



Main Street Safety Project

Forthcoming Letter to Business and Property Owners

On August 16th, a letter will be sent to business and property owners adjacent to Main Street. The letter is scheduled to arrive next week on Monday, August 19th or later. While the Main Street Facility Plan will not include specific recommendations for changes to individual driveways, it is possible during the Design and Construction Phases that driveways may be considered for modification, relocation, or closure in order to implement the Plan. Therefore, the Facility Plan will include the direction and decision-making process (referred to as the Key Principles and Methodology for Access Management) that will apply during the Design and Construction Phases.

The intent of the letter is to share the Draft Key Principles and Methodology for Access Management that will be used by project staff in the Design and Construction Phases in the future to evaluate whether possible changes to individual driveways meet the goals and objectives of the Main Street Safety Project. If you are a business or property owner, please watch for this letter, read it and attachments in their entirety, and provide feedback as outlined in the "Review Process" section of the letter.

Fact Sheet #2 - Business and Property Owner Impact Literature Review

The project team has put together [Fact Sheet #2](#) that summarizes the findings of [Technical Memo 3 - Business and Property Owner Impact Literature Review](#). The project team read reports from many street projects, including some with roundabouts and raised medians. None are exactly like Main Street, but some are similar enough to show patterns including:

- Businesses mostly did better after a street project. No business clearly declined because of a street project. (Some declined, but the street project was not a clear cause.)
- Any effect on a business after a street project was less than during construction. But steps to reduce decline during construction are clear: keep business access open, with clear signage.
- Property real-estate values tended to increase after a street project.

We encourage business and property owners and community members to read [Fact Sheet #2](#) to learn more and [Technical Memo 3](#) for the in-depth analysis.

July 30th Governance Team Meeting Recap

The Main Street Governance Team met on Tuesday, July 30th. The agenda included a recap of the project teams' efforts since the last Governance Team meeting and a recommendation on Main Street Transit Mode Choice; see below. For additional details, [view the agenda packet](#).

Main Street Transit Mode Choice Recommendation

Based on input from the community, the Governance Team recommended removing the EmX transit mode from consideration for further analysis as a Main Street solution for the Main-McVay Transit Study. The Governance Team moved Enhanced Corridor and No-Change options for Main Street forward for further analysis. The recommendation was based upon community input and considerations of impacts to existing infrastructure. The Enhanced Corridor route alignment follows the current alignment of the Route #11 Main Street bus. For more information about Enhanced Corridor, visit the [Main-McVay Transit Study Design Options by Corridor Segment webpage](#).

Main Street Transit Next Steps

Based on the Governance Team direction, Lane Transit District (LTD) and the City of Springfield will analyze the Enhanced Corridor and No-Change options for Main Street in coordination with the Main Street Safety Project's Alternative Solutions (possible safety improvements) refinement process. Once the Alternative Solutions have been refined, the Main-McVay Transit Study will present Main Street transit mode choice and alignment recommendations to the Governance Team, City Council, and LTD Board for adoption of a transit Locally Preferred Solution (LPS). During the adoption process, which is anticipated to start in summer 2020, the City Council and LTD Board will hold public hearings.

Upcoming Meetings

Technical Advisory Committee Meeting #7 - October 22, 2019
Strategic Advisory Committee Meeting #4 - October 22, 2019

For complete meeting details, agendas, and other related information please visit <http://mainstreetsafety.org>.

Next Steps

The project team and Technical Advisory Committee continue developing and analyzing alternative safety solutions for Main Street to present for stakeholder consideration this coming fall and winter. In addition to the Strategic Advisory Committee and other advisory groups, the project team will engage the broader community in review and screening of solutions.

Stay Informed

If you know others who would like to be informed about the Main Street Safety Project and receive email updates, please send them to this link to sign up: <http://mainstreetsafety.org>.

For additional information please visit <http://mainstreetsafety.org>.

Project Contact

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Project Purpose

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. The Oregon Department of Transportation 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 traffic safety education and enforcement.

