



# Online Open House 2 Outreach Summary

## Introduction

### Overview and Purpose

In spring of 2020, the City of Springfield, in partnership with ODOT, held an online open house to gather community input on the Main Street Safety Project. The purpose of the online open house was to gather feedback from the community on which possible infrastructure elements are preferred to be incorporated into solutions to address the safety problems on Main Street between 20<sup>th</sup> Street and 72<sup>nd</sup> Street. This engagement activity is outlined in the project's Community Engagement Plan as a part of Round 2 of engagement.

This report summarizes the online open house format and feedback received.

### Outreach and Notification

The online open house was open to the public from March 4<sup>th</sup> to April 30<sup>th</sup>, 2020. The project team invited the community to participate in the online open house using a variety of tools, including:

- Social media (Facebook and Twitter): posted on March 4<sup>th</sup> and April 9<sup>th</sup>;
- News releases issued on March 4<sup>th</sup>, resulting in a story on KMTR on March 9<sup>th</sup>;
- Email updates sent to interested parties on February 6<sup>th</sup>, March 4<sup>th</sup>, and April 9<sup>th</sup>; and
- Announcements in community group newsletters throughout the month of April.

*Note: The timeframe of this online open house overlapped with the 2020 COVID-19 pandemic which may have affected participation, including how participants responded and the number of participants in the online open house. The online open house was initially planned to end on April 13, but the project team decided to extend the timeframe by two and a half weeks and do additional promotion in order to gain feedback in light of the COVID-19 pandemic.*

### Participation

There were a total of **63 participants** and **193 unique users** in this online open house. Unique users are calculated based on the number of first-time visitors to the online open house. This user number is not representative of the people who actually spent time reviewing and

participating in the online open house, and therefore the number of participants is a better indication of how many people actually spent time responding to the online open house.

*Note: Due to either internet connection of the participants or system error, several participant responses were duplicated one or more times. During analysis, those duplicates were removed to ensure one comment per submission and accurate representation of the responses. This was confirmed by comparing the timestamp of the submission, the IP address, the name/email address provided, and the comment submitted. Submissions with word-for-word matching comments were the only duplicates removed after verifying that the timestamps, IP addresses, and/or names/email addresses were the same.*

## Format

The online open house contained three sections: Project Background, Possible Improvements, and Next Steps. The sections can be described as such:

- **Project Background**
  - This section of the online open house informed participants of the background, purpose, community input so far, and importance of the Springfield Main Street Safety Project, as well as provided the opportunity to review a map of the project area.
- **Possible Improvements**
  - In this section participants reviewed the potential element improvements including raised medians, intersection control, bicycle infrastructure, pedestrian facilities, and Enhanced Corridor transit. Participants were shown descriptions of the options being considered for each element and given the opportunity to provide feedback through multiple choice and open-ended questions. *Note: Enhanced Corridor transit only included a description and did not provide the opportunity for feedback. Feedback on the transit element was solicited and collected as part of Online Open House 1.*
- **Next Steps**
  - In this section participants were thanked for their participation and shown a graphic illustrating the project's target schedule. Additionally, they were encouraged to stay involved and watch for upcoming meetings by checking the project website and signing up for email updates. Participants were also provided a project team contact for additional information.
  - In addition to answering optional demographic questions (including zip code, primary mode of travel, transit use, gender, language, race/ethnicity), participants were given the opportunity to provide any additional comments they wanted shared with the project team. *Note: Demographic questions did not affect the collection of the participants' responses (for example, if a user indicated their ZIP code was outside the Springfield/Eugene area, their answers were still collected along with users from within the project area).*

## Feedback Summary

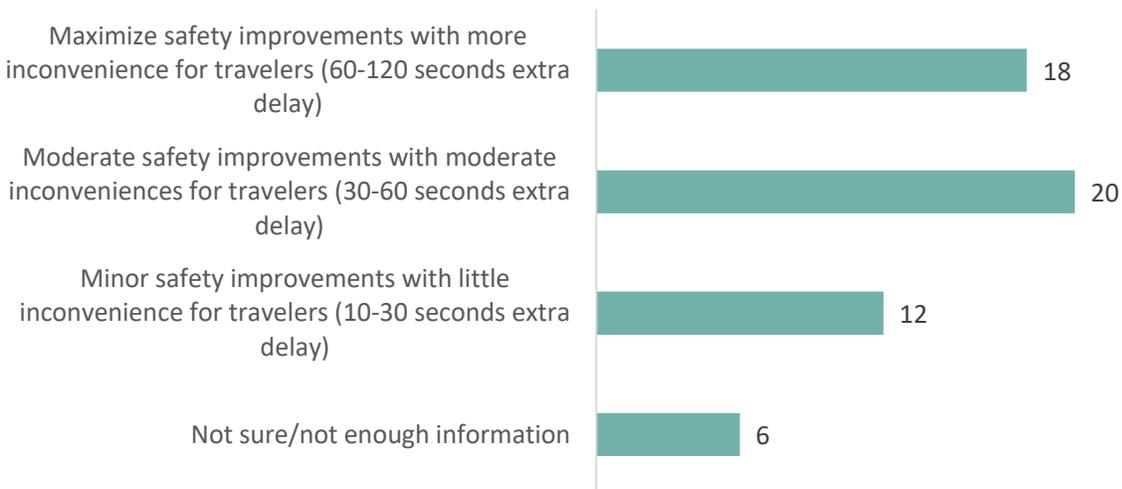
Feedback was collected from participants in the Possible Improvements and Next Steps sections of the online open house. The Possible Improvements section was broken down into five elements: raised medians, intersection control, bicycle infrastructure, pedestrian facilities, and Enhanced Corridor transit. Enhanced Corridor transit did not provide an opportunity for feedback but linked to the Main-McVay Transit Study and Lane Transit District websites. Below is a summary of the feedback received.

### Raised Medians

Participants were shown a description of a raised median accompanied by graphics, explanations of how they would improve safety on Main Street, and a breakdown of how the element options rate relative to the project goals and evaluation criteria<sup>1</sup>. Participants were then asked to respond to a series of questions.

*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?*

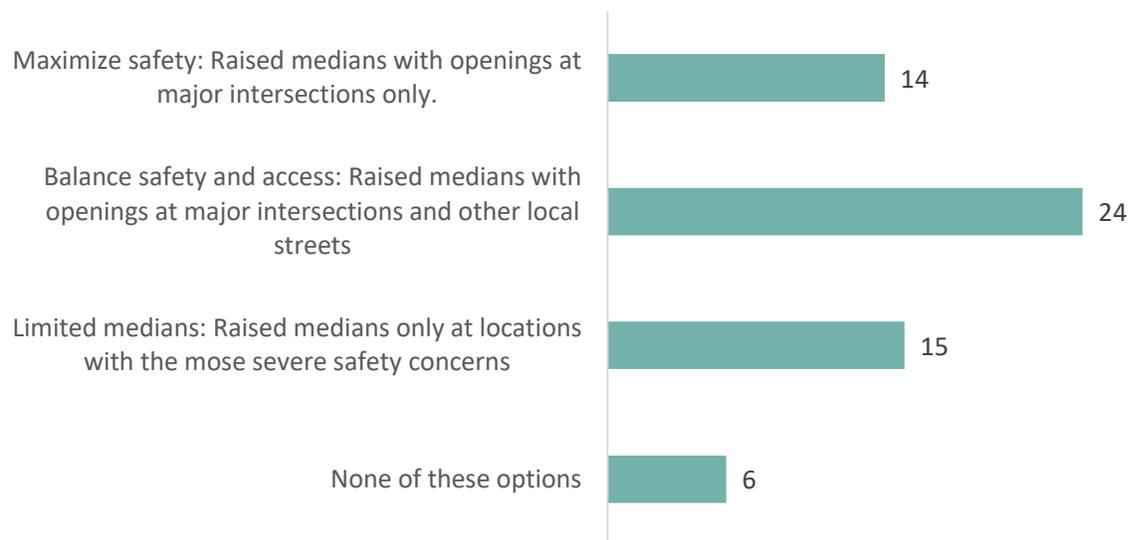
*Note: Participants could only select one option in response to this question.*



<sup>1</sup> Project goals and evaluation criteria can be found in [Tech Memo #11](#) online. Project goals include safety, business community, mobility, transportation choices, vital community, and feasibility.

*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.*



*Note: Full comments can be found in the Appendix.*

Among participants who supported options that **maximize safety**, comments included:

- Safety is more important than convenience (7)
- Ensure medians do not increase traffic (2)

The median option that received the greatest support was the option that would **balance safety and access**. Among participants who supported this option, comments included:

- Balance all potential element improvements in a way that promotes the values of the community, as reflected in the Project Goals (8)
- Include more openings to ease congestion (2)
- Do not build a roundabout (2)<sup>2</sup>
- Safety is more important than convenience (2)
- Balance is important to prevent increased traffic (2)

Among participants who supported options with **limited medians**, comments included:

- More expansive options would increase traffic (3)
- Medians would negatively impact access to business (3)

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<sup>2</sup> Comments received regarding roundabouts in this section are more relevant to the Intersection Control section.

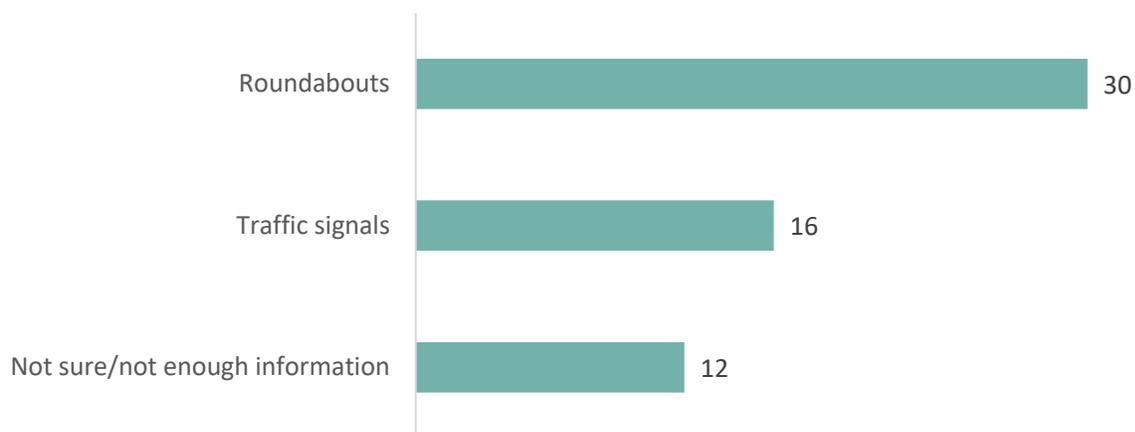
Participants who selected “**none of these options**” commented that the options provided would be ineffective, were an inaccurate representation of the area, would hurt business, or were a waste of money.

### Intersection Control

For this element, participants were shown a description of intersection control accompanied by graphics, explanations of how it would improve safety on Main Street, and a breakdown of how the element options rate relative to the project goals and evaluation criteria. *See Footnote 1 on Page 3 for a list of the project goals and a link to Tech Memo #11 with the evaluation criteria.*

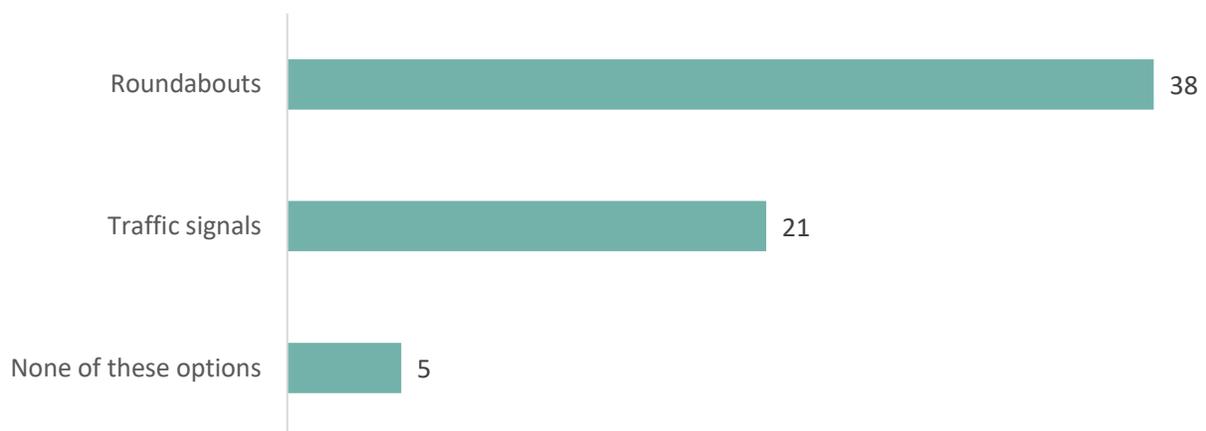
#### *Where do you recommend the project team focus their efforts?*

*Note: Participants could only select one option in response to this question.*



#### *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.*



The option that received the greatest support for further exploration was **roundabouts**. Among participants who supported this option, comments included:

- Implement roundabouts at some intersections and consider other elements, such as traffic signals, for others (8)

*Note: This comment was received for both roundabouts and traffic signals and counted for both, but does not imply double the number of participants that provided this comment.*

- Roundabouts are safer and easier (6)
- Roundabouts support traffic flow (3)
- Implement roundabouts that are considerate of bicyclists and pedestrians (2)
- Ensure roundabouts can accommodate larger vehicles (2)

Of those who supported further exploration of **traffic signals**, comments included:

- Implement roundabouts at some intersections and consider other elements, such as traffic signals, for others (8)

*Note: This comment was received for both roundabouts and traffic signals and counted for both, but does not imply double the number of participants that provided this comment.*

- Traffic signals are safer than roundabouts (3)

Of those who selected “**none of these options**,” comments mentioned a lack of information on safety impacts, misleading examples, need for pedestrian crossings instead, and cost.

### Bicycle Infrastructure

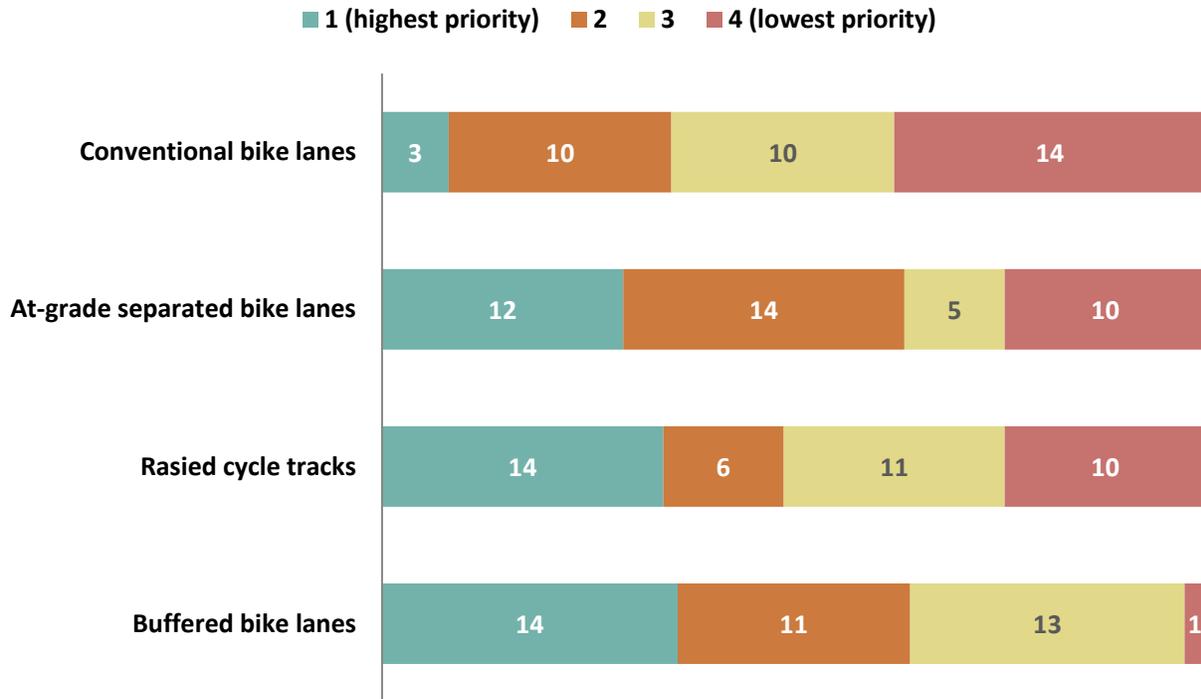
Participants were shown descriptions and photo examples of four bicycle facility options, explanations of how these options would improve safety, and a breakdown of how the options rate relative to the project goals and evaluation criteria (see *Footnote 1 on Page 3 for the list of project goals and a link to Tech Memo #11 with the evaluation criteria*). Participants were then asked to respond to a series of questions.

*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?*

Participants were asked to prioritize four different types of bicycle infrastructure options: conventional bike lanes, buffered bike lanes, at-grade separated bike lanes, and raised cycle tracks. Below is a breakdown of how they prioritized the different options, one being the highest priority and four being the lowest.

The graph below illustrates how many participants assigned a ranking of 1-4 to each type of bicycle infrastructure - it is not based on the aggregate total of the ranking number. For instance, 14 people assigned conventional bike lanes as their lowest priority (4), therefore the number 14 is indicative of the number of participants not the total sum of the ranking (4x14) which would be 56.

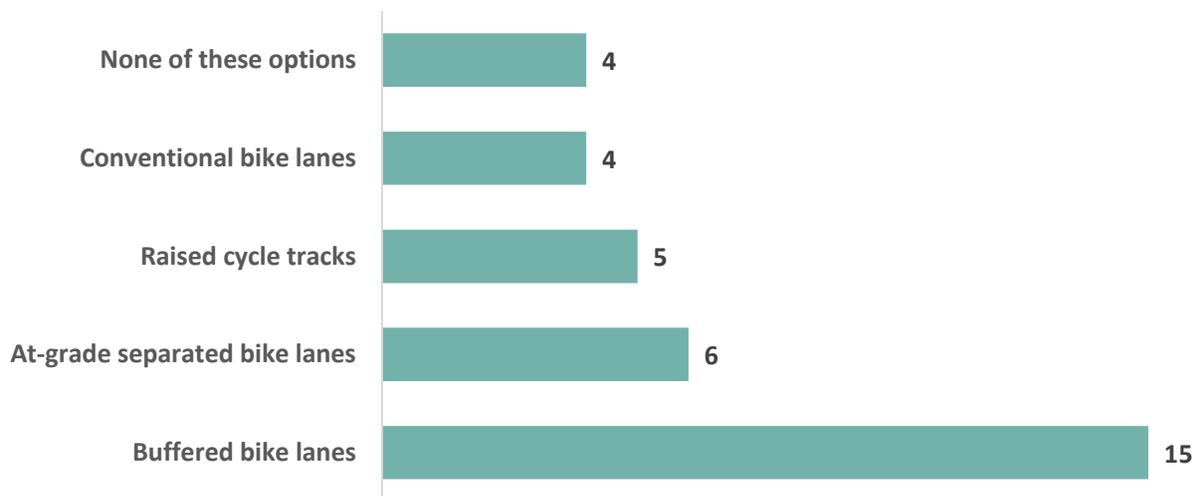
*Note: Some participants did not include all the types of infrastructure in their prioritization, therefore the numbers will not all add up to the same sum for each type.*



**Buffered bike lanes** received highest priority when weighted, followed by **at-grade separated bike lanes** and **raised cycle tracks**. At-grade separated bike lanes received top priority fewer times, but received the highest number for second priority indicating that more participants supported at-grade separated bike lanes than raised cycle tracks. Conventional bike lanes were ranked lowest in priority by the most participants, which indicates a preference to see more width and separation provided for the bicycle infrastructure element.

*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.*



Participants who selected **buffered bike lanes** provided comments regarding the importance of balancing elements (i.e. buffered bike lanes and at-grade separated bike lanes), preference for alternative bike routes or raised cycle tracks, and desire for safety and comfort when riding bikes.

Participants who selected **at-grade separated bike lanes** commented on finding the safest and most comfortable option for bikes along the corridor.

Participants who selected **raised cycle tracks** commented on safety for bikes and finding options that serve the broader riding community.

Participants who selected **conventional bike lanes** encouraged finding an alternative bike route on a parallel street.

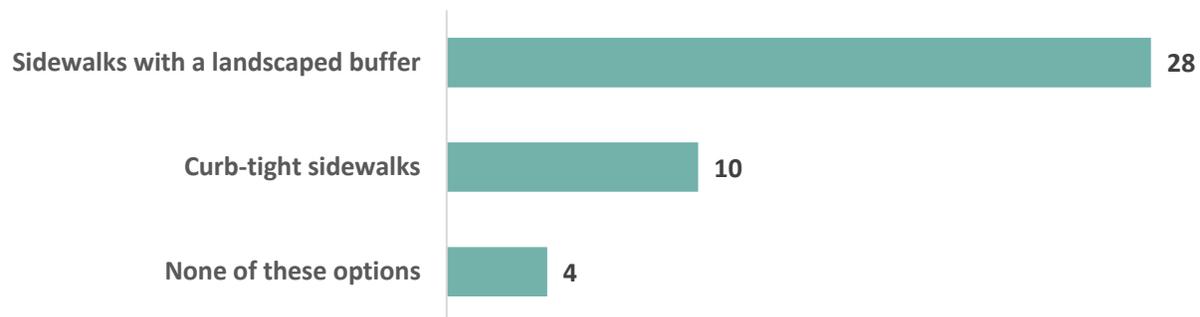
Those who chose “**none of the options**” felt the cost was too high or thought there should be an alternative bike route.

### Pedestrian Facilities

Participants were shown descriptions and photo examples of two pedestrian facility options, explanations of how these options would improve safety, and a breakdown of how the options rate relative to the project goals and evaluation criteria (see *Footnote 1 on Page 3 for the list of project goals and a link to Tech Memo #11 with the evaluation criteria*). Participants were then given the opportunity to respond to a multiple-choice question followed by an open-ended comment box.

#### *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.*



Participants who indicated that they were interested in exploring **sidewalks with a landscaped buffer** commented the following:

- It is safest to separate pedestrians from vehicle travel (15)
- Trees improve safety for pedestrians (2)

Participants who indicated that they were interested in exploring **curb-tight sidewalks** commented the following:

- Consider exploring multiple approaches to pedestrian facilities (4)
- This is the most practical approach (2)

Those who selected “**none of these options**” noted the cost, impact to businesses, desire to prioritize other issues first, and desire to explore other options (i.e. shared bike/pedestrian facilities).

### Other Comments

Before providing their demographic information and wrapping up the online open house, participants were given the opportunity to provide any additional comments on the project. Below is a summary of the key feedback received:

- Improve safety for bike and pedestrians and prioritize people over cars (5)
- Seek solutions that have the least negative impact to businesses (4)
- Prioritize safety for all users (3)
- Increase traffic enforcement to promote safety and help support the project financially (3)
- Consider delaying this process until after economic recovery from the COVID-19 pandemic (2)

**Full comments for all of the above open-ended sections can be found in the Appendix.**

## Demographics

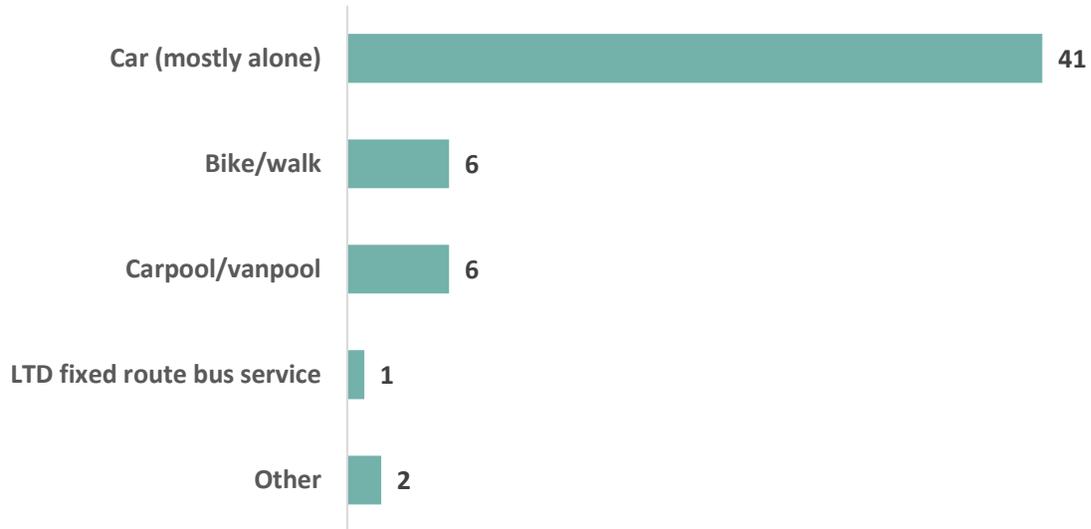
### Zip Code

A **total of 54 participants** provided their zip codes, 89% are in Springfield. One participant provided both work and home zip codes resulting in a total of 55 zip code responses.

Zip Code	Number of participants
97477 Springfield	25
97478 Springfield	22
97405 Eugene	3
97402 Eugene	2
97448 Junction City	1
97401 Eugene	1
97475 Springfield	1

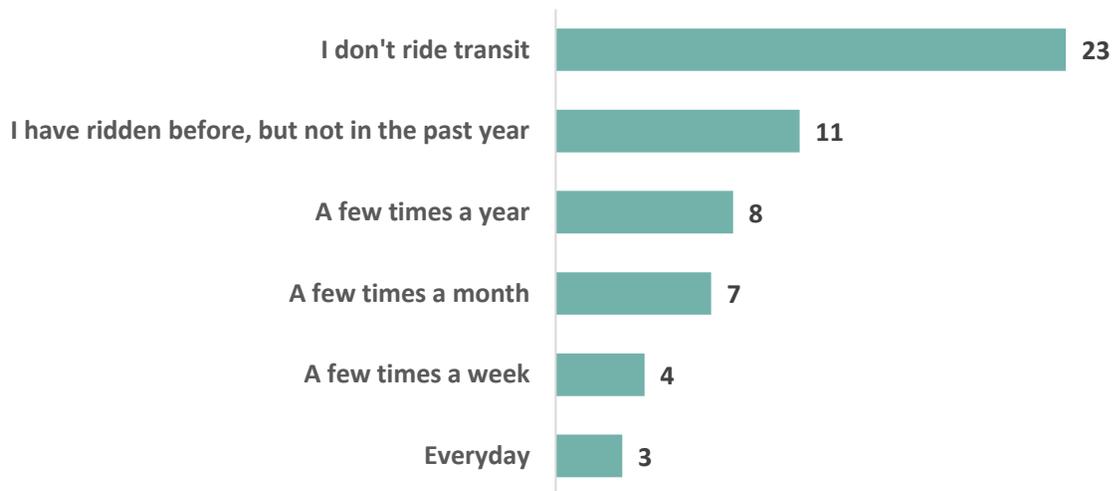
### Primary Mode of Transportation

Participants were asked what their primary mode of transportation is. A **total of 56 participants** responded to this question.



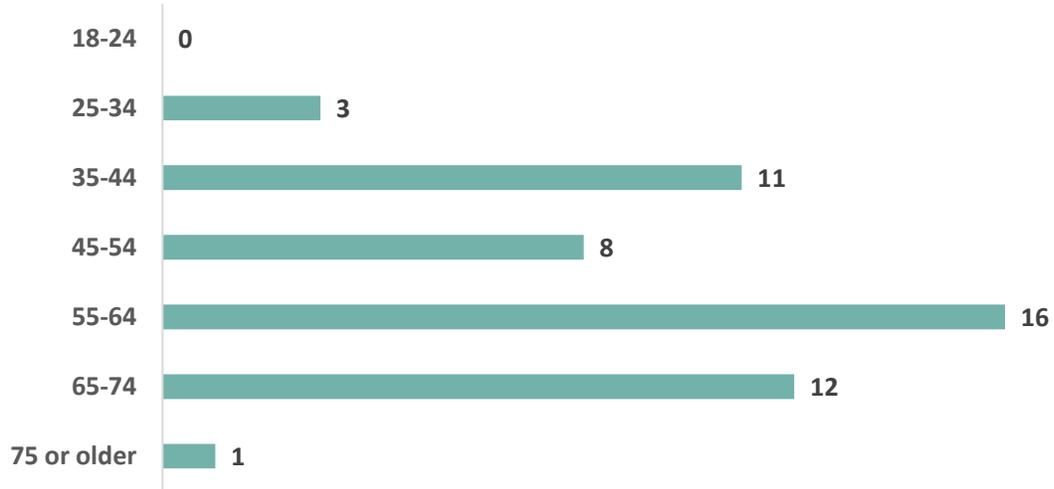
### Transit Use

Participants were asked how often they use public transit. A **total of 56 participants** responded to this question.



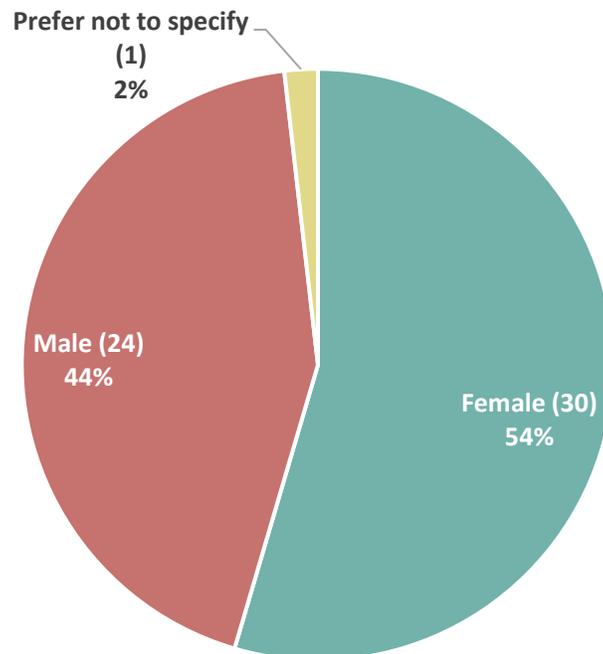
### Age

Participants were asked to provide their age. A **total of 51 participants** provided their age. Below is a graph illustrating a breakdown of participant ages based on their age range.



### Gender

Participants were asked to provide their gender. A **total of 55 participants** responded to this question.



### Language Spoken at Home

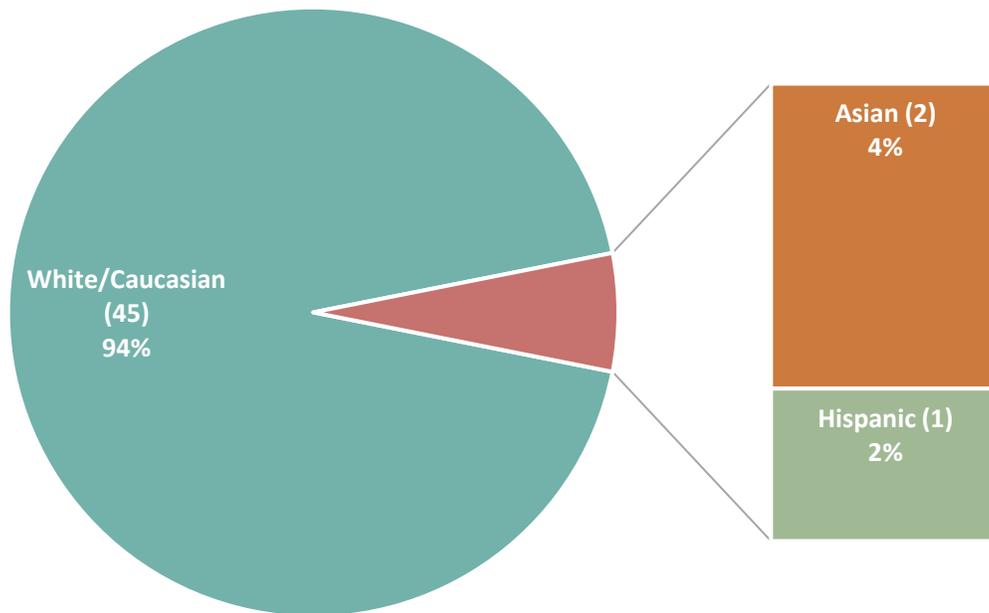
Participants were asked what language they speak at home. A **total of 52 participants** responded to this question, all of whom indicated that they **speak English at home**.

### Hispanic or Latino Descent

Participants were asked whether they are of Hispanic or Latino descent. A **total of 53 participants** responded to this question. A **majority (51)** indicated that they are not, and **two responded that they are of Hispanic or Latino descent**.

### Race/Ethnicity

Participants were asked what their race/ethnicity is and could select all that apply. A **total of 48 participants** responded to this question, 45 indicated that they are white/Caucasian only, one said they were Asian and white/Caucasian, one said they were Hispanic and white/Caucasian, and one said they were Asian.



# Appendix: Online Open House Comments

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## Comments on Raised Medians

1.	A few more openings here and there will reduce congestion at the crossings and may improve safety. might be possible to have easily installable and easily removable median sections (rubber bumpers?) to evaluate locations
2.	A raised median is a bad idea for this corridor. Limited medians in specific areas may be an option but not throughout the entire corridor. This project is a waste of money.
3.	Add more openings to help with congestion at main openings. Maybe there can be easily installable and removable medians to adjust the corridor (like the rubberized parking bumpers or molded fiberglass curbs.
4.	As a Springfield resident who drives as well as takes the bus, I'm not a huge fan of inconveniences for vehicles; however, I also realize that safety improvements do need to be made. That is why I chose more moderate answers.
5.	Balance is important, Business and safety concerns should be taken into account. If we encourage businesses to locate on east main it will encourage folks like me to stop traveling to Eugene.
6.	Convenience is never an excuse to compromise on safety. It's ridiculous that there is a tradeoff being presented here. No loss of human life or serious injury as a result of cars on the roadway is acceptable. Do not design for some, but less injuries so that motorists (very specifically motorists) can save a few seconds. All of those design choices lock in driving as the default mode and almost always result in much longer delays for people who choose not to drive.
7.	Find a balance for all.
8.	Have medians, but be reasonable about giving drivers convenient locations to turn in the direction they want to go. If it's too difficult, it causes traffic jams and confusion.
9.	I am balancing affordability and safety. I think roundabouts would be best but 1) likely to get most resistance, and 2) most costly at a time (this will happen in aftermath of COVID crisis) when funding will be very limited.
10.	I have also seen long linear avenues broken into segments that require traffic to shift from one side of the right of way to the other. This makes it appear as shorter straight shots so that drivers stay alert and don't assume the drive will be straight and uneventful.
11.	I travel Main St. several times daily. Therefore I would count myself as someone who would experience maximum inconvenience due to direct travel restrictions. However, this pales in comparison to the increased safety that is being offered to the entire community.
12.	I'm not really familiar with how raised medians would help improve safety and it's a bit hard for me to visualize how this would look and work, but if you say this is one of the safest things we can do I trust you. Would these make it safer for drivers or pedestrians?

13.	If there is too much inconvenience for drivers, they may find ways around the safety features, going through parking lots or something like that, which would make it less safe overall.
14.	I'm happy to maximize for safety if left turning traffic is out of the way for drivers rolling up Main St. Knowing many people turn right off Main street the majority of people actually going a long distance on Main St travel in the left lane so they can roll at 35mph all the way. If your new "maximize safety" clogs up the left lane so that it's just as difficult to roll along as the right lane I will not like it. If the delay is for the person making the turn, that's fine. If it's for everyone driving behind them up Main St. it's an issue to me.
15.	It makes the most sense to balance safety and access. I live off Main St and while it may be inconvenient to go a little farther I see so many people not yield in the center lanes and use them inappropriately.
16.	Lives are more important than driver convenience.
17.	Medians can actually create problems so planners need to be aware of, and take into account, the specific impact of what they add to main street. As an example, there is a median on Main Street just to the west of 40th street. Traffic coming from S. 40th wanting to turn west onto Main Street have little or no center lane to safely turn into. The result is that people will make dangerous turns directly into the nearest west bound lane in order to access west bound Main Street, and that dangerous action is precipitated by the lack of center lane space which serves as a safety lane as you try to access west bound Main Street. Drivers get impatient at that intersection knowing that they have to wait long periods of time before the southern lane of west bound Main Street is clear of traffic so they will rush that turn and cut off traffic coming from both directions on Main Street. Access needs to be safe both for drivers turning off of Main Street AND for drivers wanting to turn onto Main Street. This balance almost necessitates longer center turn lanes so that drivers are not forced into making hurried or dangerous cross traffic turns.
18.	Medians should be put in place as Islands that do not obstruct business access and between blocks in residence areas
19.	No roundabout! I travel the Jasper road, 42 <sup>nd</sup> Street daily. The average driver has no concept of how to approach, enter and exit safely. I purposely avoid Pioneer because of the roundabout. Drivers are either so cautious that they impede traffic, or they barrel through with no thought to safety.
20.	Personally I don't think there is going to be a "one size fits all" answer but I feel that meeting somewhere in the middle can help pedestrian type traffic have crossing access that is safer with minimal impact on the motoring public and businesses. No matter what idea(s) that are gone forward with, there will be those that will not be happy but in the end and over time it will come to be accepted.
21.	Raised medians with roundabouts. I do know a couple things in general: 1) Roundabouts in Glenwood are fantastic. Since construction of I-105 in Eugene traffic increased dramatically on Main St and there would have been gridlock in Glenwood without those roundabouts. I live on Roland Way near S. 17th St. 2) Landscape architects can make huge mistakes in poor design. For example, Willamalane's new Booth-Kelly trailhead Millrace Path: 1) restroom blocks view of speeding bicycles when going from parking lot to the path. 2) large baseball/softball

	size rocks used as groundcover in parking lot bioswale used as a weapon by homeless person to threaten users. Apparently, landscape architects do not know that large rocks are dangerous and frequently are 'stashed' by homeless near their sitting spot. Why were the trailhead plans open for public inspection? Thus, you must do extensive planning. And, 3) Have you ridden a bike on Main St.? It is extremely dangerous. NEED BIKEPATH FROM 32ND STREET TO 28TH STREET! So people can get from residential area to shopping areas of town.
22.	Safety above convenience, people are dying.
23.	Safety needs to be prioritized
24.	Springfield will have one chance to get this right. Insuring that adequate dedicated right of way for EmX style public transit will be a critical component to "getting it right". Main Street is a potential example of the ideal "transit oriented corridor" and the success of its future development will be largely determined by how people can move through the corridor - not just across it.
25.	The first option, "Maximize Safety," would be HIGHLY inconvenient for people who are trying to get ON to Main Street from side streets. I'm concerned that traffic will back up down residential streets on intersections where there are medians blocking the intersection.
26.	The first step to enforcing safety is enforcing laws. Main Street sees a lot of speeding and people are constantly running red lights at the major intersections but I never see police officers stopping any of this. The first 2 median options above are ridiculous. Nobody should have to u-turn to get to destination. There are many businesses and residents on Main Street this would greatly affect. Option 3 medians coupled with improved police coverage would get my vote!
27.	The more you limit access on Main Street, the more people will cut through neighborhood/residential streets.
28.	There is no price on a life. It's better to live within our means, even if that means slowing down and presenting a slight inconvenience to businesses and travelers.
29.	Too many people have died on this street. We can all wait a bit longer to get where we are going.
30.	We already have the largest main street in the USA. Taking property from business owners once again is out of the question! We already struggle to have safe parking for our customers because of the last road widening years ago. Here we go again !!!!
31.	We own a storage facility at 4940 Main. Raised medians would make it impossible for us to get larger trucks in and out of our facility.
32.	What does the data tell us about the specific nature of the danger? Where are those accidents happening? Are they historically happening due to left hand turns from an unhindered median? If so, that would sway a desire to consider which balance of safety and convenience and access is most appropriate. To the layman, without data, it's hard to believe a mandated u-turn would be safer than a left hand turn to access a business.
33.	While it is argued above that medians would provide refuge for pedestrians, in isolation they may provide a false sense of security and expectations for both pedestrians and motorists. Medians may reduce crash rates for many types of crashes that have occurred and are a problem, but this needs to be part of a larger

	effort that encourages more frequent intersections/crossings for all modes of travel. Limiting turn movements will help, but shouldn't be the only intervention.
34.	While the maximize safety is most likely the safest option given the fact that there would be more usable space for pedestrians running across the road to the center (It will always happen) I feel the middle of the road is the more sensible way to proceed. This option will still give pedestrians who choose to try their luck running across the road (again, it will always happen) plenty of a somewhat safe haven to stop in instead of the normal road level turn lanes.
35.	Your 3 examples are not accurate renderings of Main Street. There are very few points along Main Street, where side streets on the North and South sides are directly across from each other. Most of those streets that do, already have a stop light at them. You should show more accurate examples to allow citizens to make a better judgment.

## Comments on Intersection Control

1.	As a bike rider and pedestrian I would prefer signalized protected intersections coupled with narrow lanes with greatly reduced design speed. If there's data that supports multi lane roundabouts specifically being safer for bike and ped users, please provide it to the governance team.
2.	As we've seen with the installation of the two-lane roundabout at Harlow/Pioneer Parkway/MLK Parkway, the roundabout alone does not necessarily improve safety for pedestrians or cyclists crossing or traversing through an roundabout. Installation of other forms of safety controls (RRFBs, etc.) may be essential elements, especially at larger, busier intersections. Roundabouts may be a good solution at Main/I-105/57th, Main/48th, and perhaps one or two other locations. But again, more frequent intersections that interrupt fast-moving traffic, especially east of 58th, are needed to slow traffic and improve safety.
3.	I believe I have driven all of the roundabouts in our area many times and really like the way the traffic flows. There are people that don't appear to be fond of roundabouts but they can't give a reason why in conversations that I have had with them. Roundabouts are a bit awkward for pedestrians though because even though they can have the pedestrian crossing lights, motorists act as though they don't know what to do when the lights come on to give pedestrians safe passage. Also, in a roundabout from day one of learning how to navigate a roundabout we were informed to never stop in them. Later the crossing lights were introduced but not everyone seems to have caught in to the functionality of the pedestrian lights.
4.	I believe I have driven through all of the roundabouts in our area and find them easy to navigate and feel that they are a safer option compared to standard signaled intersections where motorists are more likely to blatantly run traffic signals. The main downside that I have observed is lack of knowledge by a lot of motorists on how to navigate roundabouts. I feel more education and possibly signage may help with this.
5.	I believe I have traveled through all of the roundabouts in our area many times over the years and very much like how the traffic flow and safety works.

6.	I have been a proponent of roundabouts since they were being considered and ultimately adopted here in Springfield. I also have been involved in an accident at a roundabout with someone who didn't understand roundabouts. Regardless, I believe it increases safety and expediency, which will be important given the possible construction of medians
7.	I know because economy is about to tank for several months that roundabouts may not be favored, but PEOPLE RUN RED LIGHTS as a STANDARD practice! And yes they will "charge" roundabouts" but that crash less likely to be life-threatening, it seems to me. I am a business owner on Main Street and I honestly would rather drive PAST my left hand turn (S 51st ST) and come back to make a right hand turn to not fight with the traffic coming from the other direction wanting to turn in the same middle lane. And roundabouts actually keep traffic flowing and less exhaust generated than vehicles sitting at stop lights.
8.	I picked one of each because I think it needs to a mixed bag of each. I'd hate to see a plethora of new traffic lights popping up, but I'd also hate to see only roundabouts being used. The busier intersections need lights, such as the intersections that are used by many types of users (buses, cars, walkers, mobility devices). But roundabouts can be used where there is strictly a four way stop.
9.	I think roundabouts are a fad that must be used sparingly to be effective. They kill urban street activity and are a no man's land for pedestrians and cyclists. This can be avoided by reserving them fore gateway locations and utilizing other methods of manipulating traffic lanes within the right of way.
10.	I think the effort needs to put into re-evaluating the obstacles that currently cause traffic flow to slow or stop. There are many places along Main Street where bus stops cause traffic to slow or stop rapidly, either prior to an intersection or just after. Crosswalks are only on onside of an intersection and the other side has no crosswalk and no barrier marking no crossing. The long stretches between the current signaled intersections will cause people to become more in a hurry, if they need to drive all the way to them to go through a round-about, when they could have just turned at the business initially. It can already be difficult to enter Main Street from a parking lot or Drive-way. Adding additional landscape will probably make this even more difficult. The examples above are irrelevant, since they can used at any intersection that has the same traffic flow. Also, the signalized intersection shows points of conflict, but does not indicate the rate of incident. This is a very misleading example. It feels like money is just trying to be spent with no concern to true cost and thriftiness.
11.	I understand that roundabouts are popular in Oregon, but I find them confusing and not as safe as a signal. They encourage speed and unsafe lane changes by some drivers. If you aren't familiar with them, as most states don't have them, it can be hazardous driving while you're trying to figure out what lane you need to be in in order to make a simple turn.
12.	I would want to see Roundabouts with Bike/Ped priority. Current roundabouts in Springfield have been terrible for Ped/Bike safety and have decreased the areas that vulnerable road users can access - this would be bad for business and safety. Roundabouts with Bike/Ped priority would increase access, which would be great for business and safety.
13.	Landscape with small rocks or sand. See previous answer. Roundabouts BY FAR!!!

14.	No roundabouts!!!They are unsafe for pedestrians and the drivers who can not navigate them intelligently
15.	Now that I understand how they are designed and why they go from one lane to two to one and so forth I'm very happy with the design and how they let traffic roll. I do find that pedestrian safety is an issue, when you roll thru roundabouts 99 times with no pedestrians, it's always a shock when a pedestrian shows up... no matter how many flashing lights there are. I think overhead walk/roll ways could be best and yes I understand they cost a fortune.
16.	Once you get used to roundabouts, they are actually fun to drive. You have to be very aware of cars coming from the left, though!
17.	Roundabouts are good, but not too many in quick succession.
18.	Roundabouts are invasive to the business owners of large intersections. The city has pushed this agenda for years. Taking private property from business owners and widening a road that is already enormous is absolute insanity. for years the local business owners have been against enlarging Main Street. A novel idea if safety is a priority then slow traffic down and enforce the traffic laws. I have worked on Main Street for the last 30 years and never see people pulled over for speeding. simple and effective enforce the laws and save lives push agenda's and screw the hard working business owners.
19.	Roundabouts are not the answer for all intersections but would work at Bob Straub without interfering with businesses. A roundabout at 42nd would take out 6-8 business's. How Expensive is it to buy that many businesses. A roundabout at 21st would be a nightmare with the train blocking the road.
20.	ROUNDABOUTS ARE SO AWESOME AND USEFUL. They make WAY more sense from an environmental standpoint because there's virtually no idling while waiting at the intersection. Why is improved air quality not one of the goals of the project listed above? Roundabouts would rank FAR higher than traffic signals with that metric included.
21.	Roundabouts can be a good way to manage traffic. The key word is can. The roundabout in Glenwood is terrible. It was not designed to actually slow people down. You can easily drive 35-40 mph through the roundabout. As a pedestrian I have almost been hit many times. Good roundabouts can work well, but good means GO SLOW, which you have to actually design for, not just sign for.
22.	Roundabouts could work for some intersections, but not the most busy ones (42nd/58th) 28th is a good location for one as is 32nd.
23.	Roundabouts good at 28th and 21st, maybe elsewhere. Main from 21st to west (or maybe 28th) should go on road diet to extend "downtown feel" to corridor, enhance business. No roundabout at 42nd due to high cost of land and impacts to business. 28th needs on and off ramps to 126, state funds? Through traffic should be encouraged to take 28th or 42nd, there is too much through traffic from 21st west.
24.	Roundabouts make sense at 42nd street and 58th street intersections for sure but I will reiterate that half the battle is driving laws not being enforced. Put a little more money into that and see instant improvement!

25.	Roundabouts seem safer and also easier to turn around in.
26.	Roundabouts significantly slow traffic so from an overall safety only point of view I definitely see the advantage. My own impression of roundabouts is that while they slow traffic they are also more likely to generate low speed accidents. Drivers often are confused by multiple lanes in the roundabout thinking that the innermost lane must continue around the roundabout, yet those lanes often can cut directly across a lane of traffic to access an exit. Drivers wanting to enter the roundabout or those on the outer lane of the roundabout can fail to account for the allowed traffic flow of the inner lane. A single lane roundabout (like is found at 42nd and Jasper) addresses this concern but greatly reduces traffic flow. Signals are pretty much no-brainers for most drivers. Red means stop and green means go and few people don't understand those specifics. Accidents do happen but bad drivers will have accidents at any intersection. I guess they might occur at higher speeds in a traffic signal intersection, but my belief is that you will have fewer accidents than what you would see in a multi-lane roundabout.
27.	Safety is most important to me.
28.	So long as the roundabouts are big enough to accommodate large vehicles such as fire trucks, log trucks, freight vehicles.
29.	The cost of roundabouts is justified in that it reduces fatal crashes. Also the ongoing maintenance cost is less than traffic lights.
30.	The information presented by the project team is misleading at best. Roundabouts will have a devastating impact on existing businesses and properties on this corridor.
31.	These things are the worst. Nobody knows how to use them. We already have stop lights at the major intersections to control traffic flow. Absolutely not worth the cost both financially and to businesses located at these major intersections.
32.	They just keep folks moving along in a safe manner.
33.	What does the data say? I experience much more dangerous driving at or near roundabouts from drivers inexperienced in their navigation than at traffic signals. Are traffic signals safer? Are we attempting to solve the right problem with appropriate solutions?
34.	While roundabouts are more expensive and complex to design, they work well for corridor throughput. However, they are not particularly pedestrian or bicycle friendly and should only be used at critical intersections where all modes of travel can be accommodated.

## Comments on Bicycle Infrastructure

1.	a mix of at grade and raised would be reasonable, assuming that the at grade is protected by more than flexible delineators...which by their nature give no more protection than paint.
2.	As a person who would LIKE to ride my bike to work going down Main Street but am terribly intimidated by the traffic, I would love to see the raised cycle tracks, but I am

	also a realist and the expense of these types of lanes is very daunting and conflicts with my theory that public agencies need to be fiscally responsible and only embark on projects that benefit the most of their constituency.
3.	Bike lanes on Main Street are tricky for the reasons you list. Non separated lanes are made useless when delivery vehicles pull to the curb, forcing bikes into traffic. Separated bike lanes are fine in other locations but curb cuts along Main Street make it impractical. The best solution is probably a designated shared lane that employs traffic calming surfaces and lane-specific traffic segregation.
4.	Biking is very hazardous on Main St. Debris in bike lanes is a big problem. Separation by better than "candlesticks" is best. Raised concrete "curb" between bike and cars is a minimum.
5.	Buffered lanes need to be more than plastic candlesticks glued down, large "turtle" ramps or a raised 4"+ high curb with openings for drainage. Better yet is either shared 7 to 10' wide sidewalk or bike path separated (cycle track). Design to prevent cars from crossing without looking by rumble strips or other method.
6.	Cycle-only lanes/paths need to be consistent. Don't keep switching between the various options along Main Street.
7.	Cycling on Main Street now is incredibly daunting and dangerous. Springfield must devise a safe and usable E-W corridor for cyclists. My first choice would be a dedicated cycle track or alternative route that parallels Main Street because there is insufficient ROW to construct one adjacent or within it. At-grade lanes work to provide a cushion of psychological safety but they are also a problem when a cyclist is faced with a car or bus entering the lane for needed access.
8.	Do a study of how many people travel by bike on Main Street. We own the majority of a city block on 47th. I only see a bike or two a week using the conventional lanes already in place for them. Widening Main Street for a couple people seems silly.
9.	Due to the type of traffic this project is describing on Main Street, why is the City not looking for alternative routes for bicyclists? Is there a way to create a bike path that is not on the Main Street corridor? There seems to be a strong feeling that Main Street is unsafe, but a need to integrate bicyclists into the mix. By widening the bike lanes you are now suggesting to younger bicyclists that it is safe to ride bikes on Main Street, when we should be trying to move them away. I would never allow my children to ride their bikes down Main Street, even with improvements. Less bike integration feels like the correct direction.
10.	Given the amount of real estate that will be available I think this is the most practical for this location. At least with the separated lanes and the vertical poles, motoring traffic will be more aware that there is actually another lane that is used for cyclists. Without the vertical poles it's just another stripped area on the lane of travel without any extra awareness for the motorist. If money was of no concern and the real estate was available the raised track would be ideal! I personally was hit by a motorist on a street with the conventional style lane. The motorist that hit me stated that they just purchased the car and was not use to the width of it yet, yep, true story. So, with that said, I feel that if there had been a separated lane with more of a buffer zone I would not have been hit in this particular instance.
11.	I am a practical person and I figure if you are using something that costs money you should pay for it. Bike lanes are a great idea, and should be included in all new construction, but I have a problem when the bikers don't pay their "fair share" of the

	<p>projects. Retrofitting existing roads for the relatively limited number of bike trips every day is costly and can actually impact safety of both pedestrians and car drivers. The roads were designed to be safe avenues of traffic at their current size. Adding more lanes of travel for bicycles requires either narrowing of the existing roads; theft of private property to expand the roads; reduction of pedestrian sidewalks; or outright elimination of lanes of traffic for vehicles. None of those are good options, so the most minimal expansion of bicycle lanes is the one I would support. Safety is important, but safety has to be accounted for across all users of public roads, not just the limited number of bicyclists.</p>
12.	<p>I checked three of these but support prioritizing pragmatic placement at strategic locations. For example: raised cycle tracks don't run the length of the project, but may make sense at roundabouts, or between strategically designated connector point(s) (for business or bike trail connectivity). I would support buffered bike lanes in strategically placed sections where we seek to encourage localized connectivity within a designated area's residential, recreational, and commercial neighborhood (Thurston, or 32nd St) But otherwise, see conventional lanes not only sufficient but appropriately encouraging public transit over bikes on what is essentially (absent a complete transit plan and design overhaul) a commercial and commuter highway. If we magically came upon a boatload of money, it'd be a cool thing to completely transform the entire corridor. Until then, make the most of what we have. Thanks for all the work and especially for thoughtful process and engagement. .</p>
13.	<p>I feel this would be the most practical for this corridor but the raised cycle track would definitely be the safest option but given the fact that real estate along this corridor would be limited, the at grade separated option would be the best fit.</p>
14.	<p>I find bike lanes in many areas to be intimidating and confusing. It seems, even though the bike lanes are there to use and they're well marked, many bikers don't stay in them. They cross whenever and wherever they please. They also make turning right a daring feat when the bike lanes have a lot of young bikers in them. It holds up traffic and sometimes makes the simply act of a left hand turn dangerous.</p>
15.	<p>I realize that due to expense and feasibility due geographical deterrents, the choices I have prioritized may not be possible. However, where possible, this should be the priority. Where it is not, I wouldn't want to settle for anything less than buffered lanes.</p>
16.	<p>I support buffered bike lanes. At-grade is just ok, and it's frankly an eye sore visually. The raised cycle track is a great idea for newly developing communities but it is not a great idea for our Main St. businesses and residents that would have to give up property.</p>
17.	<p>I think given the amount of real estate that might be available in this corridor that the buffered bike lane is the most feasible and probably the second safest way to go. It gives a very visible way of letting motorists know that there is another lane next to them that is for bicycles with the vertical posts. With the amount of real estate available and that can probably be acquired I believe this is the most practical best of both worlds way to go. If given the choice for any option I would definitely go with the raised cycle track design but I don't believe there is enough real estate that can be obtained all the way down this corridor to make it continuous without sacrificing in some or most areas and having to resort to other designs hit and miss. Look at the Emx line between Springfield and Eugene, designers and the powers at be caved in to those entities that fought for keeping the trees which we all know can be cut down and replanted, trees grow back! Now there is a convoluted corridor that is not</p>

	express, it twists and turns making for a less than smooth ride and has to use mixed traffic lanes part of the way. When choosing a design change for the Main Street corridor, go all in or not. Let's not be Eugene and build something that will be laughed at for years to come, let's do it right Springfield!
18.	I think the safest and most comfortable options for bicyclists are the best options.
19.	I'd support a balanced and pragmatic investment approach; balanced priorities for our city's primary thoroughfare include aesthetics, safety, and connectivity and these two options offer that. To honor pragmatic solutions, I'd be interested in a cost:benefit analysis of raised tracks where investment is specific and strategic to neighborhood-commercial center connectivity and would return a measurable value to business/employer/employee attraction and retention, and align with comprehensive transit goals. At-grade separated bike lanes just seem extra without added value return on safety or aesthetics over buffered lanes.
20.	I'd like to see at-grade separated lanes at the really busy signal intersections (like 42nd, 28th) but a buffered lane would be a step up from what there is now.
21.	In order to provide a safe space for people to ride bikes, bike infrastructure must be separated from motorized vehicles. The number one reason people don't ride bikes and choose to drive is because of safety concerns. Providing a safe space for people to ride bikes will increase equity for people who cannot or choose not to drive, including wheelchair users, electric assist bikes and trikes, and electric scooters. We've given over too much of our public right-of-way to cars. Let's reclaim it for humans.
22.	Just makes sense for both drivers and riders.
23.	Need good separation if buffered lanes, not just glue down candlesticks. Maybe 4" + high ODOT mountable median? Or a rubberized or fiberglass tack down curb section with openings for drainage. Best fix is to get bikes and cars separated. Cars need signage (yield to through bike signs?) for entering and exiting Main. Maybe also rumble strips to alert drivers they are crossing the paths.
24.	Nobody rides a bike on Main St. Why? Because it's incredibly unsafe. I'm among the most confident of cyclists and regularly bike tour all over Oregon and in other states. Main St. feels unsafe and that is backed up by the crash and injury data. Unless you slow cars (through proper design), the only solution is separation from cars for people who are walking and biking.
25.	None of these offer a shared sidewalk and bike lane. The crashes in a shared walk bike area would be low impact similar to a roundabout. This would allow a planter strip between transportation and walker/ bikers.
26.	Oh my goodness a raised cycle track would be SO AWESOME. I am not sure it necessarily needs to be ON Main Street, but very nearby (within 2-3 blocks) would be fantastic.
27.	Our society needs to really start making walking, biking and all alternate forms of transportation safe from cars. We need to move "highway" funds into public transportation funds. Stop building a world for automobiles alone.
28.	Provide real separation between bikes and cars for safety and access. Conventional or buffered bike lanes don't provide protection. It would be great if the vertical

	separation was actually protection instead of bollards that crumple easily when cars hit them.
29.	Riding bikes on Main is very dangerous.
30.	Safer but not taking up so much space - a good compromise.
31.	The existing 5' bike lanes should be adequate. Better yet the bike lanes should be completely re-routed away from this busy corridor.
32.	The other models of bike lanes own serve a small numbers of seasoned cyclists and not children. The raised cycle tracks will serve ages 8 to 80 and will assist traffic flow with fewer motorized vehicles.
33.	The problem is not the bike lanes, its the people using them. When bicyclists don't obey traffic laws, they get hit. No matter how big or fancy you make their options, people are still going to be riding the wrong way down the street. Expanding what is already in existence will be extremely detrimental to the businesses along Main Street if it involves any widening of the road. The economic and financial costs are huge and don't even address the real problem. We have bicycle lanes in existence. We just need to start enforcing consequences for people who are not using them safely in the manner that they were designed to be used.
34.	The raised cycle track installed in Glenwood seems overbuilt and has taken more right-of-way than needed, though in combination with the double roundabout may have been the right choice in that location. I'd urge you to avoid taking too much additional right-of-way and over engineering the facilities. A buffered bike lane in each direction along Main need not require more than 9'.
35.	We would need to know at what cost in order to adequately evaluate these. Raised bike paths would be neat, but if the cost is corridor business destruction or motor vehicle lane removal that wouldn't make sense. Let's not attempt to make decisions without the crucial information.
36.	What I would like to see is a bike fee when purchased or a license fee on bikes to help pay for these items, it is not fair for the public or auto taxes or fees to pay for these alone

## Comments on Pedestrian Facilities

1.	A combination of both make sense. Some areas may not need the buffers where others, higher speed limit areas, may benefit from a buffer.
2.	A further separation between pedestrians and cars is safer.
3.	Additional Ped crossing on Main Street near the elementary school.
4.	Both have their positives and negatives. Main Street is primarily curb tight sidewalk. It seems like changing to a different sidewalk system would not be cost efficient. Plus it would take valuable retail property to move to land scape buffers. Most retail business would lose a good portion of their parking lots. If customers can't park, they will go to another business that has parking, and those businesses will go under. Let's not over think this.

5.	Do not cut corners here, keep the pedestrians as far away from the motoring traffic as feasibly possible. We all know that there are too many distractions on both sides to keep pedestrians right next to motorized traffic without eventual conflict.
6.	Don't cut corners here, keep the often distracted pedestrians as far away from the all to often distracted motorists. If an idea that will actually work and save lives can not be implemented appropriately, do not spend time and resources just to give the illusion that something is being done to solve the safety issues.
7.	Either but again would want a cost:benefit analysis to determine where (if any) landscaped buffers are a strategically viable and smart economic and/or residential attractor.
8.	Either options presented will require additional ROW which is not acceptable. Work within the existing ROW!
9.	I am not a person that really cares about the stress level a pedestrian feels. Is it safer or not? That should be the deciding factor. I am not opposed to landscaped buffers at all. But the reason should be safety, not personal stress levels. Remember, a lot of these pedestrians are the same people that will cross Main St. in between blocks when a pedestrian safe crosswalk with flashing light is 100 feet away.
10.	I chose both. Bikes cars and trucks are all pedestrian unfriendly. You will need every tool in the box, and I wouldn't bet on one monolithic solution that solves all problems the entire length of the study area. Shade is essential for pedestrians.
11.	I think anything safer than what we have now is good. Sidewalks with landscape buffer would not only be the safest but also provide visual appeal.
12.	I walk my dog on South A near S. 17th and the sidewalk is way too close to traffic lane.
13.	I would explore both of these, however I would also support pedestrians just being careful and aware.
14.	If this included bike traffic, two problems solved. Enforcement of bikes actually using the lane would be necessary.
15.	Keep pedestrians as far away from travel lanes as possible!
16.	Landscape buffered sidewalks serve little practical purpose and create ongoing issues. They are rarely maintained to original standards; the trees create issues; site lines of drivers are limited; businesses suffer and bear the brunt of the negatives; and there is no logical reason to go down this path. I suppose there have been pedestrians stuck while walking on a sidewalk, but I don't remember any of those incidents in the past 30 years. This whole project should be directed at NECESSARY upgrades to Main Street which will improve pedestrian and vehicle safety. Landscaped buffers are primarily aesthetic improvements which make some people feel good.
17.	Landscaped buffer increases the space between people driving and using the sidewalk, making it more pleasant and safer.
18.	Leave things as they are. There are so many other places to spend money that make more sense. This improvement would be extremely disruptive to existing businesses and really offers nothing new. Please consider what this type of construction did to Franklin Blvd and West 11th as they were going on. As a business owner in a struggling economy, I cannot afford this type of disruption.

19.	Less scary for pedestrians
20.	More giant street trees, please! However, can we PLEASE not install power lines over street trees and then have to chop off the tops of the trees? Yes, there are small-growing street trees, but those don't have nearly the same wonderful impact on the landscape as the majestic, tall trees that we could have if we located our utilities in a smarter way.
21.	In areas where landscaped buffer is feasible, that would greatly improve the aesthetics of Main Street and would actually be a boon to businesses / make our places more attractive. But I realize not feasible in all areas. And more costly. Maybe business owners who are willing to do this can have a say in the landscaping and get some kind of tax credit if they take care of it?
22.	Not one person likes to walk right next to passing cars. The cars (except EV's) smell and whizz past at uncomfortable speeds when going 25 or more mph. When walking with a nice buffer one can smell the flowers and look at the houses and enjoy the out of doors.
23.	On Clearwater Lane leading into Clearwater Park it's horrible for dog walkers, bikes and runners. There are literally NO sidewalks or safe place for pedestrians or bikes. In the summer time the hazards increase a 100 fold. I live on this street and predict a bad accident involving pedestrians and/or bikes at anytime. Sidewalk/bike trail would solve this dangerous situation.
24.	Ped danger from cars. Need a separation from these lanes
25.	Pedestrian traffic isn't easy on Main, setback sidewalks will help. Again, rumble strips or other method, signage to alert drivers they are crossing ped zones (yield to ped signs, too?) for both cars going onto or leaving Main.
26.	Peds need to be separated from cars as much as possible. If road diet on 28th or 21st west, maybe wider curbside walks OK, but if speed are to be at or above 30 MPH, there needs to be a separation. Again, same ideas of signage and rumble strips to alert drivers of ped right of way for cars entering or exiting Main St.
27.	Prefer the landscaped buffer however am sensitive to costs of maintenance. Would support partial landscape buffers if can show the investment will improve business and commercial activity to pay for the additional costs.
28.	See my previous answer regarding being fiscally responsible.
29.	Separation between pedestrians and cars is really important. Curb-tight sidewalks are terrifying when walking with a child. It would be great to see that separation, in addition to sidewalks that are wide enough to be accessible when walking with children.
30.	Sidewalks with shared bicycle lane.
31.	The amount of pedestrian on Main Street does not justify Landscaped buffers from one end to the other!!
32.	The buffer is preferable where space allows, but I would prefer to give this space up to allow more protective bike lanes.
33.	The busier the street the more the need by pedestrians for separation from fast(er) moving traffic - even with bike lanes (buffered or not).
34.	The Death on 42nd St should be enough to explain this

35.	Trees are clearly better than business signs, they shade pedestrians, slow drivers and clean the air. If you want to increase visibility of businesses for drivers, reduce the design speed to 20mph or less.
36.	Until Springfield solves how it will need existing and future Right-of-Way (ROW), it should not invest in landscaping that may conflict with future needs.
37.	Will this prevent accidents? What on earth is a "stressful" walking situation? The current sidewalks are already so poorly cared for, it stands to reason that increasing that workload would only increase the blight seen on main street now.

## Final Comments and Questions

1.	Assuming that the safety reputation of single lane roundabouts with 90 degree turns to enter and exit applies to multi lane roundabouts with high speed exit angles is the prioritization of Level of Service in spite of overwhelming public outcry for safety. Make the choices that best protect children, everything else is secondary.
2.	Be proactive and get it right the first time! Don't compromise and give into environmentalists that don't want trees cut to make concessions and make this corridor another debacle like the Emx line from Springfield to Eugene. That line should have a completely dedicated line to be an express route instead of the curvy corridor it turned out to be because some folks didn't want to see trees cut down. Trees can be replanted and they will grow back, just look to 6th and 7th avenues in Eugene. Those avenues were widened after cutting many trees and then replanted, most people now have no idea or recollection.
3.	Do not go forth with ideas that will do anything short of actually making this corridor safer. In other words do not reconfigure things in a minimal manner just to appease some people to give the illusion that something is being done to make the corridor safer. Also, I don't have the answer but some how we need to help pedestrians be more accountable for their own safety! We can not simply believe that just because something is designed for pedestrians it will be safe with out being accountable for our own safety. All too many people are distracted and walk blindly across at crosswalks and at other areas without even looking right or left. What happened to instilling this at a very young age, at home and in our schools as it was when I was young and growing up. Also, don't cave in to those entities that fight trees being cut down just to save a few trees if it comes to it, trees can be replanted and they will grow back if this what it takes to acquire more real estate for this project. Let's build something not only for today but for the future that we all can be proud of unlike the so called Emx corridor from Springfield to Eugene. That whole thing is a debacle the way that it twists and turns and is only partially a dedicated express corridor because some folks didn't want trees cut down that are eventually going to die anyway. Bottom line, let's do this project right the first time! This is Springfield not Eugene, don't cave into doing this project anything less than what will actually work, today and into the future.
4.	Do not try to hit a home run with this project. Some improvements are needed but there has to be some personal responsibility in the equation.
5.	Don't waste money on half measures. Take safety seriously and make Main Street an actual Main Street. By doing that you will actually achieve economic development

	and a vibrant community. Trucks rolling through town have alternatives and frankly they are not what make any place worth going to. Don't prioritize vehicle traffic over people. Cars do not visit your businesses and live around Main St. People do.
6.	great job and great ideas
7.	I believe all these questions have been addressed previously and the answers should take into account and compiled with this current survey. As a business owner on Main St. I want Main to stay viable, accessible and of course safe. I do not believe a one size fits all approach will work. This needs to be addressed block by block ,street by business.
8.	I hope that the focus will remain on safety upgrades for pedestrians and drivers, and that those efforts continue to take into account the least possible impact on business and cost while improving the safety of the corridor. That must be the focus. Improving mass transit travel times is not part of this equation; aesthetic improvements are not part of this; and feel good social upgrades are not part of this. Increase safety in the corridor and you will achieve your mission.
9.	I think a sophisticated hybridized solution is what will work best
10.	I think it's important to remember that studies have shown increased business success as bike/ped access improves to the area. A lot of the area that is being considered currently is pretty inaccessible by bike/peds. It would be great to see no pedestrians or cyclists killed on Main Street - safety of people should be prioritized over convenience of cars.
11.	I would like to see the study extended to the Thurston Hills trailhead, and bike lanes added to this location.
12.	I would love to see options presented that do not include medians all the way down Main St. I think adding roundabouts, buffering bike lanes and landscaping between road and sidewalks is plenty. There is no need to make business and residential accessibility harder. It will discourage people from frequenting businesses on Main St.
13.	It is hard to turn left out of businesses that are on the north side of Main Street. Also when needing to turn left from Mountain Gate to head west there is too much foliage to dry to see around to make a safe turn onto Main Street.
14.	Just do this project right the first time and don't cave in to the few that want to save a few trees and shrubs that can be replanted and will grow back. The future is coming and we have to act responsibly now not later.
15.	Need speed patrols and enforcement. Never see traffic police anywhere in town. Traffic and red light distracted driver cameras to catch speeders and cell phone violators. These would pay for themselves and enhance safety.
16.	Nice work you folks are doing!
17.	No really -- thanks for all the effort put into this. I hope the current economic crisis does not completely derail these efforts, but perhaps we will have to be fiscally responsible with the final plan.
18.	One thing I would like to be perfectly clear about is we don't need more buses, we need to fill the existing LTD buses. I can't begin to tell you how many empty buses I see on a daily basis. It is frustrating to me as a taxpayer and a person who has to pay LTD taxes to see these empty buses and one right after the other. FILL THE

	EXISTING BUSES UP or cut back on the times they go thru. I have told this to LTD many times all one needs to do is to have LTD dispatcher not run the buses so often extend the time. We do need a bus system but we need to run it better, if your dispatcher can't figure this out hire someone that can.
19.	Perhaps it might be better to put these plans on hold until the COVID-19 Pandemic has played out. Chances are good that the public, the businesses, and the City of Springfield itself will be in financial recovery for a long time. Thus having many opt for the less expensive/less impactful solutions instead of choosing the one that is truly best for the community.
20.	See above
21.	So far this project seems to be run by a middle school detention class. Let's please use some common sense reasoning coupled with data driven solutions to data supported, clearly identified problems. Maybe we should try again, but this time everyone should pretend they have accountability for their actions. I hope I am wrong, but I have yet to find this data/information so far in this entire process.
22.	Still feel that speed is too fast for Main and that speed and distracted driving enforcement is very necessary. We need red light cams to catch and ticket speeders, red light violators and cell phone users. Red light cams and the hardware they use ARE infrastructure, and they have been shown thru studies to increase safety way beyond their cost.
23.	Suggest that staff actively reach out and consult one-on-one with major business owners that rely upon Main Street but may not front on it (e.g., International Paper, other industrial users blocks south and/or north of Main). Their needs for access, turning movements, etc. should be integral to the design of future improvements, and where turn restrictions, medians and other treatments occur. But most importantly, the study should consider uses not only along Main today, but access to, from and across the roadway. I suggest focusing on where intersection improvements (regardless of whether signalized or a roundabout) can be introduced to provide greater safety. Having traffic move unabated (especially the stretch east of 48th and that east of 58th) is what increases vehicle speeds and creates more conflicts, especially with pedestrians crossing Main. Reclaiming this from being a highway to a boulevard would be a vast improvement and potentially encourage investment in redeveloping lower value properties along Main.
24.	The City of Eugene had a study done by a company out of Chicago, I believe, in the late 90's, early 2000's, to grade the structure of the city. If I remember correctly, it failed horribly. It had one of the lowest ratings the company had given out for the metropolitan size of the Eugene/Springfield area. The one thing that they highlighted was there was an adequate freeway system between the two cities. Why has this not been explored? It feels like alternative means to divert traffic has not been explored and if it has, not been brought to the table. The city population has expanded, but our road system has not with that expansion. This is the kind of forward thinking the city needs.
25.	There needs to be much better lighting. The lighting is sub-par and makes Main Street extremely dark and very difficult to see bikes and pedestrians at night.
26.	This entire project should be tabled for the time being until the COVID-19 crisis is over.

27.	We have an increase in seniors in our community and not a lot of safe ways for them to get around and access grocery stores etc. Making Main street safer is one way to begin to tackle this problem and hopefully some of the unsafe side streets will also be looked at including increased lighting.
28.	We need better bus stops. Everyday I see people standing in the rain, no shelter no seats. Why must a mom and you g children stand in the pouring rain?
29.	We need traffic cameras and better enforcement to deter speeders, red light violators and cell phone users. This IS AN INFRASTRUCTURE improvement for the cams and the controls. Remote policing, no need for cops in cars to catch miscreants.
30.	While this exercise is important and safety should be a high priority, if Main Street is redesigned one flashing cross walk at a time, it will be an unfortunate lost opportunity to redesign its redevelopment. Springfield does not have any more realistic UGB expansion alternatives; definitely none that already have infrastructure in place. Some of the alternatives that we have been asked to rank here might be ranked differently if looked at in a different context. For example, some of the most expensive ones might rank higher if considered as a part of a complete redevelopment/development alternative scenario where the cost of adding infrastructure to a project - where none currently exists - was included.
31.	Yes, bus turnouts would help reduce the gridlock on Main Street.
32.	Your team is coming up with some nice solutions, thanks. I'm surprised you don't have any of the "Vision Zero is a multi-national road traffic safety project" designs where pedestrians, bicycles and cars all use an intersection safety because of built up design changes.