



Downtown Languages: Outreach Summary

MEETING DATE: Monday, March 9, 2020

LOCATION: Downtown Languages – 532 C Street, Springfield, OR 97477

TIME: 11am-12pm



In Attendance

Staff

Kristin Cure, Facilitator, City of Springfield

Molly Markarian, City of Springfield

Emma Newman, City of Springfield

Overview and Purpose

This outreach event was a partnership with Downtown Languages that engaged English as Second Language (ESL) students, including Spanish-speaking individuals. A majority of students reside in Springfield. This engagement fulfills, in part, Title VI Focus Group #2 Community Engagement Activities, outlined in the Main Street Safety Project: Planning Phase Community Engagement & Communications Plan. Thirteen community members were engaged in the outreach process, with two ESL staff joining in the discussion and feedback activities.

The outreach process combined facilitated small group discussion with guided interactive feedback activities. The project was introduced in English by Molly Markarian, City of Springfield, and translated into Spanish by Kristen Cure, City of Springfield. Outreach activities and discussions were held in English and Spanish and engaged a variety of ages and family groups. An interactive strategy was employed to gain feedback from these community members with participants completing individual questionnaires as a component of the discussion groups. All participants were compensated for their time with fifteen-dollar gift cards to Albertson's grocery store.

Outreach Review

The focus group opened with an introduction from Molly Markarian (translated into Spanish by Kristen Cure). Molly outlined the project's importance, purpose and location. She then described how participants' feedback will be used within the planning process and incorporated into future safety measures and improvements.

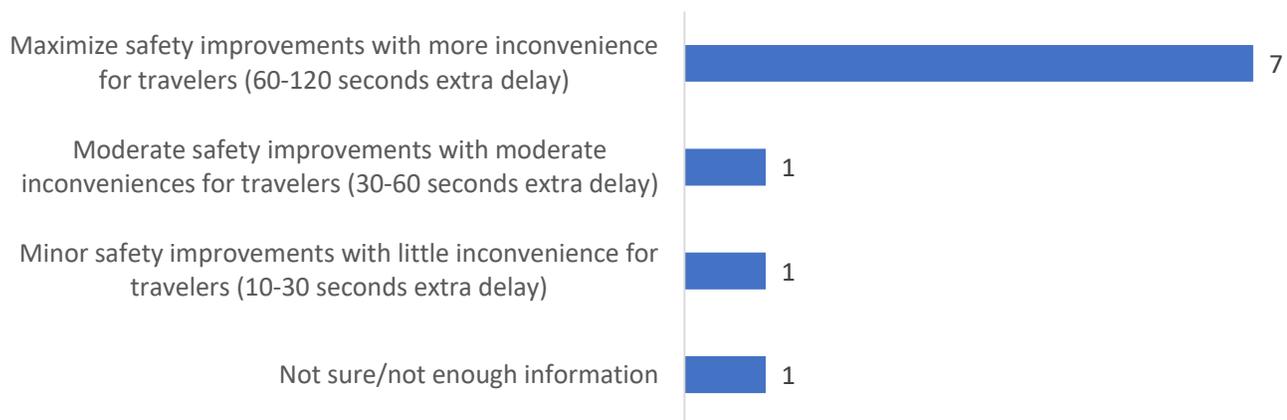
Participants broke into two groups and were guided through small group discussion by Molly, Emma, and Kristen, referencing bilingual handouts. The handouts described each element, the options under consideration, and an explanation of how they would improve safety on Main Street. After reviewing each element, participants were asked a set of multiple choice and open-ended questions to gain feedback on the infrastructure elements under consideration for the corridor, with participants recording their answers on the bilingual handouts.

Element Feedback

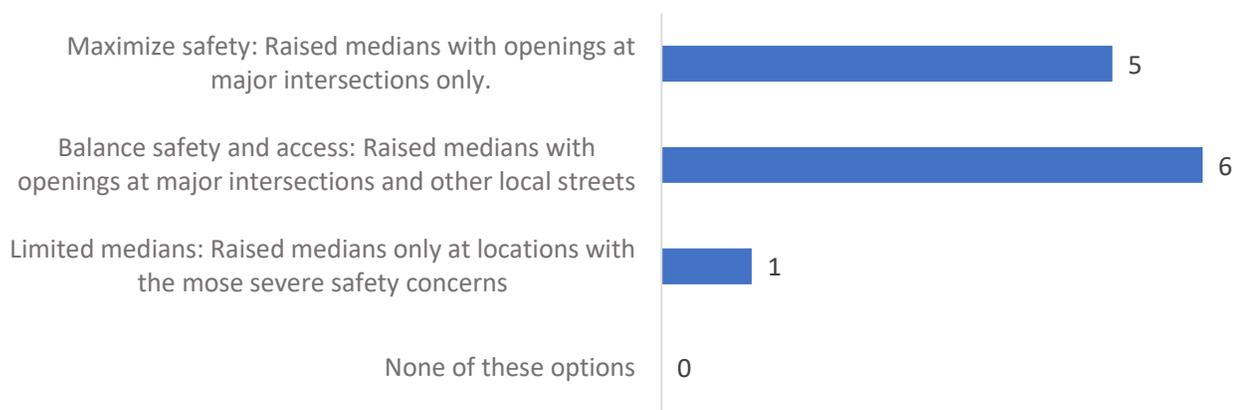
Summarized below are feedback questions, participant responses, and key takeaways for each element. Note: not all participants answered each question.

Raised Medians

Recognizing that the more medians that are added to Main Street, the greater impact we can have on safety, but the more inconvenience people turning to and from the street may feel, where do you recommend the project team focus their efforts? Note: Participants were asked to check one.



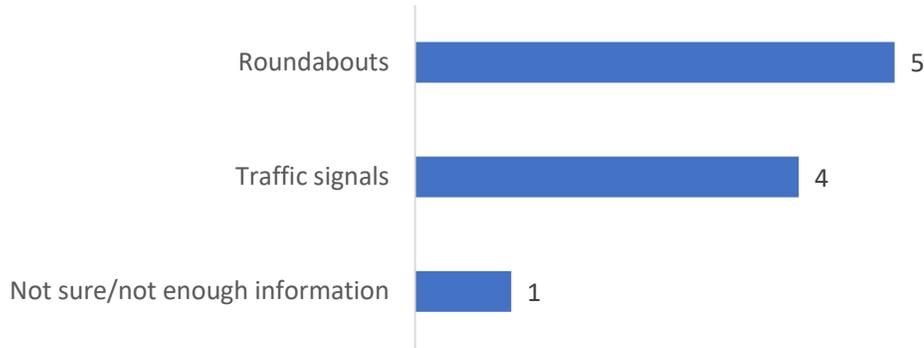
Given those tradeoffs, which raised median option(s) would you support exploring further?" Note: Participants could select all that applied and were asked to provide reason for their choices.



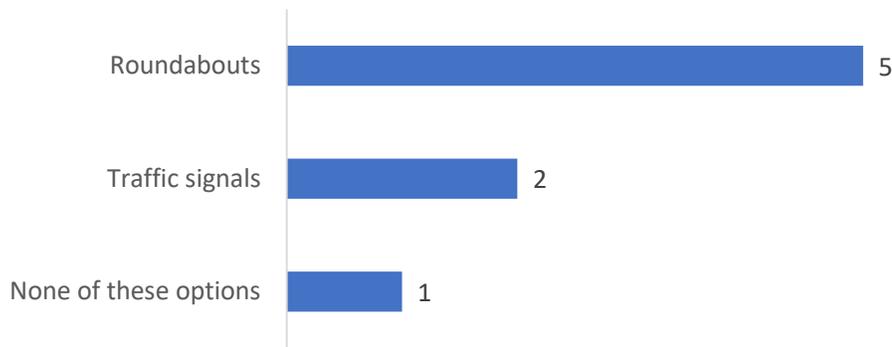
Key takeaway: While maximizing safety received strong support there was also consideration for the need to balance it with access.

Intersection Control

Where do you recommend the project team focus their efforts? Note: Participants were asked to check one.



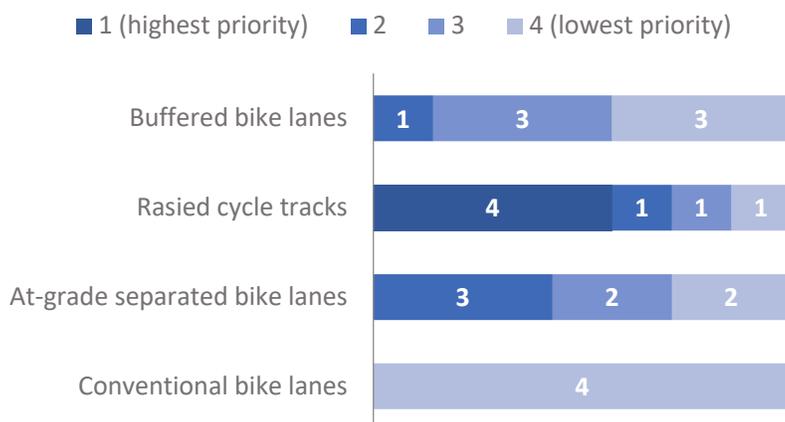
Which type(s) of intersection control(s) would you support exploring further? Note: Participants could select all that applied and were asked to provide reason for their choices.



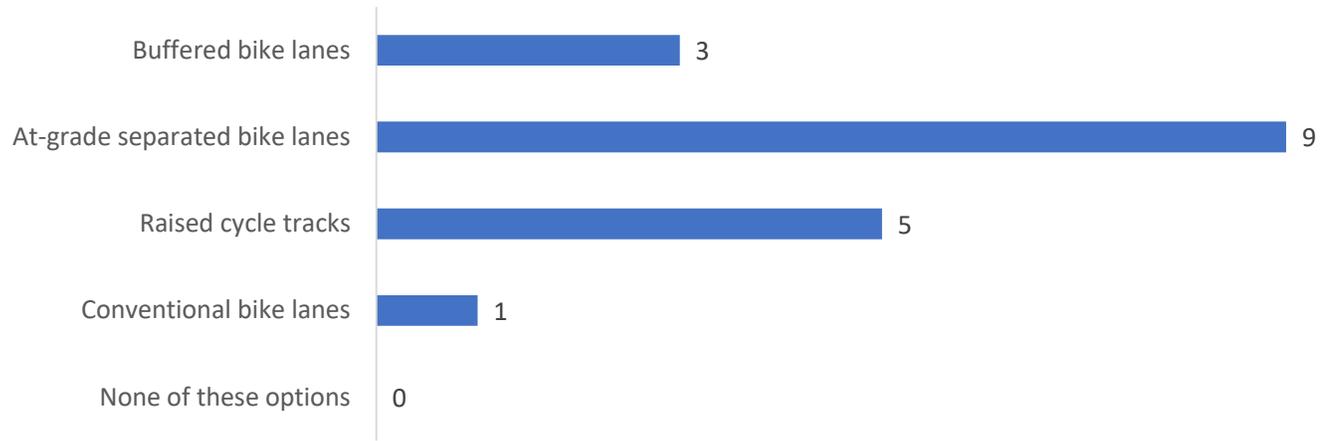
Key takeaway: There is support for roundabouts but is somewhat split with traffic signals. However, there is majority support exploring roundabouts further.

Bicycle Infrastructure

With the understanding that some types of improvements may not be possible in all locations, how would you prioritize the following types of bicycle infrastructure? Below is a breakdown of how they prioritized the different options, one being the highest and four being the lowest. Note: Some participants did not include all the types of infrastructure in their prioritization, therefore the numbers will not all add up to the same sum for each type.



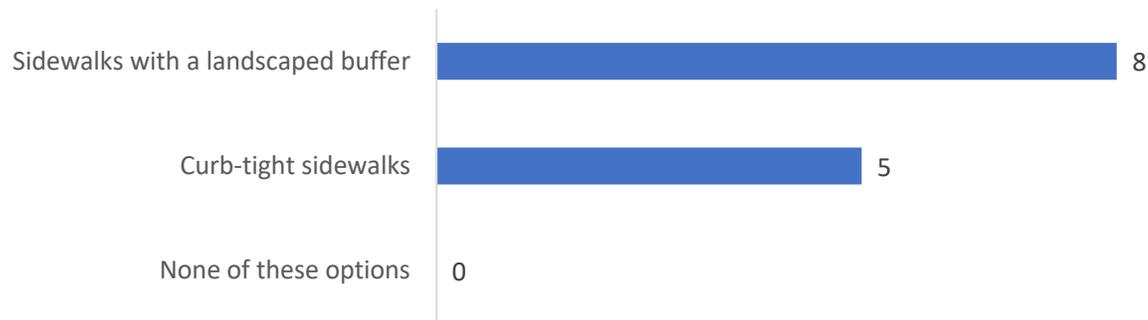
Which type(s) of bicycle infrastructure would you support exploring further? Note: Participants could select all that applied and were asked to provide reason for their choices.



Key takeaway: There is good support for exploring at grade separated bike lanes.

Pedestrian Facilities

Which type(s) of pedestrian facilities would you support exploring further? Note: Participants could select all that applied and were asked to provide reason for their choices.



Key takeaway: While a larger percentage of participants supported sidewalks with a landscaped buffer, there also was a large percentage that supported curb-tight sidewalks leading to exploring both further.

Comments

Comments are grouped to correspond with each possible infrastructure element under consideration and are presented in the table below with the element options for each.

<p>Raised Medians:</p> <ul style="list-style-type: none"> Maximizing Safety Balance Safety & Access Minimal Medians 	<ul style="list-style-type: none"> Less across is more safety. You have experts who can make the best safety decisions here. What does the data tell you is best and what can you afford? Springfield is not a big city, it has low volume of vehicles and pedestrians so I do not think it requires maximizing safety. Safety is the priority and it would be good to find a balance. Also you can look for a balance but the pedestrians and their safety are the most important.
<p>Intersection Control:</p> <ul style="list-style-type: none"> Traffic Signals Roundabouts 	<ul style="list-style-type: none"> It is not easy to understand the roundabout intersection for beginners. I think it depends on the segment. There are some intersections that could be helped with roundabouts and others where a traffic signal is sufficient.

	<p>However, in general I think traffic signals are better and could help cyclists.</p> <ul style="list-style-type: none"> • Also it would be helpful to reinforce the pedestrian crossing in a safe manner. • Put a roundabout at 54th and Main. The others are fine signalized. • Also need more locations on Main Street where pedestrians can cross the street with flashing lights.
<p>Bicycle Infrastructure:</p> <ul style="list-style-type: none"> • Conventional Bike Lane • Buffered Bike Lane • At-grade Separated Bike Lane • Raised Cycle Track 	<ul style="list-style-type: none"> • Better bike lanes = less cars on road. Landscaping should be low enough to ensure visibility. • In night bike lane (cycle track) is so dark not safe. • Conventional Bike Lanes are too dangerous for Main Street. They are better for quiet streets. Buffered Bike Lane not good enough for Main Street. At-Grade Separated Bike Lane would be great. Raised Cycle Track obviously best option if you can do it. As a bicyclist, I would love to see more protection from cars when I ride on Main Street. I generally end up riding on the sidewalk. I ride in Springfield often, and would appreciate improvement for bikes here. • Only because Main Street is a highway and it would be safer given the speed of cars.
<p>Pedestrian Facilities:</p> <ul style="list-style-type: none"> • Curb-tight sidewalks • Sidewalks with a landscaped buffer 	<ul style="list-style-type: none"> • I'm on vacation for three months here. I like this city. The air is very good with many trees. The traffic is correct. Thank you! • I feel more safe curb tight sidewalk than with landscaped buffer because someone can hid in trees, especially at night. But daytime I like more trees because looks beautiful. • Curb-tight sidewalks are fine as the bike lane gives you enough protective space. • It would be safer with the landscaped buffer but I see it complicated for such a long stretch of street, so I think it should be prioritized for specific sections. • Wide sidewalks and if there is space then landscaped buffer. • I consider it safer because the pedestrian is farther away from the vehicles. • Another opinion, more lights important, especially on rainy days. We can't see light. So dark. So dangerous. • Roundabouts are complicated for drivers, need to explain to drivers how to navigate. • Different bicycle treatment needed for different segments, same with sidewalks.