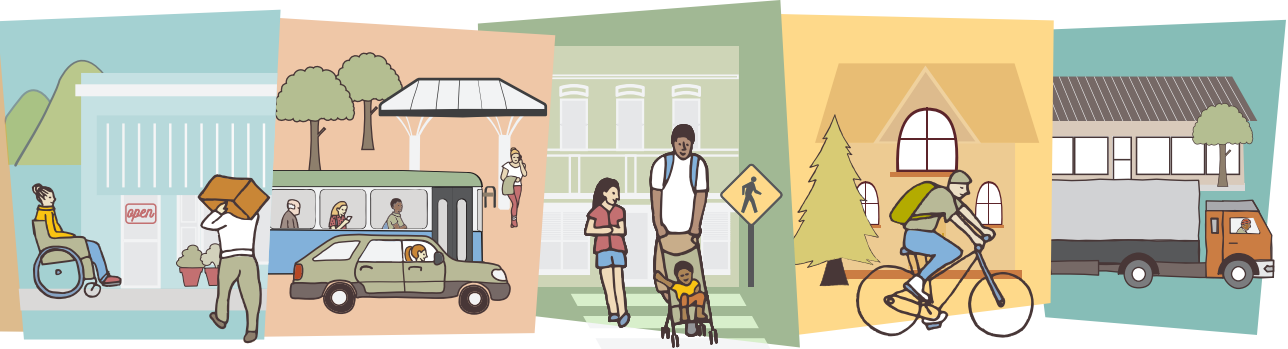


OUR MAIN STREET SPRINGFIELD



MAIN STREET SAFETY PROJECT | 20th Street to 72nd Street

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.

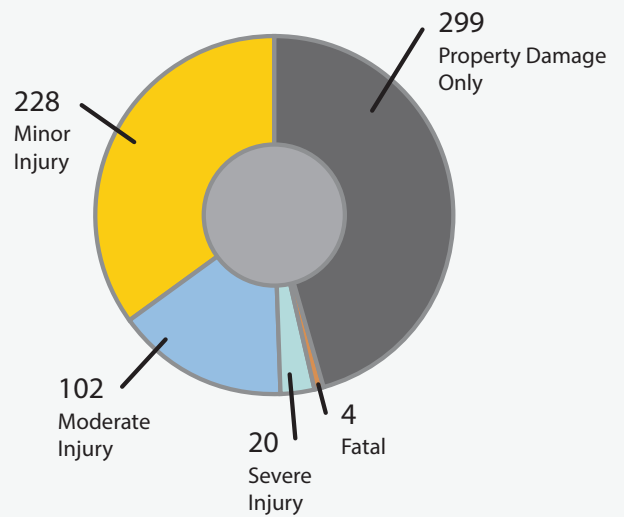
The selected safety improvements will provide for the movement of goods and people, support the economic viability of the corridor, accommodate current bus service and future transit solutions, and complement traffic safety education and enforcement.

What causes crashes on Main Street?

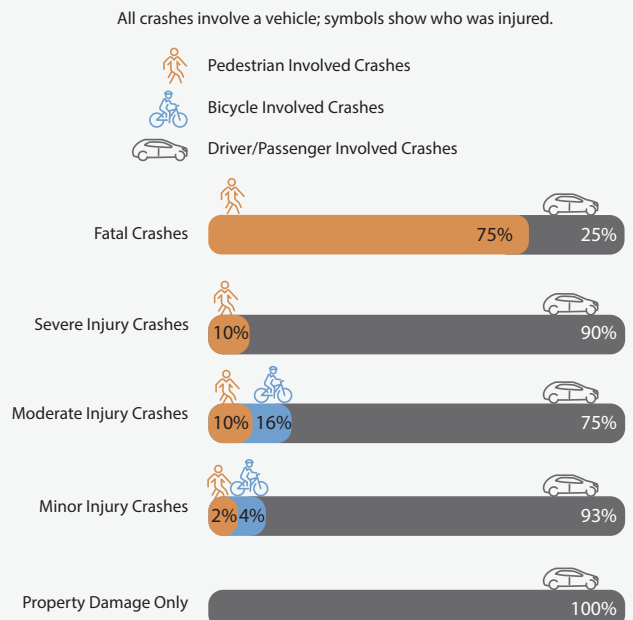
Based on the project team’s analysis of 653 reported crashes from 2012 to 2016, both along the corridor and at key intersections between S. 20th and S. 72nd Streets, we have learned:

- About 75% of the fatal crashes involved people walking. They were caused mostly by drivers failing to yield the right-of-way (38%), disregarding a traffic signal (12.5%) or following too closely (12.5%).
- 24 crashes—4% of all crashes—resulted in fatal or severe injuries. These include crashes between people driving cars, trucks, and buses; and between people driving and people biking or walking.
- Along the corridor, over 80% of all crashes were rear-end or turning-movement crashes. These are common on streets with lots of driveways and intersections.
- About half the crashes on Main Street resulted in property damage with no injuries.

Breakdown of crash severity on Main Street (2012–2016)



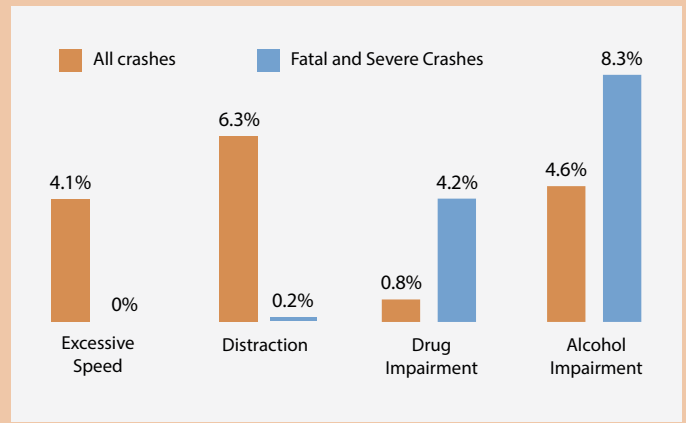
Crash severity by street users on Main Street (2012–2016)



How much does impairment, distraction, or time of day contribute to crashes?

According to crash data in police reports, impairment from drugs or alcohol contributed to just 5% of all crashes on Main Street—but 12.5% of fatal or severe injury crashes.

What’s more, 77% of crashes occurred in daylight and just 14% occurred in darkness. This reflects typical traffic volumes throughout the day—more people are driving, biking, and walking on Main Street during the day.



Has the posted speed limit reduction helped to reduce crashes?

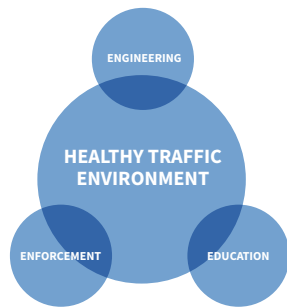
In 2017, ODOT reduced the speed limit along some portions of Main Street from 40 mph to 35 mph. That helped slow traffic by about 1 mph to 2 mph on average, in 85% of observed speeds. However, not everyone obeys the new speed limit, and crashes are still common due to other factors (crash data: 2012–2016). As shown in the graph above, excessive speed contributed to only 4% of reported crashes before the speed limit change.

Have the new pedestrian flashing crosswalks helped reduce crashes?

Since 2012, the City and ODOT have installed 7 Rapid Flashing Beacon Crossings with marked crosswalks and median islands according to recommendations in the 2010 Main Street Pedestrian Safety Study. The new crosswalks have had a positive impact on pedestrian access to safer crossing opportunities but there is not enough data to quantitatively measure impact.

What about education and enforcement?

The Main Street Safety Project is about infrastructure solutions. Engineered solutions need to work hand in hand with education and enforcement. Since 2014, the City has produced a series of safety educational videos, created safety informational cards, distributed materials through multiple channels including social media posts, and hosted or participated in traffic safety programs and events. The Police Department seeks grants annually to support increased traffic patrols to enforce speed, seatbelt,



and impaired and distracted driving laws. Enforcement is citywide with an emphasis on streets that would benefit from additional patrols, including Main Street.

What happens when planning is done?

Once Springfield’s City Council and the Oregon Transportation Commission adopt the Facility Plan, ODOT and the City will pursue funding for design and construction.

How soon might construction start?

Construction may start as soon as 2023, occurring in phases as funding is secured.

How is this project funded?

ODOT awarded the City a grant to undertake the planning process and engage the community in identifying solutions. ODOT hired a consultant team for technical expertise on transportation planning, safety, land use and economic development, and street design.

ODOT and the City will identify funds to start constructing in phases, within 5 years of Plan acknowledgement. ODOT’s All Roads Transportation Safety program is a likely source for funding some of the construction.

How can I continue to stay engaged with the project?

Check out our website, www.mainstreetsafety.org, for updates, upcoming events and more information on opportunities to stay involved.

If you are not already receiving project e-mail updates, please sign up on the website.

www.mainstreetsafety.org

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