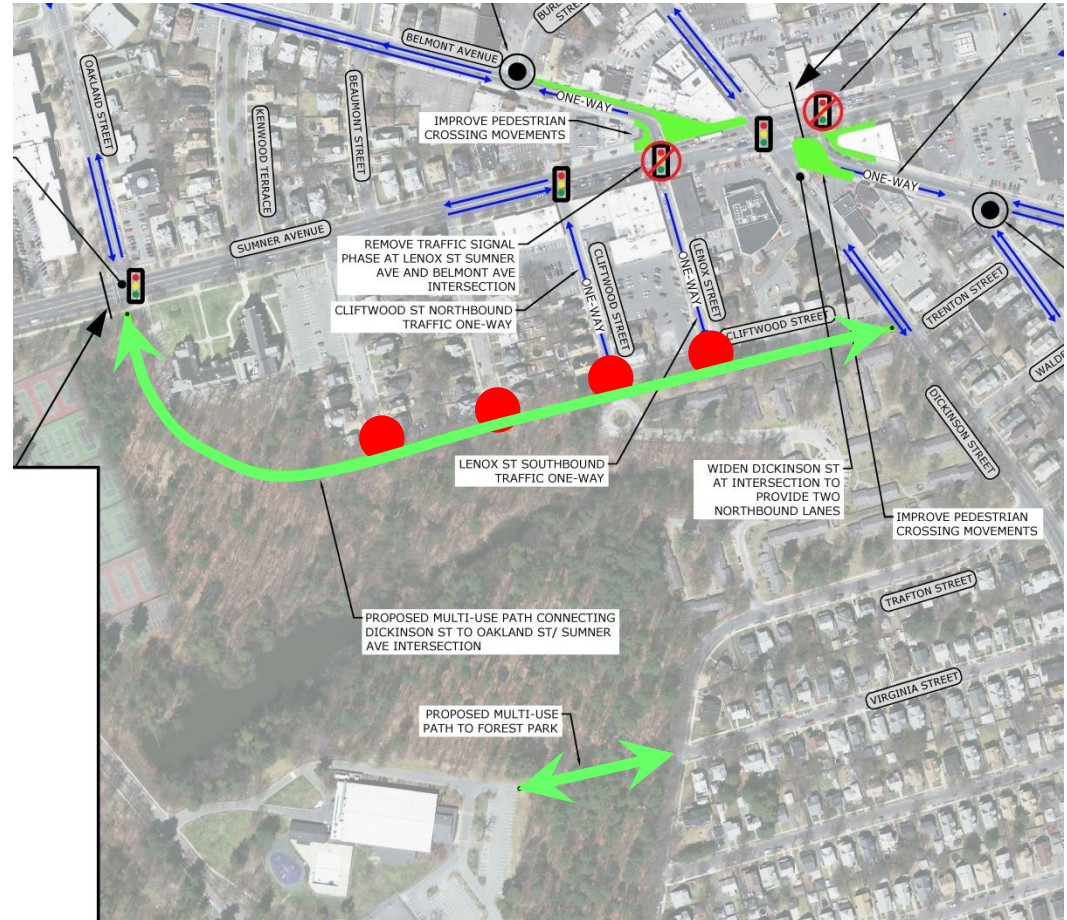


Major Design Points



Forest Park Pedestrian / Bike Access Improvements

- **Multi-use Path Connection from Trafton Road to Cyr Arena area**
- **Multi-use Path Connection from Oakland St. / Sumner Ave. intersection to Dickenson St. via Cliftwood St.**
- **Create Bike/Ped gateways at dead end streets**
- **Need consensus of Park Dept. and Park Commission**

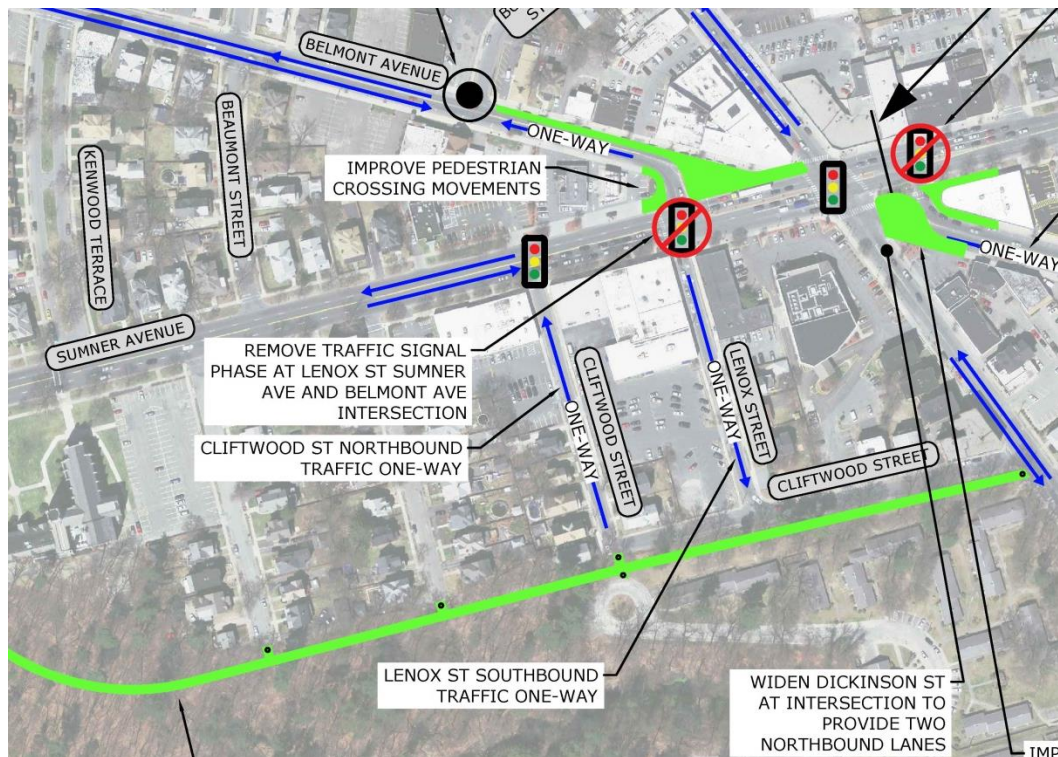




Major Design Points

The "X" - West

- Eliminate Traffic Signal at Lenox St. / Sumner Ave.
- Turn Lenox St into a one-way street southbound
- Add a traffic signal at Cliftwood ST. / Sumner Ave. intersection with full pedestrian movements
- Add Pedestrian Crossing at Lenox St.
- Turn Cliftwood Ave. to a one-way street northbound
- Eliminates parking lot cut-through, better access for Taco Bell

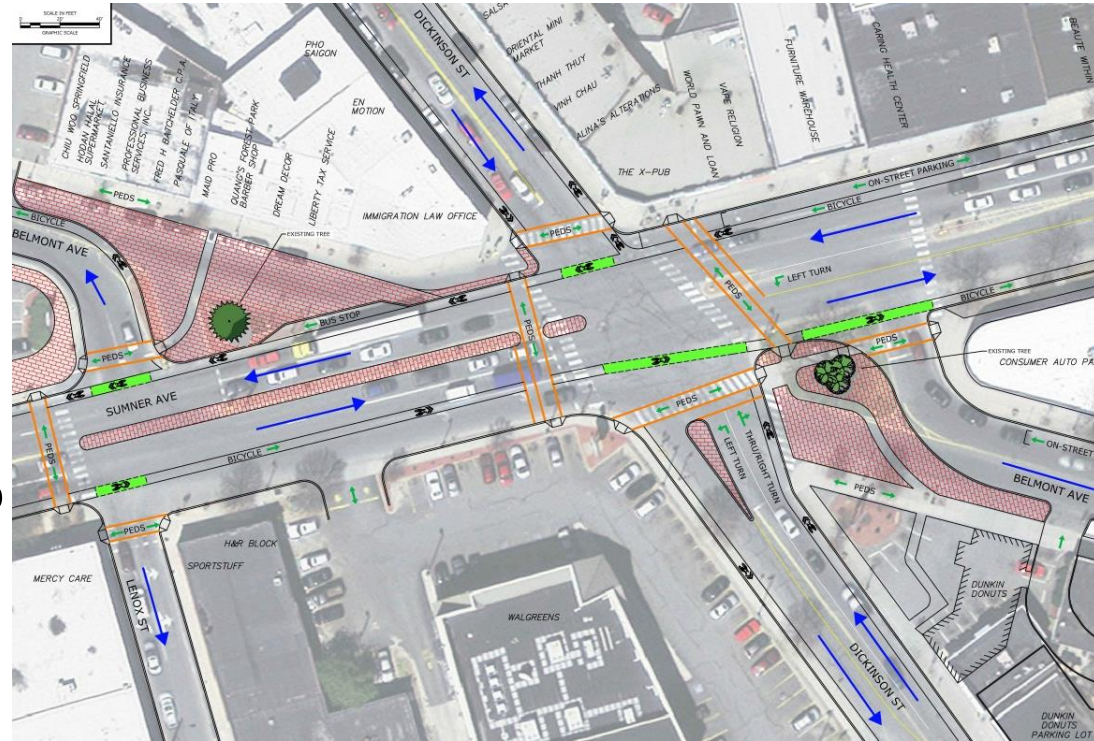


Major Design Points



The "X" – Main Intersection

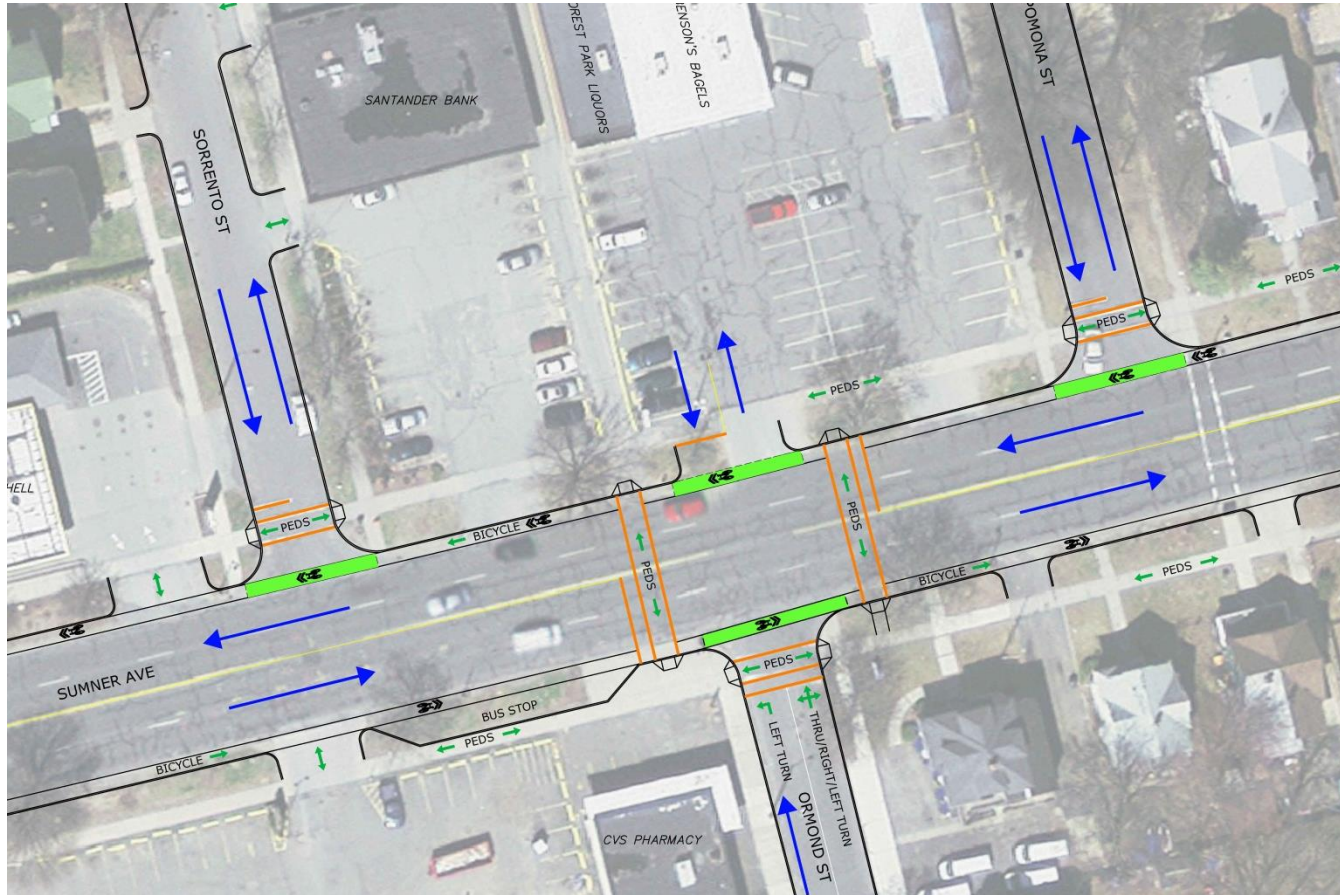
- Reconfigured Central Intersection
- Add Left-turn from Sumner Ave. westbound to Dickenson St. southbound
- Add Left-turn from Dickenson St. northbound to Sumner Ave. westbound
- Add on-street parking on north side of Sumner Ave.
- Relocate bus stop w/ pull off to the west of the intersection
- Make Belmont Ave. one way out from the "X" and relocate access points
- Creates open space / landscape areas
- Add Bike Lane accommodations throughout project.



Major Design Points



The "X" – East

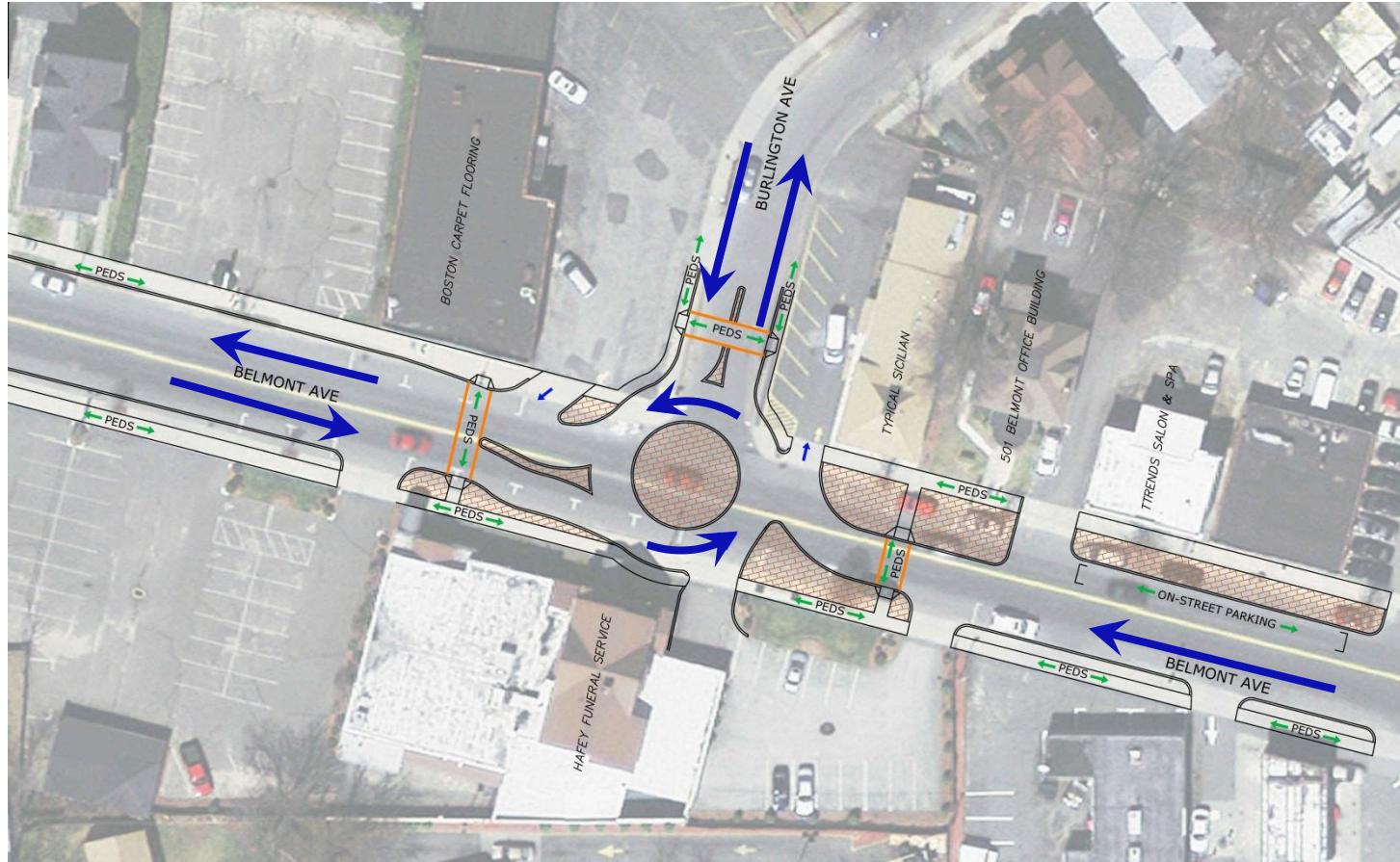


- Ormond St. to be one-way northbound
- New traffic signal at Ormond Ave. / Sumner Ave. intersection with full pedestrian accommodations
- Create single entrance / exit to Santander Bank, Forest Park Liquors and Benson's Bagels (access to Sorrento St. and Pamona St. to remain)
- Bike Lanes along Sumner Ave.

Major Design Points



Belmont Ave. - West



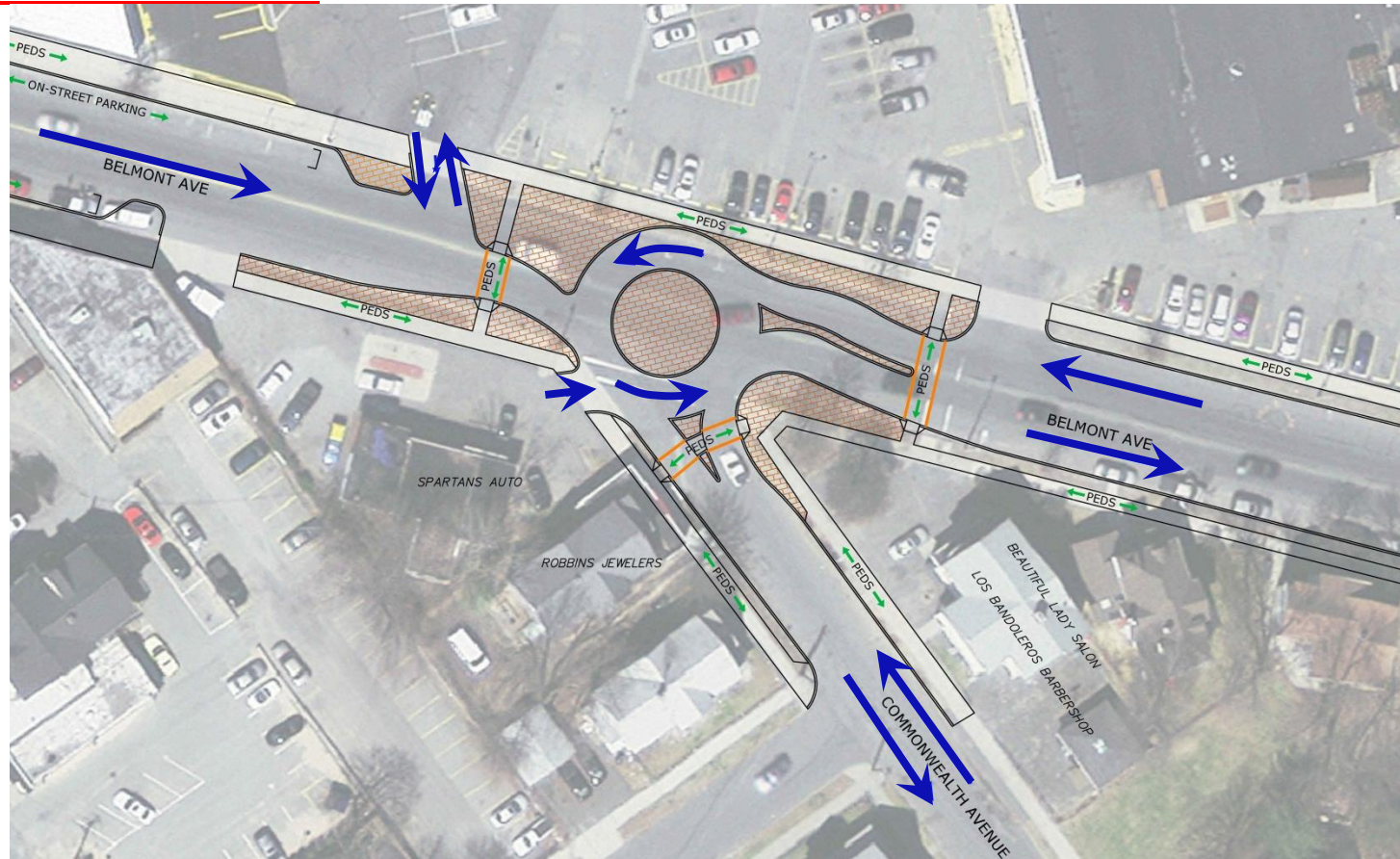
- Belmont Ave. One way from the "X"
- Create Roundabout at Burlington Ave. to address one way / two way traffic

- Access to all businesses maintained
- Enhanced tree belt / hardscape & landscape areas
- On street parking

Major Design Points



Belmont Ave. - East

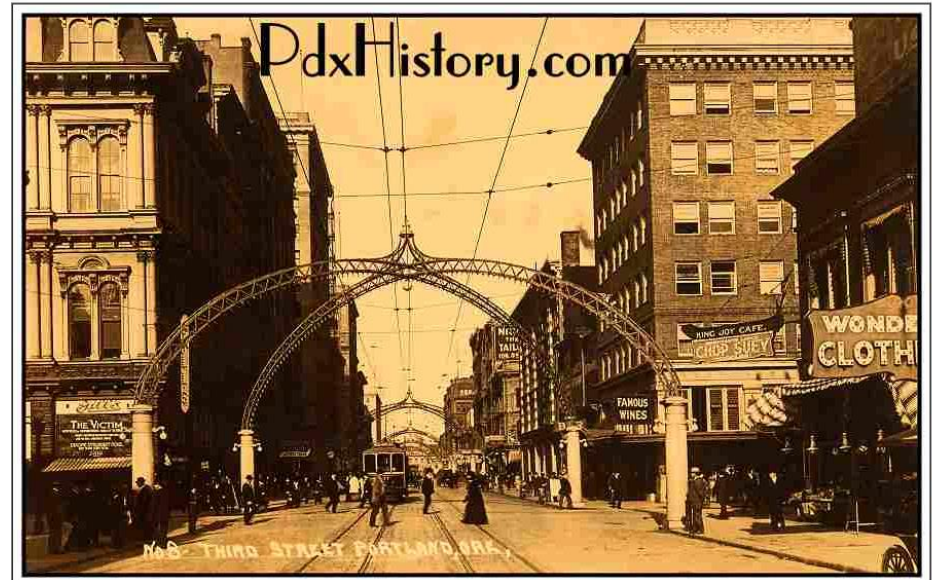


- Belmont Ave. One way from the "X"
- Create Roundabout at Commonwealth Ave. to address one way / two way traffic

- Access to all businesses maintained
- Enhanced tree belt / hardscape & landscape areas
- On street parking

Major Design Points

Signature Neighborhood Signage



Daytime view of Third Street in 1916.