There’s a Lot of Work That’s Already Being Done!

- **Crossing improvements**
  Since 2012, the City and ODOT installed 7 Enhanced Pedestrian Crossings with marked crosswalks and median islands according to recommendations in the 2011 Main Street Pedestrian Safety Study. The new crosswalks have increased pedestrian access to safer crossing opportunities.

- **Education and information**
  Since 2014, the City has produced educational videos, created safety information cards, distributed materials and resources including bike and pedestrian lights, and participated in traffic safety programs and events.

- **Improved enforcement**
  In 2019, thanks to a grant secured by the Police Department, the City increased traffic patrols to enforce speed, seatbelt, and distracted driving laws.

What Doesn’t Work on Main Street?

There are other treatments that will not fully address the safety problem on Main Street by themselves:

- **Reducing the posted speed limit**
  In 2017, at the request of the City of Springfield, ODOT reduced the posted speed limit along some portions of Main Street from 40 miles per hour to 35 miles per hour. While the posted speed reduction has helped to slow traffic by about 1 to 2 miles per hour in some locations, the traveling public still drives at similar speeds and severe crashes still occur. Although increased traffic enforcement may help, additional engineering solutions are needed to significantly increase safety.

- **Adding more signalized intersections**
  While signalized intersections can help control conflicting traffic movements at an intersection, adding signals can cause more crashes if installed where not warranted. There would likely not be a significant safety improvement with only installing more traffic signals.

Join the conversation!

Your feedback on the elements will help the project team refine solutions and create a set of three alternatives for further review. Visit mainstreetsafety.org for the latest project information and to:

- Participate in online open house
- Learn about upcoming meetings and events
- Submit feedback

Target schedule

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COMMUNITY ENGAGEMENT

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Learning More About Possible Elements Inside

We have heard from the community that balancing safety, traffic mobility and business needs on Main Street is very important. Proposed elements were developed based on public outreach, input from project advisory groups, and the Springfield City Council.

These elements can be combined to create a comprehensive safety solution for Main Street that aims for positive outcomes for each of the Project Goals:

- Safety
- Business Community
- Mobility
- Transportation Choices
- Vital Community
- Feasibility

What is the Main Street Safety Project?

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 (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.

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Fact Sheet #3 Possible Infrastructure Elements
### Possible Safety Elements

To address the safety problem on Main Street, individual elements such as intersection or corridor-wide improvements are being considered. A final set of improvements will balance all of the Project Goals to create a comprehensive safety solution for Main Street. This may include a combination of these elements along one or more segments on the corridor. **All following elements are currently being considered for Main Street:**

#### Raised Medians

Raised medians could be the largest contributor to improved safety on Main Street, potentially reducing crashes by up to 60%. Any potential median on Main Street would have breaks for turning options to provide access along Main Street, though some raised medians will require drivers to travel a short distance to make safer left turns or U-turns at intersections.

**Balance safety and access**

- Add raised medians with openings at major intersections and other local streets. This would balance the need to improve safety with accessibility on Main Street, reducing the amount of out of direction travel, which would be about 30-60 seconds more to reach a destination, on average.

**Limited medians, minor safety improvements**

- Add raised medians only at locations with the most severe safety concerns. This provides the most accessibility on Main Street with limited out of direction travel (about 10-30 seconds more to reach a destination, on average).

#### Intersection Control

The use of either traffic signals or roundabouts at major intersections will be considered as part of this project.

**Conflict points in a signalized intersection.**

Traffic signals will cause more traffic delays and can make it more difficult or impossible for drivers (particularly freight drivers) to make U-turns. The major intersections on Main Street are currently controlled by traffic signals.

**Conflict points in a roundabout.**

Roundabouts significantly reduce severe crashes by encouraging drivers to slow down and reducing the number of conflict points. They can also reduce traffic congestion and allow freight vehicles to make U-turns. However, roundabouts tend to be more expensive to build than traffic signals and may take up more space than traffic signals currently do.

#### Bicycle Infrastructure

Main Street currently has a narrow, five-foot bike lane. To make Main Street safer and more comfortable for people biking, more separation of bicycle and vehicle traffic is needed.

- **Conventional Bike Lane (6’)**
  - Conventional bike lanes establish part of the street for exclusive use by bicyclists through striping, signage, and pavement markings.

- **Buffered Bike Lane (7’-10’)**
  - A buffered bike lane has a painted buffer to provide more space between people biking and people driving. It increases the comfort of people biking and still has a relatively small footprint.

- **At-grade Separated Bike Lane (9’-12’)**
  - A separated bike lane goes beyond a buffered bike lane to increase the safety and comfort of bicyclists by physically separating them from motor vehicle traffic with vertical delineators, such as raised medians or flexible plastic posts.

- **Raised Cycle Track (11’-15’)**
  - A raised cycle track provides a separated bike lane that is raised from the street level (either at the level of the sidewalk or slightly lower) and could include a landscaped buffer.

#### Pedestrian Facilities

In many places on Main Street today, the sidewalk is very narrow (six feet or less) creating a stressful walking environment. Wider sidewalks (six to eight feet) are being considered both with and without landscaping between people walking and people driving. The landscape strip would require maintenance and care should be taken to ensure trees do not block the visibility of business signs.

#### Enhanced Corridor Transit

Based on community feedback and technical analysis for transit along Main Street, the Main Street Governance Team removed EmX from further study in July 2019 and moved forward Enhanced Corridor as the transit mode to analyze further in coordination with the Main Street Safety Project. Enhanced Corridor includes features to improve reliability, reduce transit travel times, and increase passenger comfort such as bus queue jumps or roundabouts, stop enhancements and amenities, and adjustments to stop locations. The details for the transit enhancements will be determined after the Main Street Facility Plan is adopted and a transit project moves into Phase 3: Project Design.