



# City Council Agenda

Mayor  
Sean VanGordon

City Council  
Damien Pitts, Ward 1  
Steve Moe, Ward 2  
Kori Rodley, Ward 3  
Leonard Stoehr, Ward 4  
Marilee Woodrow, Ward 5  
Joe Pishioneri, Ward 6

**City Manager:**  
Nancy Newton  
**City Recorder:**  
AJ Nytes 541.726.3700

City Hall  
225 Fifth Street  
Springfield, Oregon 97477  
541.726.3700  
Online at [www.springfield-or.gov](http://www.springfield-or.gov)

Due to Statewide orders regarding social distancing and large gatherings, these meetings will only be available via phone and internet using Zoom. Members of the public wishing to attend these meetings electronically can call in or attend virtually by following the directions below. This information can also be found on the City's website.

The meeting location is wheelchair-accessible. For the hearing-impaired, an interpreter can be provided with 48 hours' notice prior to the meeting. For meetings in the Council Meeting Room, a "Personal PA Receiver" for the hearing impaired is available, as well as an Induction Loop for the benefit of hearing aid users.

To arrange for these services, call 541.726.3700.

**Meetings will end prior to 10:00 p.m. unless extended by a vote of the Council.**

All proceedings before the City Council are recorded.

May 10, 2021

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5:30 p.m. Work Session  
**Virtual Attendance Only**  
**COVID-19 Precautions:**

**Registration Required:**  
**Attend from your computer, tablet or smartphone:**  
**Zoom**

**Meeting ID: 937 7162 4347**

[https://zoom.us/webinar/register/WN\\_yBqANXIBS-2G82giFJAEFg](https://zoom.us/webinar/register/WN_yBqANXIBS-2G82giFJAEFg)

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**Dial 1 (971) 247-1195**

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**Oregon Relay/TTY: 711 or 800-735-1232**

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*(Council work sessions are reserved for discussion between Council, staff and consultants;  
therefore, Council will not receive public input during work sessions.  
Opportunities for public input are given during all regular Council meetings)*

CALL TO ORDER

ROLL CALL – Mayor VanGordon \_\_\_\_, Councilors Pitts \_\_\_\_, Moe \_\_\_\_, Rodley \_\_\_\_, Stoehr \_\_\_\_, Woodrow \_\_\_\_, and Pishioneri \_\_\_\_.

1. Main Street – Draft Solution Toolbox & Recommendations  
[Molly Markarian]

(60 Minutes)

ADJOURNMENT

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**AGENDA ITEM SUMMARY**

**Meeting Date:** 5/10/2021  
**Meeting Type:** Work Session  
**Staff Contact/Dept.:** Molly Markarian/DPW  
**Staff Phone No:** 541.726.4611  
**Estimated Time:** 60 Minutes  
**Council Goals:** Maintain and Improve Infrastructure and Facilities

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**SPRINGFIELD  
CITY COUNCIL**

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**ITEM TITLE:**

MAIN STREET – DRAFT SOLUTION TOOLBOX & RECOMMENDATIONS

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**ACTION**

**REQUESTED:** Review draft solution toolbox and recommendations and community feedback and respond to discussion questions detailed in Attachment 1 to inform preparation of a draft Facility Plan this summer.

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**ISSUE**

**STATEMENT:** Since the June 2020 Work Session, the Main Street Safety Project team has developed and sought feedback from advisory bodies and the broader community on comprehensive safety solutions for Main Street. The purpose of this Work Session is to: discuss the draft solution ‘toolbox’ and recommendations; and seek City Council feedback to inform development of the Main Street Facility Plan.

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**ATTACHMENTS:**

Attachment 1: Council Briefing Memo  
Attachment 2: Corridor Project History  
Attachment 3: Outreach Summary  
Attachment 4: Draft Work Session Slideshow

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**DISCUSSION/  
FINANCIAL  
IMPACT:**

At their June 1, 2020 meeting, the City Council provided feedback on an initial set of possible infrastructure solutions to improve safety for Main Street. The project team then refined the initial safety solution options into a comprehensive safety solution ‘toolbox’ and recommendations, shaped by community input to date, as shared with the Council in a November 2020 Communication Packet Memo.

The project team has continued to provide opportunities for interested and affected parties to provide meaningful input to the Facility Plan. Attachment 3 outlines outreach activities completed to date, including seeking feedback this winter on the comprehensive safety solutions from project advisory committees, business and property owners, focus groups and civic groups, and the broader community.

As presented in Attachment 4, staff will review the solution toolbox and community feedback in more detail during the meeting. Staff will also seek Council input on the discussion questions outlined in Attachment 1 to inform the development of a draft Facility Plan in summer 2021.

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# MEMORANDUM

City of Springfield

**Date:** 5/10/2021

**To:** Nancy Newton

**COUNCIL**

**From:** Molly Markarian, Senior Planner  
Tom Boyatt, Community Development Director  
Brian Conlon, Operations Director

**BRIEFING  
MEMORANDUM**

**Subject:** Main Street – Draft Solution Toolbox and Recommendations

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**ISSUE:** Since the June 2020 Work Session, the Main Street Safety Project team has developed and sought feedback from advisory bodies and the broader community on comprehensive safety solutions for Main Street. The purpose of this Work Session is to: discuss the draft solution ‘toolbox’ and recommendations; and seek City Council feedback to inform development of the Main Street Facility Plan.

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## COUNCIL GOALS/

### MANDATE:

Maintain and Improve Infrastructure and Facilities

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## BACKGROUND:

As noted in Attachment 2, there are several existing or recently completed City of Springfield, Oregon Department of Transportation (ODOT), and other partner agency initiatives that have addressed safety and mobility issues along different segments of the Main Street Corridor. In 2016, ODOT programmed \$3.9 million to construct raised center median treatments on nearly five miles of Main Street from 20<sup>th</sup> Street to 72<sup>nd</sup> Street. ODOT also offered financial support to engage property owners, businesses, and the traveling public in a planning process to develop and document how to address the safety problems on Main Street with a design concept that provides for the access needs of corridor businesses and accommodates current bus service and future transit improvements. Having reached a common understanding about the definition of the project purpose, agency roles, and project decision-making, the multi-agency Main Street Governance Team<sup>1</sup> formally kicked off the Planning Phase of the Main Street Safety Project in June 2018.

***Project Purpose Statement:*** Springfield’s Main Street is consistently ranked as one of the most unsafe city streets in Oregon based on the severity and frequency of traffic crashes. ODOT and the City of Springfield must address this problem to save lives, reduce injuries, and lessen property damage due to crashes. *The purpose of the Main Street Safety Project Planning Phase is to select infrastructure solutions that will make Main Street safer for people walking, biking, driving, and taking transit.* The selected safety improvements will provide for the movement of goods and people, support the economic viability of the corridor, accommodate current bus service and future transit solutions, and complement traffic safety education and enforcement.

***Safety Solution Reasons:*** The Main Street Safety Project is recommending changes to Main Street to help improve safety and address the specific type of crashes that occur on Main Street. Data shows that nearly 80% of crashes on the corridor are rear-end and turning movement crashes, and the primary causes of these crashes are failure to yield right-of-way and following

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<sup>1</sup> Since 2013, Main Street projects have been coordinated through a three-tiered management structure that includes project direction and collaborative decision-making provided by the Main Street Governance Team, comprised of representatives from ODOT, the City of Springfield, and Lane Transit District.

too closely.

***Community Engagement:*** The project team has been committed to sharing information and gathering input regarding the needs and issues of the broader community and key stakeholders related to this planning effort. The project's Community Engagement Plan, adopted in September 2018, describes activities the City and ODOT will implement to assure that interested and affected parties have adequate opportunities to provide meaningful input to the Facility Plan. Attachment 3 summarizes the outreach completed to date to ensure that community stakeholders are regularly engaged and consulted and that the City Council and advisory groups have the benefit of that community input at each major milestone of the planning phase.

***Implementation:*** Over the past two plus years, the project team has been refining recommended solutions based on community input, technical analysis, and City Council feedback. As noted in Attachment 4, the Main Street Facility Plan will be the work product that pulls together analysis, public outreach and design concepts developed during this Planning Phase. Once adopted, the Facility Plan will serve as a design framework to guide future design and construction of safety improvements on the corridor. Based on previous transportation revenue for this region, the revenue that we can expect for any given funding cycle will not be sufficient to fund design and construction of Facility Plan recommendations for the entire corridor. Thus, all solutions will be designed and constructed in phases over the next five to twenty years, or beyond. Given funding timelines, the soonest an intersection and/or segment in the first phase of implementation could go to design would be 2024 (construction in 2025).

As presented in Attachment 4, staff will review the recommended solution toolbox and community feedback in more detail during the Work Session. Staff will also seek Council input on the **discussion questions** below to inform development of a draft Facility Plan this summer:

- Do the toolbox recommendations meet your expectations and direction?
- Does the toolbox have enough tools to address safety for all of Main Street?
- Are we missing something?
- Do we need to change something about any of the individual elements?
- Do we need to add special considerations or conditions for how to phase safety upgrades?
- What other outreach should we pursue?
- Which additional groups should we reach out to for feedback?

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**RECOMMENDED ACTION:** Review draft solution toolbox and recommendations and community feedback and respond to discussion questions detailed above to inform preparation of a draft Facility Plan this summer.

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**Main Street Corridor Project History:**

Several City of Springfield, Oregon Department of Transportation (ODOT), and partner agency initiatives are in process or have been recently completed on the Main Street corridor. Collectively referred to as ‘Our Main Street Springfield’, a brief overview of each of these Main Street projects is included below:

- ***ODOT Safety Study*** - ODOT’s 2011 Pedestrian Safety Study analyzed existing and future travel conditions with a pedestrian focus, documented safety problems for pedestrians, and identified improvement concepts.
- ***Main Street Pedestrian Crossing Project*** – Following the 2011 Pedestrian Safety Study, the City and ODOT have installed seven pedestrian crossing improvements on Main Street at 35th, 41st, 44th, 48th, 51st, Chapman Lane, and 66<sup>th</sup>.
- ***Main Street Corridor Vision Plan*** – Phase I identified the community’s preferred future for land use and transportation on Main Street between 10th Street and 69th Streets. Phase II (not yet programmed) would update zoning and development regulations to support incremental redevelopment to achieve the pattern, mix, and intensity of uses envisioned in the Plan endorsed by Springfield City Council in 2015.
- ***SmartTrips Main Street*** – A comprehensive individual household and business outreach program aimed at increasing biking, walking, use of public transit, and ridesharing through education, incentives, and community outreach and events, *SmartTrips* moved down the Main Street Corridor from 28th Street to east of 75th Street in three phases from 2014 – 2016.
- ***Education & Enforcement*** – Since 2014, the City has produced a series of safety educational videos, created safety informational cards, distributed materials through multiple channels including social media posts, and hosted or participated in traffic safety programs and events. The Police Department seeks grants annually to support increased traffic patrols to enforce speed, seatbelt, and impaired and distracted driving laws. Enforcement is citywide with an emphasis on streets that would benefit from additional patrols, including Main Street.
- ***Main-McVay Transit Study Phases 1 & 2*** – Phase 1 (2014-15) identified and evaluated the most appropriate and promising transit options for the Main Street-McVay Highway. Phase II (2016, 2019-present) is focused on design specifics to inform the decision-making process and determine the community’s choice for a preferred transit solution. In 2016, the transit study was temporarily paused to coordinate planning and community engagement with the Main Street Safety Project. In July 2019, the Main Street Governance Team recommended removing the EmX transit mode choice and moving Enhanced Corridor and No-Change options forward for further analysis in coordination with the Main Street Safety Project.

## Outreach Activity Summary: Fall 2018 – Winter 2021

The project's [Community Engagement Plan](#), adopted in September 2018, describes activities the City and ODOT will implement to assure that interested and affected parties have adequate opportunities to provide meaningful input to the Facility Plan. Below is a summary of the outreach completed to date:

**Advisory Committees:** The project team engaged several advisory bodies to provide input on goals, objectives, and design solutions at key stages in the project.

- [Strategic Advisory Committee \(SAC\)](#) – 5 meetings held to date
  - Comprised of 13 key stakeholders representing various interests from within and along the Main Street corridor and broader community.
- [Technical Advisory Committee \(TAC\)](#) – 8 meetings held to date
  - Comprised of 32 members representing key partner agencies, including School District #19, Willamalane Park and Recreation District, Springfield Utility Board, NW Natural, Century Link, Oregon Department of Land Conservation and Development, Lane Transit District, Oregon Department of Transportation and City of Springfield.
- [Planning Commission](#) – 7 meetings held to date
  - Advises Council on comprehensive planning projects. In its capacity as Springfield's Committee for Citizen Involvement, the Planning Commission reviewed and approved project community engagement strategies, as well as appointment of SAC members.

**Business and Property Owners:** Mailers were sent to business and property owners on the corridor during each of three major rounds of engagement.

- Fall 2018 – Introductory letter with fact sheet mailed to business on the corridor and property owners within a ¼ mile of the corridor (906 recipients).
  - Hand delivered 50 letters to businesses for which staff did not have an address and capturing the information for future mailings.
- Summer 2019 – Letter describing the Key Principles for Access Management and opportunities for formal review mailed to adjacent business and property owners (616 recipients).
  - Two [Collaborative Discussion meetings](#) held with two participants as a result.
- Winter 2021 – Postcard invitation to attend a Local Access Forum, watch an orientation video, and review forum materials mailed to adjacent business and property owners (612 recipients).
  - Two virtual [forums](#) held with approximately 13 participants as a result.
  - Project team reached out directly to various corridor businesses and residents to confirm they had received forum notification, and better understand their questions, concerns, and reasons for not attending. Feedback ranged from lack of interest, other priorities, online format, and distrust of City and ODOT.

**Title VI<sup>1</sup> Communities:** [Focus groups](#) were held with Spanish-speaking households, elderly, youth, persons with disabilities, and households in poverty during each of three major rounds of engagement.

- Fall 2018 – Briarwood Senior Living, Catholic Community Services, Downtown Languages, and Willamalane Two50 Club.

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<sup>1</sup> Title VI Communities of Concern are defined by the Central Lane MPO as concentrations of one or more key socioeconomic factors.

## Outreach Activity Summary: Fall 2018 – Winter 2021

- Winter 2020 – Downtown Languages, and three other focus groups had to be rescheduled due to COVID-19 restrictions at the time.
- Winter 2021 – Timber Point Assisted Living, LCOG Disability Services Advisory Council, Downtown Languages.

**Broader Community:** The project team has offered opportunities for engagement to the broader community through different mediums at key project milestones.

E-Updates provided notice of upcoming meetings and online open houses, feedback summaries, and other key project information.

- 18 E-Updates distributed to Interested Parties list (avg. of 806 recipients per e-update).

Online Open Houses sought input on the project and were promoted via E-Updates, news releases, and social media posts; and cross promoted in Chamber of Commerce and InMotion newsletters and announced at LTD Strategic Planning Committee and LTD Board meetings.

- Fall 2018 – Online Open House #1 (attracted 450 unique users and 177 participants provided comments).
- Spring 2020 – Online Open House #2 (attracted 193 unique users and 63 participants provided comments)

Community Group Presentations were made to five standing groups at key milestones.

- Spring 2019 – Chamber Gov't Issues Committee, Twin Rivers Rotary, Springfield Rotary, Springfield City Club and Springfield Board of Realtors.
- Winter 2020/2021 – Chamber Gov't Issues Committee, Twin Rivers Rotary, Springfield Rotary, Springfield City Club and Springfield Board of Realtors.

Website provides all project information in one location and opportunities to communicate with the project team.

- Members of the public have sent over 100 comments via email, phone, and in-person contact with the project team.
- Feedback captured during Phases 1 and 2 of the Main-McVay Transit Study from business and property owners along Main Street has been considered and incorporated.



# CITY COUNCIL WORK SESSION

May 10, 2021



# AGENDA

## ❖ **Project Process**

- Purpose, timeline and milestones

## ❖ **Draft Solution Toolbox and Recommendations**

- Toolbox elements
- What we heard

## ❖ **Discussion**

- Do toolbox recommendations meet expectations/direction?

## ❖ **Next Steps**

# PROJECT PURPOSE STATEMENT



Springfield's Main Street is consistently ranked as one of the most unsafe city streets in Oregon based on the severity and frequency of traffic crashes. ODOT and the City must address this problem to save lives, reduce injuries, and lessen property damage due to crashes. *The purpose of the Main Street Safety Project is to select infrastructure solutions that will make Main Street safer for people walking, biking, driving, and taking transit.*

The selected safety improvements will provide for the movement of goods and people, support the economic viability of the corridor, accommodate current bus service and future transit solutions, and complement safety education and traffic enforcement.

# PROJECT CONTEXT

## Target Schedule



## Project Area

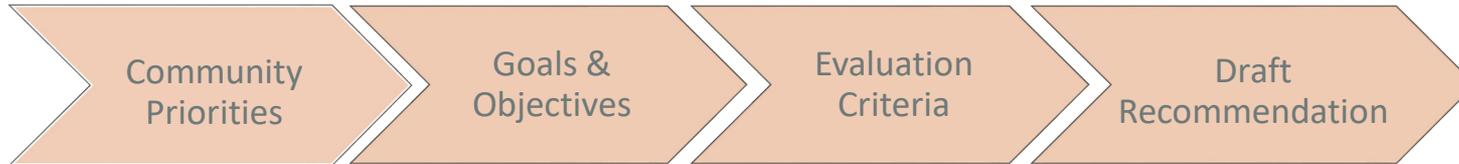


# PROJECT CONTEXT

## **The Facility Plan:**

- Pulls together analysis, outreach and design concepts.
- Expresses community values.
- Designs a *framework* for the project.
- Signals agencies to begin detailed design & construction.
- Refines the Springfield Transportation System Plan.

# PROJECT CONTEXT



## **Safety**

*Increase the safety of Main Street for all users*

## **Business Community**

*Support the viability of existing and future businesses*

## **Mobility**

*Ensure people and goods travel efficiently and reliably through the corridor*

## **Transportation Choices**

*Create a multimodal environment that connects people and destinations*

## **Vital Community**

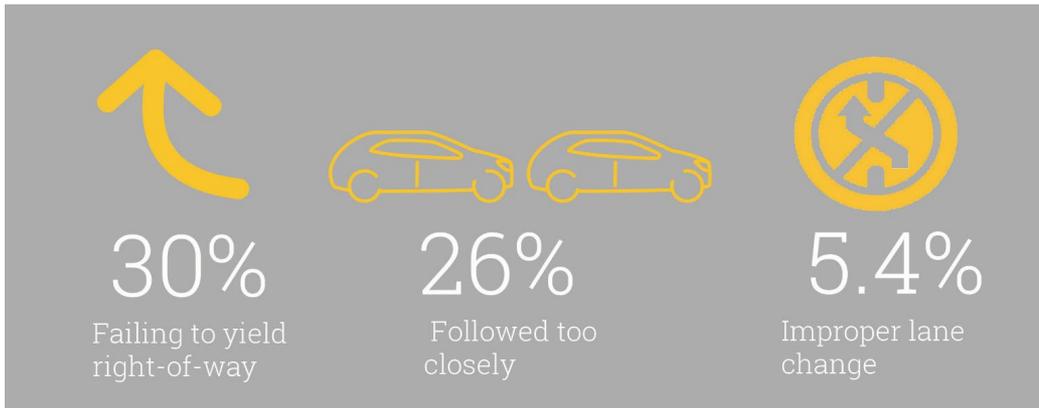
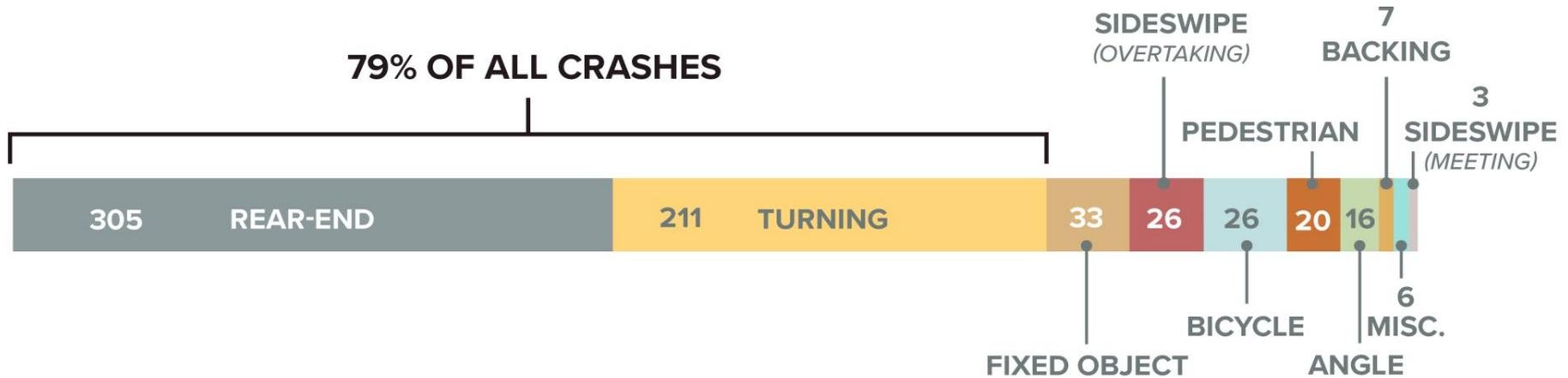
*Support the vitality of the community and its vision for Main Street*

## **Feasibility**

*Develop a plan with a clear and achievable approach to implementation*

# PROJECT CONTEXT:

## *Why are we doing this?*



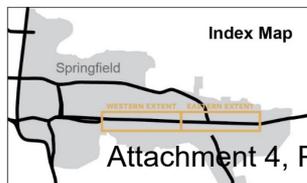
# PROJECT CONTEXT:

## Why are we doing this?



OR 126 MAIN STREET SAFETY STUDY  
Springfield, Oregon

**Figure 14**  
**FATAL & INJURY A, B, C CRASHES**  
1/1/2012–12/31/2016



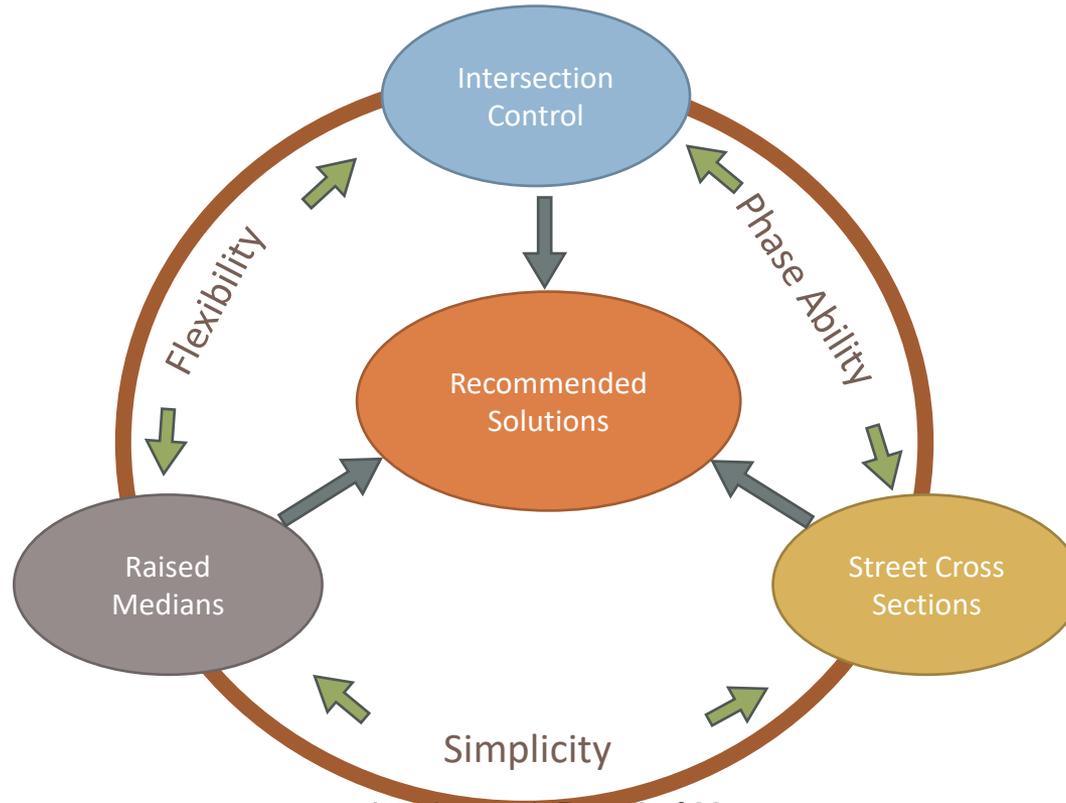
### Legend

- ▲ FATAL CRASH
- INJURY A CRASH
- INJURY B CRASH
- INJURY C CRASH

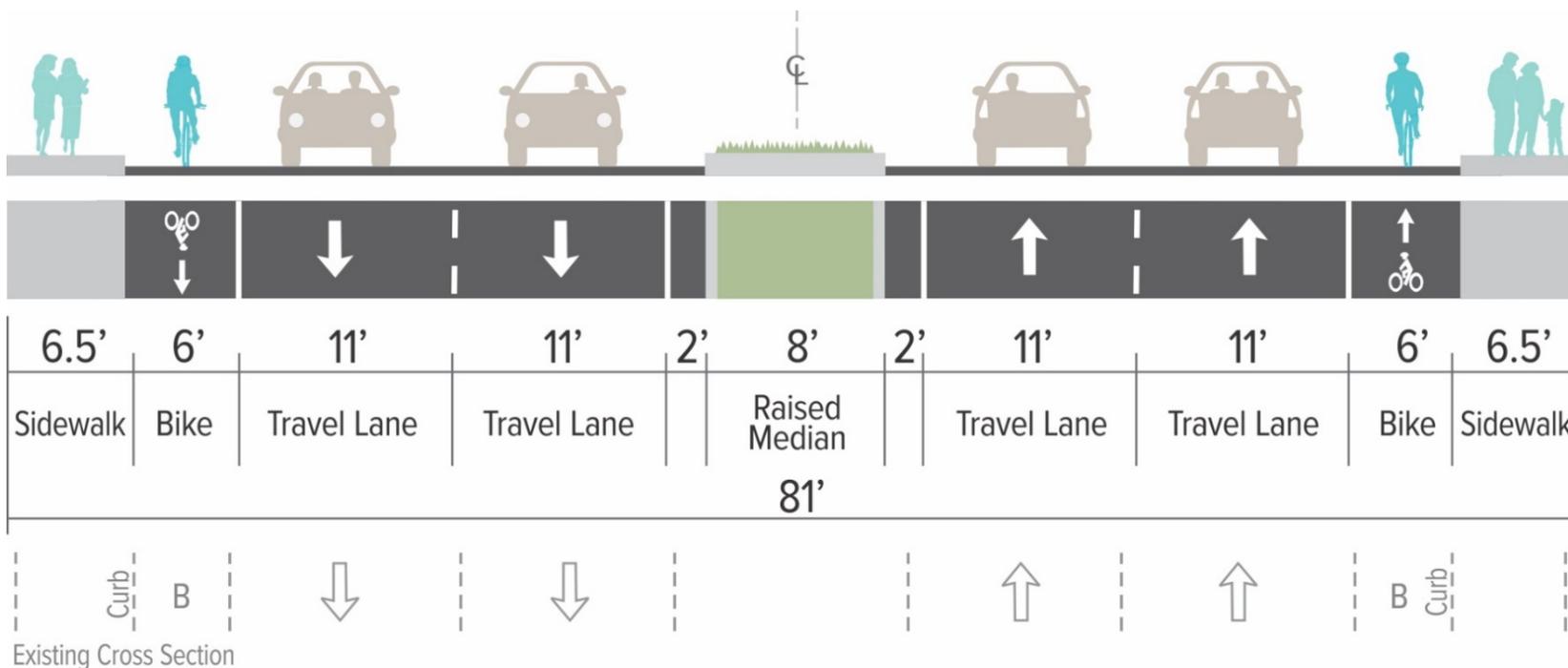
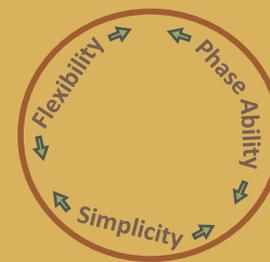


# RECOMMENDATION OVERVIEW

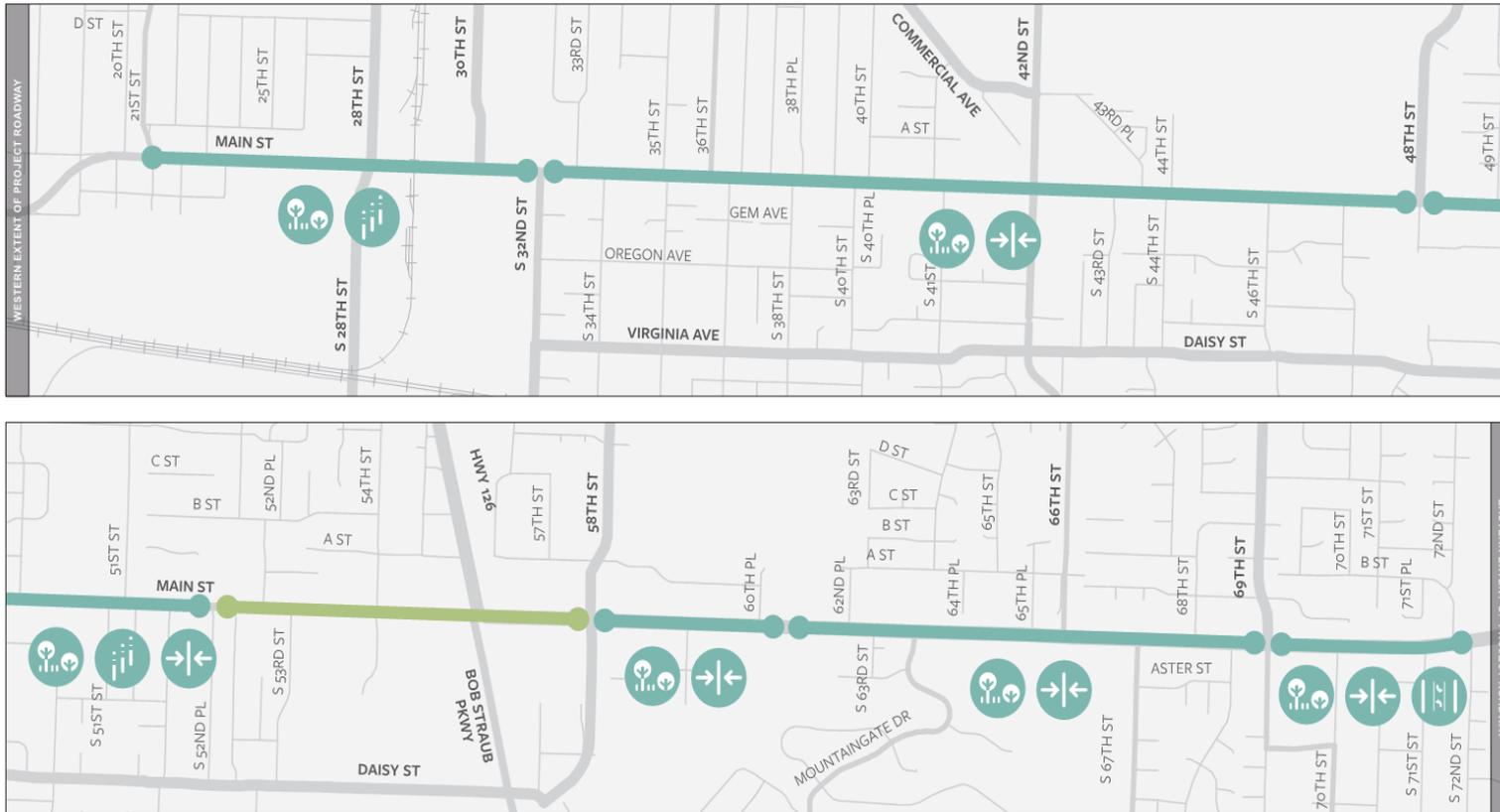
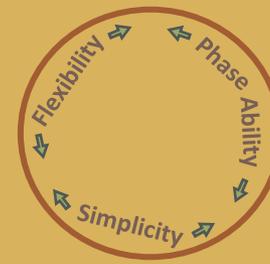
## Toolbox and (draft) Recommendations



# STREET CROSS SECTIONS: Short-Term Recommendation



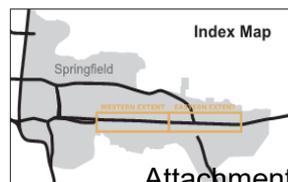
# STREET CROSS SECTIONS: Long-Term Recommendation



OR 126 MAIN STREET SAFETY PROJECT  
Springfield, Oregon

Figure 23

## LONG-TERM RECOMMENDATIONS



### Legend

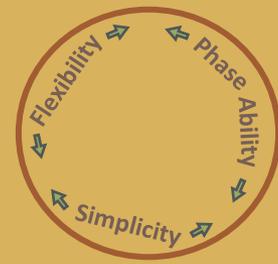
- BALANCE STREET WIDTH CROSS SECTION
- ACTIVE TRANSPORTATION ENHANCED CROSS SECTION

### POTENTIAL MODIFICATIONS:

- ADD LANDSCAPE STRIP
- NARROW BIKE BUFFER
- ADD DELINEATORS TO BIKE LANE
- THREE-LANE SECTION

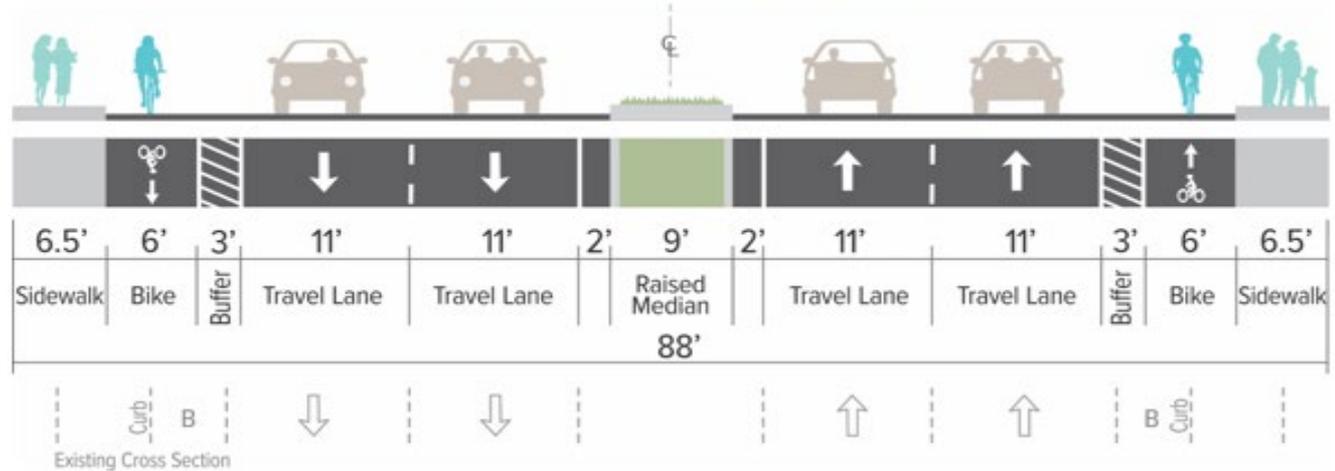


# STREET CROSS SECTIONS: Long-Term Recommendation

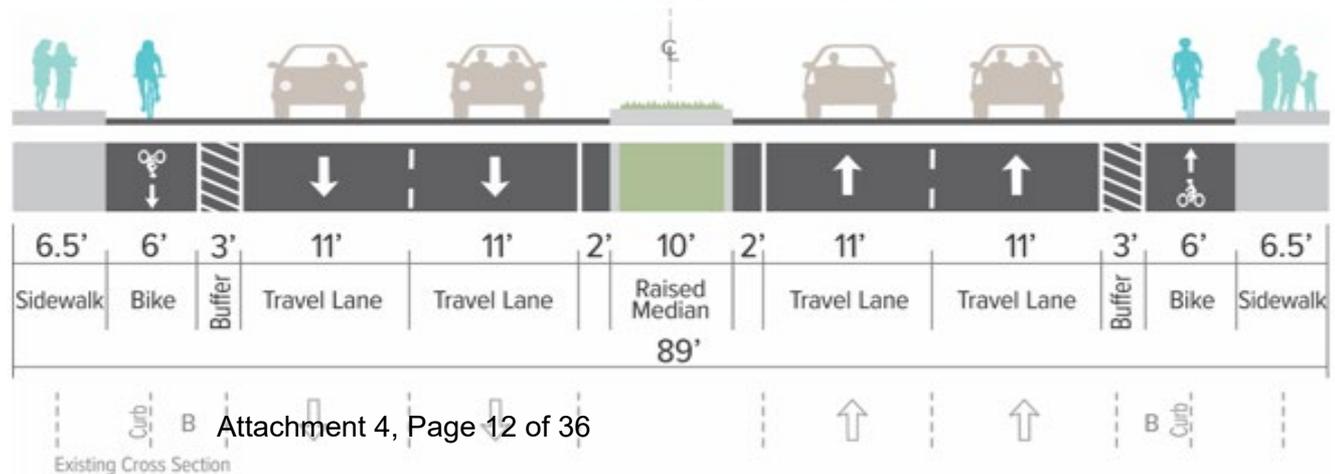


Most of  
corridor:  
Balanced  
Street Width

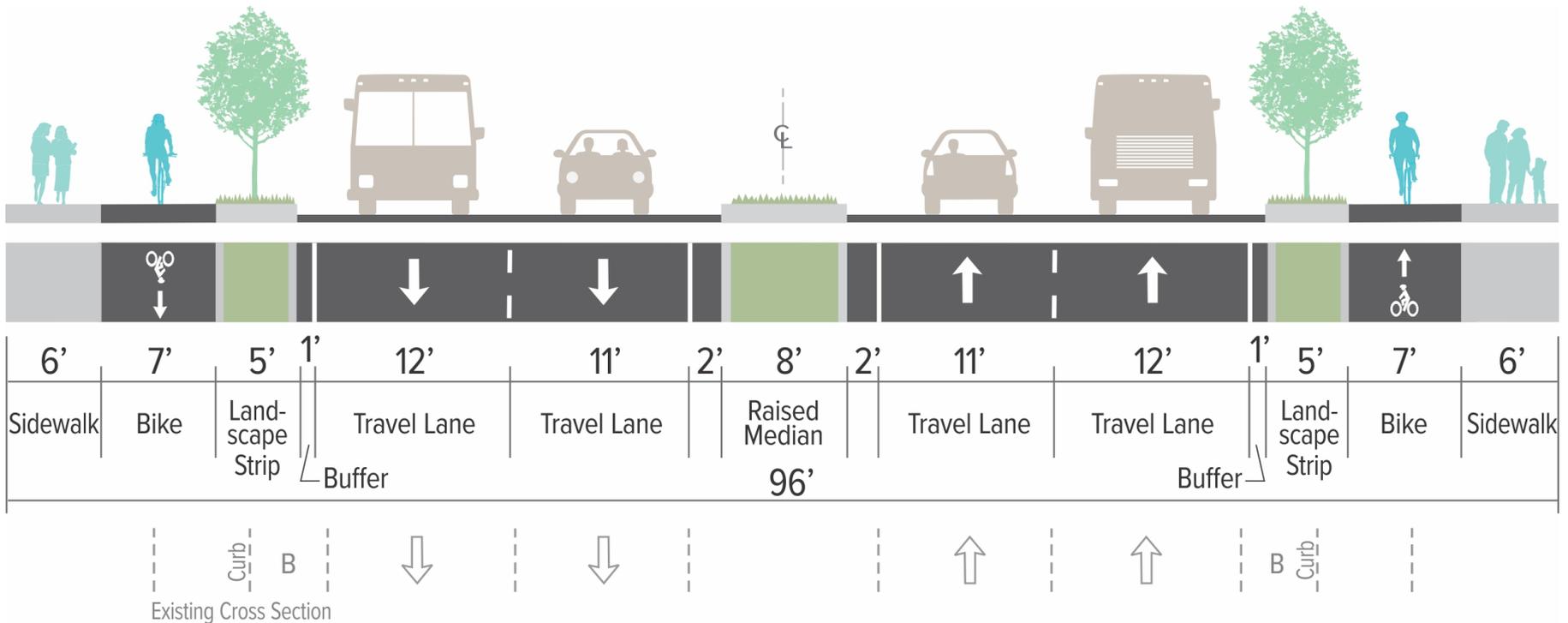
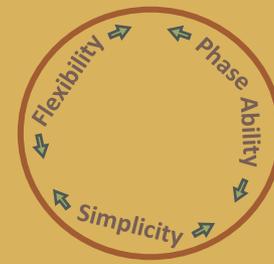
a) West of Bob Straub Parkway



b) East of Bob Straub Parkway



# STREET CROSS SECTIONS: Long-Term Recommendation



Approximately Four Blocks:  
Active Transportation Enhanced

# STREET CROSS SECTIONS



Table 8. Cross Section Recommendation Summary

Segment	Recommended Cross Section	Length / Estimated Planning Level Cost <sup>A</sup> (millions)	Urban Context	Considerations	Potential Modifications from Base Cross Section Recommendation
21 <sup>st</sup> Street to 32 <sup>nd</sup> Street	Balanced Street Width	0.7 miles / \$7-11	Urban Mix	The wider right-of-way through most of this section will better accommodate widening the existing footprint to include the buffered bike lanes. However, the Active Transportation Enhanced cross section would likely be difficult to implement through this section given the number of driveways and U-turn opportunities, particularly on the west end of the segment.	<ul style="list-style-type: none"> <li>Adding landscaping between the curb and sidewalk where there is additional existing right-of-way.</li> <li>Adding vertical delineators in sections where there are fewer driveways. In particular, vertical delineators should be considered between 28th Street and 32nd Street, as Main Street provides a regional bike connection from west of 28th Street to the Virginia-Daisy Bikeway southeast of Main Street/32nd Street.</li> </ul>
32 <sup>nd</sup> Street to 48 <sup>th</sup> Street	Balanced Street Width	1.5 miles / \$15-23	Urban Mix	Numerous businesses through this section of Main Street would likely be significantly impacted from widening the existing footprint (either through building impacts or site-specific parking and circulation impacts). Note that impacts will be more fully evaluated during a future Design Phase of the project.	<ul style="list-style-type: none"> <li>Narrowing the bike buffer from three feet to a conventional bike lane could be considered in constrained right-of-way sections where there would be greater impacts to properties and businesses fronting Main Street.</li> <li>Adding landscaping between the curb and sidewalk where right-of-way is less constrained, particularly as properties redevelop.</li> </ul>
48 <sup>th</sup> Street to 52 <sup>nd</sup> Street	Balanced Street Width	0.5 miles / \$5-8	Urban Mix	Numerous businesses through this section of Main Street would likely be significantly impacted from widening the existing footprint (either through building impacts or site-specific parking and circulation impacts). Note that impacts will be more fully evaluated during a future Design Phase of the project.	<ul style="list-style-type: none"> <li>Narrowing the bike buffer from three feet to a conventional bike lane could be considered in constrained right-of-way sections where there would be greater impacts to properties and businesses fronting Main Street (note that impacts will be more fully evaluated during a future Design Phase of the project).</li> <li>Adding landscaping between the curb and sidewalk where right-of-way is less constrained, particularly as properties redevelop.</li> <li>Adding vertical delineators to the bike lane where there are fewer driveways.</li> </ul>
52 <sup>nd</sup> Street to 58 <sup>th</sup> Street	Active Transportation Enhanced	1.0 miles / \$12-18 <sup>B</sup>	Urban Mix/ Commercial Corridor	This segment of Main Street has more existing right-of-way to accommodate a wider cross section footprint. This segment also has limited driveways (especially on the south side), making it easier to implement a cycle track. The cycle track will help people biking safely cross Bob Straub Parkway and provide a protected bicycle facility to travel to 58 <sup>th</sup> Street and Thurston High School. East of Bob Straub Parkway is a freight Reduction Review Route and would likely require widening the curb-to-curb distance shown above in Figure 22 to minimize potential impacts to the "hole-in-the-air". The current curb-to-curb pinch point east of Bob Straub Parkway is 29 feet. The Urban Context is Urban Mix west of Bob Straub Parkway and Commercial Corridor from Bob Straub Parkway to 61 <sup>st</sup> Street.	<ul style="list-style-type: none"> <li>Where driveway densities are higher (such as the north side of the segment), buffered bike lanes could be implemented instead.</li> <li>Increase the curb-to-curb distance to minimize impacts to the freight Reduction Review Route east of Bob Straub Parkway.</li> </ul>

<sup>A</sup> Cost estimates are based on costs from Tech Memo #14, with details included in Tech Memo #14 Appendix F. Cost estimates are based on the Association for the Advancement of Cost Engineering International (AACE) classifications. Planning level cost estimates (Class 5) indicate a 0-2% project definition and cost estimates may range from +100% to -50%. As the recommended solution becomes more defined through planning and design, the cost estimates will continue to be refined and will have less variation in range.

<sup>B</sup> Cost estimate for Active Transportation Enhanced for this segment reduced by approximately 25% for the lane existing between 52<sup>nd</sup> Street and Bob Straub Parkway, reducing the right-of-way costs associated with the wider cross section footprint.

# RAISED MEDIAN FRAMEWORK



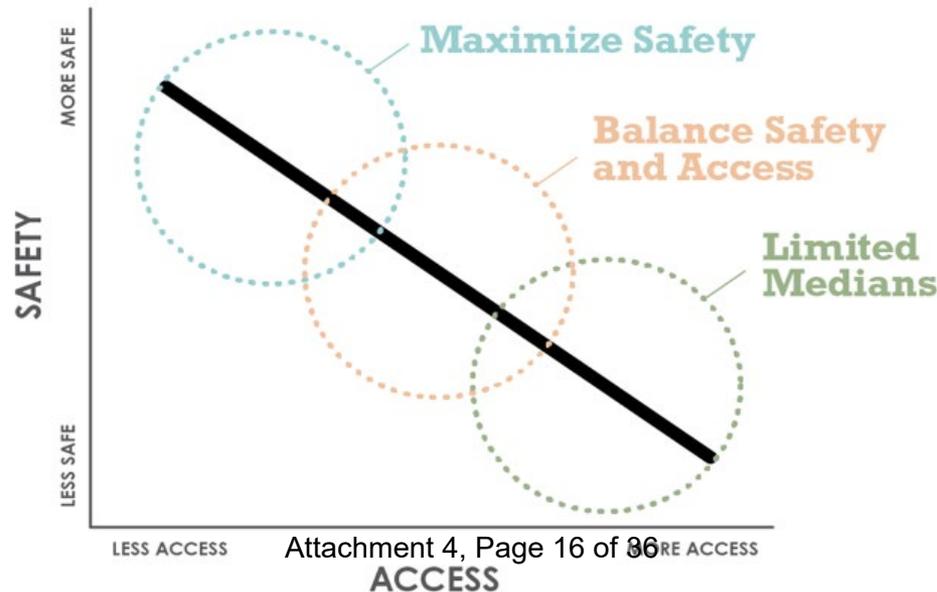
Openings would allow left turns/U-turns in designated lanes.

Mountable edges would allow emergency vehicles to cross when needed

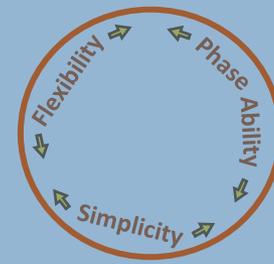
# RAISED MEDIAN FRAMEWORK



- Raised medians can **reduce crashes by 35%** on Main Street (or 48% when combined with roundabouts)
- Would add only 31 seconds of out-of-direction travel, on average



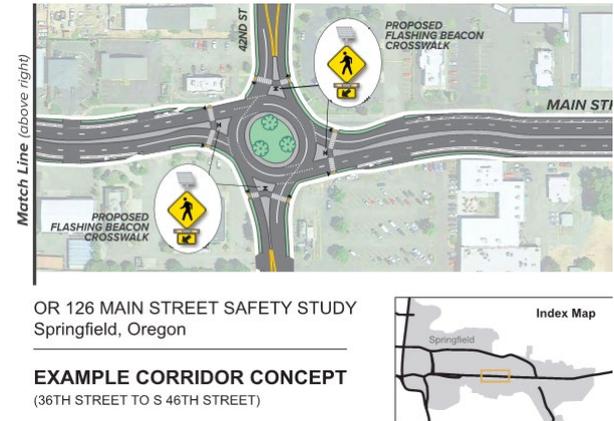
# INTERSECTION CONTROL



Divide intersections into tiers of need. Add **roundabouts** at **intersections** with the **greatest need** to:

- Improve safety.
- Reduce congestion.
- Make U-turns easier with raised medians present.
- Enable freight trucks to go the opposite direction without attempting U-turns.

Roundabout designs would be location-specific, to be determined in the next phase.



# COMMUNITY ENGAGEMENT

## ➤ Strategic Advisory Committee

## ➤ Focus Groups and Civic Groups

- Chamber of Commerce: Government Issues Committee
- City Club
- Board of Realtors
- Twin Rivers Rotary
- Springfield Rotary Club
- Downtown Languages
- LCOG Disability Services Advisory Council
- Timber Pointe Senior Living

## ➤ Local Access Forums

## ➤ Other Comment Feedback



# COMMUNITY FEEDBACK



# COMMUNITY FEEDBACK:

## *Common Themes – Project & Process*

*We largely heard people:*

- Are **excited** about the project
- Understand the **need**
- **Appreciate** the **process** and outreach efforts
- Have questions about **data, deliverables, stages, outcomes**

*Some shared:*

- **Frustration** with project speed or outreach approach
- Questions about **cost and funding**
- Feedback about building in **phases**.

# COMMUNITY FEEDBACK:

## *Common Themes - Toolbox & Recommendations*

*We largely heard people:*

- Feel **positive** about the toolbox and recommendations
- Believe **roundabouts** are good way to improve safety
- Feel pairing **roundabouts with medians** is critical
- Feel **driving slightly further** is worth **saving lives**
- Favor **sidewalk upgrades** and more **bike separation**
- Are concerned about **access** and **site usage** for residences and businesses
- Have questions about elements and potential **property impacts**

# COMMUNITY FEEDBACK:

## *Common Themes - Toolbox & Recommendations*

*Some shared concerns about:*

- Not knowing how to **walk or drive through roundabouts**
- The time needed for the public to learn how to **safely navigate roundabouts**
- **Out-of-direction travel** due to medians
- **Freight delivery challenges** due to medians
- Whether **phasing** and **design flexibility** would minimize impacts

# COMMUNITY FEEDBACK:

## *Common Themes - Other*

### *We largely heard:*

- Observations of behavior at **pedestrian crossings**
- Desire to **increase traffic enforcement** for all
- Desire to **decrease posted speed limit**, especially in eastern segment
- An expressed need for improved **lighting**

### *Some shared:*

- Hope for **transit design integration**
- Questions about **relocating utilities**

# COMMUNITY FEEDBACK



# FEEDBACK RUMORS

**Project has evolved.** Here is what the project is NOT:

- It's *not* a Lane Transit District project
- It's *not* EmX
- It would *not* prevent all left turns
- It would *not* need extensive new right-of-way
- It's *not* one size fits all
- It would *not* be built all at once

# FEEDBACK RUMORS

## **It's *not* a Lane Transit District project.**

- ODOT and Springfield are leading the Main Street Safety Project.
- Main Street Safety Project is coordinating with Main-McVay Transit Study (LTD/City/ODOT project) to plan for transit elements.
- LTD is an interested party and is providing input in order to continue providing transit service along Main Street, now and into the future.

# FEEDBACK RUMORS

## It's *not* EmX.

- Main-McVay Transit Study *had* considered EmX, which could have included dedicated, bus-only lanes on Main Street.
- Main Street Governance Team formally removed EmX from consideration in July 2019. *EmX is not part of this project.*
- Enhanced Corridor transit, which will consist of buses running along the current Route #11, stop amenity upgrades, and transit travel time improvements, will integrate into the Main Street Facility Plan.

# FEEDBACK RUMORS

## It would *not* prevent all left turns.

- Main Street would have raised medians, but not continuously throughout the corridor. There would be gaps.
- Some intersections would have left-turn/U-turn pockets.
- Other intersections would have roundabouts that allow for all turning movements.
- What's more, raised medians would have mountable curbs so emergency vehicles could drive over them when needed.

# FEEDBACK RUMORS

## **It would *not* need extensive new right-of-way.**

- Toolbox includes cross-section variations for location-specific constraints and property impacts.
- Along most of Main Street, the proposed future street design would need four more feet on each side.
- Narrowing the street in physically constrained locations will happen during the design phase.

# FEEDBACK RUMORS

## **It's *not* one size fits all.**

- The project would not involve the same street design and mix of elements throughout. For example:
  - 69th – 72nd Streets: consider three-lane cross-section to help reduce speeds and serve as gateway treatment between rural and urban areas
  - 52nd Street – Bob Straub Parkway: Active Transportation Enhanced cross-section with raised cycle track and landscaped buffer
- Toolbox also includes flexibility to modify each street segment during the design phase.

# FEEDBACK RUMORS

## **It would *not* be built all at once.**

- Design and construction would occur in phases over the next 5 – 20 years, as funding becomes available.
- Phases are prioritized based on the project's Goals and Objectives, including addressing the highest safety needs first.
- Phasing enables people to see and experience results in early phases.
- Phasing also allows community members to adjust to new street design gradually.

# PLANNING COMMISSION & GOVERNANCE TEAM DISCUSSIONS

*We heard agreement that:*

- **Toolbox** is right **approach** and includes right tools
- **Implementation** will be an **evolution** not a revolution
- **Phasing** is **critical** to:
  - ✓ allow travelers and those nervous about change to adjust gradually;
  - ✓ provide flexibility to account for changes in traffic patterns;
  - ✓ enable people to see results in the short-term; and
  - ✓ facilitate sourcing of funds.

# PLANNING COMMISSION & GOVERNANCE TEAM DISCUSSIONS

*Some shared:*

- Appreciation for outreach efforts
- Suggestions for next round of community engagement
- Recognition that toolbox provides a path to a safer, multimodal Main Street
- Support for starting with locations with highest crash rate/most severe crashes
- Desire for long-lasting solutions that prioritize the safety of those at greatest risk

# DISCUSSION QUESTIONS

- Do the toolbox recommendations meet your expectations and direction?
- Does the toolbox have enough tools to address safety for all of Main Street?
- Are we missing something?
- Do we need to change something about any of the individual elements?
- Do we need to add special considerations or conditions for how to phase safety upgrades?
- What other outreach should we pursue?
- Which additional groups should we reach out to for feedback?

# NEXT STEPS / NEXT MEETING

**Summer**

**Develop Draft Facility Plan**

**Fall/  
Winter**

**TAC, SAC, Public Outreach**

**THANK  
YOU!**

## **Contact**

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## **Comments**

Project Website

[www.mainstreetsafety.org](http://www.mainstreetsafety.org)