



Other Comment Submission Summary

Overview

During the first round of community engagement (10/31/18 – 1/2/19), the project team received 26 total inquiries/comments related to the project from 25 individuals outside of the online open house, focus groups, and SAC Meeting #1 forums. Eleven comments were submitted via the project webpage, ten were sent via email to the project email address or directly to project team members, four comments were made over the phone, and one comment was made in person at the City of Springfield Development and Public Works counter.

Observations & Values

In the case of two comments the individuals had experienced difficulties sharing their input via the online open house, so the content of those comments was incorporated into the Online Open House Summary. Of the remaining 24 submissions, one-third primarily pertained to planning process-related questions/comments. Main comment themes for those sharing experiences on the corridor and values we should consider as the project team develops alternative solutions to address safety problems on Main Street: observations of safety problems (speeding vehicles, inadequate bicycle/pedestrian facilities, and unpredictable/erratic pedestrian/cyclist/skateboarder movement) and suggestions for increased traffic enforcement (automated and motor team) and safety education. To a lesser degree, submissions touched on local business access, cost, transit, and traffic mobility. Refer to Appendix A for comment details.

SPRINGFIELD MAIN STREET SAFETY PROJECT

Appendix

Other Comment Submission Summary

Appendix A: Other Comment Submissions

Contact	Full comment
Aaron Albery	Sp I am a resident of the area of 54th and Main. I am one of the statistics of hit and run. Our intersection is in major need of some safety upgrades. I would like to suggest traffic cameras to catch photos of the vehicles along with more specified time for pedestrians to cross and more police presence to enforce the laws and regulations of the Dmv about crosswalks. Thank you for taking the time to read my concerns.
Bonnie Leech	If you would put in roundabouts. You would solve all your problems.
Brad Marks	You need to re-open the OPEN HOUSE. I'm sure there are others like me who had no notification until my "Main Street" letter was hand delivered, after the 12/5 deadline. I would like to comment via the open house.
Claudia Potter	Why not save lives, save property, save money, save jobs. It's a win win. I keep both my jobs, yes one at each end of town. Both bosses get to keep their property yes at both ends of town. You save money usable elsewhere and you won't have to pay out thousands to a lawyer fighting people who want to keep their property. Or thousands for roundabouts that just DON'T work takes me an average of 3 1/2 min to enter Franklin Blvd and 5 min. to get to the bridge entering Springfield. You've raised the taxes and lowered the value but I noticed that a lower value was only on property the City wants, strange how that works. The way I see it the city should have planned for extension of city limits and potential growth when 1st established. But it seems it's easier to take eminent domain and nothing the property owner says will change it. I can guarantee that not ONE of the men and women sitting on ANY city counsel, Bicycle and pedestrian advisory committee, Committee Development committee, Glenwood renewal advisory committee, planning commission, public safety council, and all the rest of the committees involved in the take over and theft of private property. are losing any of theirs, guaranteed! Oh and we can't forget about the Metro policy committee made up of privately held companies that pretty much tell the city the who, what and where and how to jump of what they want. And it makes no difference whether I got all the names correct or how you all plan the take over, what matters is the city will lie and steal to get what they want! God help us all!
Craig Corliss	Craig left a voicemail. Craig said that he owns property at 4343 Main Street and that he is on City's mailing list and that he completed the online survey. He was inquiring if the City has any information about possible zone changes and wants to make sure he has an opportunity to comment. He shared his email address and his cell phone number.
Daren Dawson	Hello, Having lived and commuted main street for 2 decades, I have noticed a steady increase in traffic density over the years. With this increase in traffic, there has also been an increase in foot traffic in the area. My observation has been that a larger portion of pedestrians are not using cross walks regularly or cutting diagonal across main st (58th-72nd) when they should be crossing at street corners. This is especially prevalent around the 57th & 58th street area of main street which is frustrating as there are stoplight crossings in this area. The new crosswalks crossing further west (56th - 32nd) , are often times treat it like a game of chicken, waiting for a car to get close, hit the button and run out in front of traffic or cut the corners outside of the designated crossings. I personally would like to see the police step up effort of citing illegal Jay-Walking. Any new crossings will only be effective if the the pedestrians use them correctly. There are 2 ingredients in vehicle/pedestrian crashes, and both need to obey the laws designed to keep the community safe.
Don Allen	Mr. Allen saw Register Guard article promoting Online Open House but preferred to share comments in person. He is a retired mail carrier who worked in Springfield for many years on Main Street. He suggested a media blitz to educate jaywalkers, as he doesn't think the City

Contact	Full comment
	can expect people not to (but they should know how to do it safely). He observed that pedestrians view and think they are a safe refuge. He thinks median is a good idea but expensive.
Evan Morris	install traffic lights at 48th/main. Poles are already there. have police "run radar" on main. I drive main street all the time never see any radar enforcement.
Hanalei Rozen	I ride my bike on the sidewalk. Street too dangerous. Unfortunately the side walk is upheaved a lot or otherwise not the best for biking(tree limbs, berries...) Nor should that be my preferred lane. Would be glad if BPAC had an open house
Hank McCormick	Hank spoke with City staff who left a note with Emma. Emma returned his call. He was inquiring about the traffic study at 21st and Main and wanted to know the status. He owns property at 21st and Main (103 S. 21st St) and 40th and Main. He is concerned about the potential for right-of-way impacts of a roundabout at 21st and Main. He would also like to see more police enforcement, specifically of people walking, biking, and skateboarding in unpredictable and illegal ways. He said that he has seen officers observe people skating and biking the wrong way in the bike lane and not doing anything about it. Emma shared information about the crosswalk enforcement efforts that happened in 2017.
Ina Mounir	Ina left voicemail with Molly, and she forwarded message to Michael Liebler as her concerns were related to crosswalks in Downtown Springfield (outside of project scope).
Jack Andress Jr	Vehicles using center turn lane for a merge lane is so very dangerous and i thought illegal. But I see people do it and police do nothing about it. Last week a bicycle rider was going the wrong way in bike lane and a springfield police man sitting watching main let him ride by without the police man doing anything about the law breaking individual. ENFORCE THE LAWS WE ALREADY HAVE . The buses need pullout bus stops so they are not stopping in the right lane. We should have jay walking laws enforced to stop all the pedestrians from crossing in dangerous spots. Pedestrians need to get off their phones and take some responsibilities and look both ways. Call me old school or common sense minded. Thank you
Jim Rombach	Sirs; As a longtime property owner on Main St. (and an on-going person who has interest), I am interested in knowing on how project funding will be done. I did not see on existing web-site.
Julie Wetzell	Dear Springfield Public Works, I am not sure this is going to the right place, and if it's not, maybe you could forward it to the right person. Why has Springfield, not put actual red lights at pedestrian crossings on Main Street, like they have in other parts of Springfield? Such as the one on Harlow Road by the Pheasant Street EMX stop. Those little flashing lights on the side of the road are hard to see, and especially so, when most people unfortunately don't pay attention to cross walks. Is there anyway to make some more pullouts for the bus, so the bus doesn't always stop on the road? Unfortunately, even with the pedestrian crossings, not everyone will use them. So, if someone is caught not using one, they need a ticket. And that is hard to enforce because we don't have the resources or police force to enforce a jay walking law. Not sure if we even have one. Someone suggested installing cameras, and sending tickets to those that don't stop at cross walks that are lit up. How about speed radar cameras that will catch those going over the speed limit by more than 3-5 miles an hour? Speeding is a major issue! The 126 is awful. Until consequences are given out for speeding, not a lot will change on Main Street, the 126, or anywhere else for that matter. With a lack of police officers, cameras are the next best thing and yet both cost money. The question then becomes, what is most cost effective and will get the job done to make Springfield a safer place to live. These red lights for pedestrian crossing would also be great to have on Pioneer Parkway where very few people ever stop to let pedestrians cross at the cross walk. There are also issues with the timing of lights on Springfield, but I will leave that topic for another time. Warm regards

Contact	Full comment
Kim Lax	Hi Michael, Hope you are well. Does this mean they are revisiting the crosswalk by our house?
Lisa Edelberg	Molly, I am the owner of AAA Budget Storage on Main Street. I know that last year there was some discussion about widening main street by between 8 and 16 feet to make "improvements". This would have a devastating effect on my business as well as many others along Main Street. I am wondering if any of these plans are still on the table. Thank you for your time.
LK Morris	Hello Molly, I had trouble twice with the jla website twice when it crashed and I had to start over! This was on Dec. 4th, the day before the deadline to submit my comments/survey. It didn't go through, as I checked it later. I am soo disappointed. Here is what I submitted: Issues & Values: Safety – 6 Traffic Mobility – 4 Local Business Access – 0 Main Street Character – 2 Transit – 3 Cost - 6 COMMENTS: I have lived on Main St. near 60th Place for almost 20 yrs. Drop Main St./Hwy 126 speed limit to 35 all the way East to city limit. Synchronize ALL traffic lights on Main St. for a smooth traffic flow. You'll get there! On Main on each side of 60th Place: Keep sidewalks clear for wheelchairs, strollers-ie; clear off thick pine needles and leaf debris collecting over half the sidewalks. Dangerous to navigate, jog or walk to avoid ankle/leg injuries or worse. Garbage and recycling cans block sidewalks for wheelchairs, pedestrians, strollers, often left out for days. Employ daily trash pickup from bus stop receptacles on Main to beautify the corridor through our beautiful town. Please add my comments in your consideration. Thank you.
Marcia VanOrman	What is the current thinking about cameras to catch those who run red lights?? I'm amazed that this hasn't been put in place in this area long ago. I understand there is a cost to implement them, but on Main Street, there are only 3 such intersections that are critical at this point, in my humble opinion. It would be a start. The crosswalk signals and lights are GREAT, but many pedestrians just wander across anywhere they please and sometimes are stuck in the median strip, waiting for a break in the traffic to complete their journey . I sometimes wonder if they are drunk or just plain stupid!!!! I've had to suddenly stop many times, to avoid hitting such people. There's no system possible to protect against such behavior, but those in cars can certainly be photographed and charged accordingly, reducing that behavior in a fairly short time. The sudden change in Portland's jaywalking behavior was astounding. People just don't want to deal with large fines. When logic doesn't work, fines do! Thank you for responding to me. I'd be happy to participate in any way to assist with this process.
Marcia VanOrman	My biggest concern in this part of Oregon (Eugene and Springfield) is the chronic running of red lights. Since living here, I've finally gotten to automatically expect someone to enter the intersection, crossing my path, after they have a red light. Running a caution light happens, on rare occasions, anywhere in the State, but here it is common to enter the intersection after the red light appears. I've almost been hit on several occasions after moving here almost 3 years ago. If the offenses are caught on camera and the fines are significant, this problem will diminish greatly and lives will be saved. This happened in Portland, in order to control the chronic jaywalking downtown, which was the standard for decades.
Marilla Cook	I think it would help if people were taught the proper way to cross streets. Stop, look both directions. If cars are coming, don't cross. I have seen people walking along the sidewalk, then suddenly turn and start across the street. If cars are coming, there is a screeching of brakes, honking of horns, and the pedestrian usually yells at the driver of the car. Also...the crosswalks are a good idea, but the pedestrian should always wait on the sidewalk until the cars have stopped. Don't start across the street assuming the cars will stop. They often don't. If I pushed the button and as soon as the flashing yellow lights came on I started across the street...I would've been roadkill many, many times.

Contact	Full comment
Mike Eyster	Thank you for the information. Will you be issuing instructions on how to log in to the open house? Is there a particular time frame for the open house on Nov. 7?
Miki Van Winkel	<p>Good Afternoon to whom it may concern, The business I work for received your letter regarding what to do to make Main St. a safer place for all. Until the people start acting in a safe manner your improvements will not be very effective. I have seen people crossing main street not 50 feet from the designated lighted up cross walks that the city spent so much time and energy putting in. It is not a city issue that those people choose to take the unsafe path, that is a personal responsibility issue. I sit and look at Main Street all day and even though the speed limit has been decreased you would not know it by the speed at which the cars travel. Once again, it the responsibly of the person to monitor their speed and actions. The city has done what it thought was best by lowering the limits. Unless the police start sitting there daily and getting the speeders they will continue. Take me for example, I drive faster than the posted limits on the freeways but several years ago I knew to slow down going through the Coburg area because I did not want a ticket. It was the knowledge that he was there and it was up to me to either slow down or get a ticket because I knew there was someone there to enforce it. As far as the new round about in Glenwood, I must say it has been great for business. There are more accidents coming to body shops because of that than there was from light that used to be there. Once again until the people start taking self responsibly you as a city and ODOT can throw as much money as you want into all the projects but at what point do you also realize that there are factors out side our control that money cannot fix? Like the actions of the people you are trying your best to protect.</p>
RB Garden	<p>Put up more signals all along the route and have all of them timed to allow traffic to roll along at 35mph. Time the lights so the side streets and pedestrians get an allotted time to cross without slowing down traffic flow. Do not let pedestrians or traffic change the timing of the lights. Once everyone gets use to rolling along at 35, traffic and pedestrians will all have ample asses to a safer street.</p> <p>When a car enters the street (somewhere between the timed signals) they could have no more than one stop at a red light and then they are in the flow of 35MPH. This is a well know way of moving cars and keeping places safe for all other users. This does mean you will take away the flashing pedestrian signals you currently use, very disruptive to traffic. When traffic flows everyone benefits and the environment (air quality) benefits as well. If some wants to speed, they will be rushing to red light after red light. Everyone will learn to roll along.</p>
Robert Kuehn	Hi Molly, Your name was on the mailing we got today (so you get this!). You may know who we are - EDMS - we pick up and process the mail for the City every day. We did pick up and mail this one 1st class presort, but I just wanted to let you know that if you sent more than 200, it would have qualified for bulk. Maybe it was not that many since it looks like it was directed to a limited area... I also want to let you know that we have really increased our color printing capacity in the last couple of years, so this is something we could print and mail. We do some bulk mailings for Public Works and Planning. Just letting you know! And lowering the speed limit out here really helped!
Sue Hartman	Sue Hartman called to explain she thought she had had an issue with the Main Street Safety Project Online Open House since when she clicked a button all of the data entry fields seemed to go blank. She was also wondering when the Online Open House would be open until since Dec 5 th is the last day. Emma called JLA, confirmed her comments had been submitted and documented, and returned the call to Sue to let her know. She also shared that the Online Open House will be available for people to submit input all night.
Tobin Fetters	Traffic enforcement, every one knows that the City doesn't enforce the speed limit on Main. A larger Police presents would do wonders for safety. Start writing tickets for once...