

POTICHA

A R C H I T E C T S

September 11, 2009

Secretary of Transportation
Joel Szabat, Deputy Assistant Secretary for Transportation Policy
U.S. Department of Transportation
Washington, D.C. 20590

Dear Mr. Joel Szabat

Please accept this as support for the City of Springfield's funding request through the Transportation Investment Generating Economic Recovery grant process to begin the redesign and reconstruction of Franklin Boulevard in Glenwood, OR. The multi-way boulevard aspects of the project, along with dedicated EmX transit lanes and important bicycle and pedestrian facilities are long needed improvements that will have a dramatic impact on travel choices and the quality of the Glenwood neighborhood.

Recently my firm completed a three year planning, transportation, economic and environmental study of Glenwood's redevelopment potential for the whole Glenwood area and specifically the entire area North of Franklin Boulevard to the Willamette River. An interesting facet of this study was the conclusions drawn from two nationally recognized Economic Consultants, "unless Franklin is redone, remade and connected, don't do anything because it will fail." This was proven when a well funded master developer was selected and attempted to develop the same area. This developer retained a separate Economic study and came to the same conclusion.

I know you are very familiar with the Glenwood Area. This area is one of the major resources in the metro area. It is bounded on three sides by the river and on the fourth by I-5 the major N-S Freeway in Oregon. This area is the "hinge" between Eugene and Springfield. It's proximity to the two Cities, the University and the newly planned approach from the freeway make it the most important parcel of developable land and will be the entrances to both Cities. The area has been neglected and has never reached its potential even after flood control successfully was put into place. It is the last area of riverfront to support any form of development for the area's citizen uses, Franklin Boulevard clearly

Franklin has impeded this special and important redevelopment effort. It is undersized, only has accommodation for one mode of transportation... cars and trucks, it has no facility to accommodate pedestrians, mass transit, bicycles, access for the planned density development, it is not safe, has little or no storm water mitigation and is a contributing polluter of the river. It cannot be renovated for these necessary uses, since it does not have sufficient right of way for any additional purposes including the existing utilities that are accommodated, in some cases, on private property. In addition it is too ugly to describe and in it's current state and configuration, inhibits good planned development.

The planning, transportation and planning studies are completed, form based zoning has been developed, the Metroplan and Transplan have accepted and incorporated this vision. All of us are eager to see it come to reality and need the help and support for it to become reality. Franklin is the enemy and without help is winning. Please support this unified endeavor for the area's future and the example it can demonstrate that good planning and vision can produce success. There is no better project to demonstrate how the role of mixed model transportation, as a planning element, can support healthy development and growth.

Sincerely,

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Architect and Urban Planner

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