



Other Comment Submission Summary

Overview

Leading up to and including the third round of community engagement (5/1/20 – 3/1/21), the project team received 21 comments/correspondence¹ on topics related to the project from 17 individuals. These comments were submitted outside of focus and community group meetings, Local Access Forums, and the Strategic Advisory Committee (SAC) Meeting #5². Five comments were submitted via the project webpage or sent to the project email address, nine were sent via email directly to project team members, six were made over the phone, and one was sent in a letter, with staff responding to comments and inquiries as they were received.

Observations & Values

The greatest concentration of correspondence, about two-thirds, included process-related commentary. The nature of these comments included:

- requests for clarifications following project E-Updates, mailers, and other project outreach;
- appreciation for the project and positive feedback on draft recommendations;
- frustration with the speed or approach of the process; and
- inquiries regarding project deliverables, stages, and outcomes.

The remaining one-third of comments included observations of safety problems on Main Street and suggestions to increase traffic enforcement, increase lighting, or other interventions, including specific design considerations. Comments or concerns that will not be addressed by the Main Street Safety Project were shared with the relevant City Department as an information share.

Refer to Appendix A for comment details.

¹ In some cases, comments resulted in additional input from follow-up communication with staff, as documented in Appendix A.

² One SAC member who was unable to attend SAC Meeting #5 shared his reflections on meeting materials.

SPRINGFIELD MAIN STREET SAFETY PROJECT

Appendix

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Appendix A: Other Comment Submissions

Contact	Full comment – <i>italicized text</i> summarizes phone call or in-person communication.
Jeff Sakacsi	Thank you very much and hope that you’re doing very well in this super challenging virus timeframe! Hopefully this all passes and I can volunteer to help at some point!
Dan Louvring	<p>I have written the Mayor before in the past about the 45 speed out here in Thurston and 35 speed into town. The Mayor said ODOT and the City was working on that, and I have yet to see anything done about either one. In the evenings and during the night, at times it’s like a speed way, people open up their cars wide open, I was just wondering if the police forget about us out here in Thurston when it comes to this. Before dark I have been working out in the yard being I am only 3 houses from Main and seen the same car fly up and down there on the 45 speed 3 different times at high speed. I have seen nothing has been done from the City, ODOT, or the police. Maybe when someone gets killed again, then something will be done. How many people does it take to be killed for it to happen? Don't bother sending the police to talk to me, that has already happened in the past.</p>
Dan Louvring	<p>What a crock of crap, it’s very rare we see a policeman out here in Thurston, people speeding at high speeds like a racetrack in the evenings and during the night. It goes on all the time, and it’s very rare seeing someone stopped along Main Street at all by a policeman. I got this line of bull from the Mayor also in the past. What good would it do to put me on this list for your email updates when nothing has changed, will see how long it is before someone gets killed again out here on Main Street rather it be 35 or 45. Of course they are not going to lower the 45 speed out here until someone gets killed like they did before they lowered the speed from 40 to 35 in that area. There was a meeting quite some time ago at the grade school down here on 66th and ODOT was there, and I complained about the speed etc., and the ODOT man sat there and totally did not say one word about it at all, like he could of cared less, and if I remember right I think the Mayor might of been there also but not sure about that.</p>
Daryl Annette Swan	<p>Noting in the report that is being worked on for this road. My question is: do we have to have a State Representative in that meeting too because it is a state road? And if so, is that being done? This is a tough project to figure out.</p>
Kevin Schaper	<p>As one does, I was just browsing https://pppcatalog.com and I noticed that along with the cool median island that (I think) Eugene used on 19th & Agate, it looks like they have bolt-down speed cushions and even a speed hump with center pieces that can be used to form a raised crossing. My personal favorite solution to West D is eventually to reach a "cars as guests" state with a park like feel bridging Island Park and West D, so it's tough to give up on the raised intersection that begins to introduce that feel - but is it possible that using prefab components could extend the traffic calming treatment all the way to Mill? More generally, perhaps even for arterials, I was impressed by this case study on their site of installing a mid-block crossing with median for \$30k using no heavy equipment: https://pppcatalog.com/product/modular-median/</p> <p>Even more than West D, I would love to see materials like this used to make concrete (if you'll pardon the ironic pun) changes to Main St. After listening to the last Council work session on the project, I can't help but think that a great option to move forward would be to use paint & removable/reusable materials to put a test in place to see how people will feel about medians, reduced lane widths and other traffic calming measures. I can't help but think that like South Willamette, the fears of local business owners will subside as it all becomes the new normal. They may even notice that their businesses become more accessible and visible at lower speeds.</p>

Contact	Full comment – <i>italicized text</i> summarizes phone call or in-person communication.
Judy Harold	Good to hear the focus on Main Street....it has been so unsafe these 56 years we have lived here. However, might I have information when Mill Street will be repaired? Thank you!
Rouanna (RB) Garden	Your agenda for 12/3/20 (Strategic Advisory Committee Meeting - Dec. 3, 2020) will not open. Please send so I can read...
Della Webb	Additional street lighting is needed from 59th Main to 71st Street. This is most noticeable during the winter rainy season. This portion of Main Street is dark and has a lot of bike/pedestrian traffic that is very hard to see. There have been a number of bike/pedestrian/vehicle accidents. I feel this should be addressed. Since the installation of the new crosswalk about 66th street, the crosswalk is not being used. I'm not sure what the survey was that felt this was a good location, but they didn't do due diligence. A better placement would have been across from the bus stop at 60th. People won't walk to the cross walk, thus putting us all in danger. I would also like to know who designed that crosswalk to be different from the others closer to town, and why is the light RED instead of Yellow? Thank you for your time.
Dean Huber	<p><i>Dean noted that he forgot about SAC Meeting #5 and when he saw the reminder the meeting was almost over. He felt that if possible it would be good to meet/talk with someone from the City to discuss the materials sent for the meeting.</i></p> <p><i>Following up on Dean's request City staff met virtually with him to review the SAC Meeting #5 materials. Dean apologized again for missing SAC Meeting #5 and said that he had spoken with Vonnie at the Chamber regarding the recent Main Street presentation at the Chamber's Government Issues Committee meeting. Dean then asked questions and shared comments on the SAC Meeting #5 materials:</i></p> <ul style="list-style-type: none"> <i>• His daughter had recently been the victim of a car crash on Main Street while attempting to turn left on 42nd Street (her car was totaled but she was not injured).</i> <i>• He asked what the business feedback had been thus far and noted that businesses on Main Street are likely to be more motivated to be vocal than the broader Springfield business community regarding the draft recommendations. He added that people are worried about changes, and he said that he thinks improvements like those proposed could have a positive impact even on his property value because it would make the area more livable - he pointed to the positive impact the improvements on Franklin Boulevard have had to the area.</i> <i>• He understands the raised medians and the intersection recommendations and asked for clarification regarding the street cross-sections, including the reason for the median width.</i> <i>• He said that he moved to the area from Seattle and noted that Aurora Avenue in Seattle was much easier to navigate with medians and easy to turn around to access businesses. He recommended that the project team share the findings from the Business and Property Owner Impact Literature Review with the Chamber Government Issues Committee because while it may not reference local statistics, the data from other cities demonstrates that after improvements like those proposed are implemented things are actually better.</i> <i>• He noted that while not everyone agrees with him, he loves roundabouts and it makes sense to pair them with medians.</i> <i>• He asked about plan for funding and implementation once we have a Facility Plan and clarified that this is this a 20-year plan?</i>
Vonnie Mikkelsen	Thank you...I also have on our bucket of good stuff to follow up on [from the Chamber Government Issues Committee meeting], the need to convene a smaller meeting with concerned business owners – and with you of course. I'm fully aware that this is a tough time, we're all crunched for capacity and need to exercise patience on these highly complicated matters of community. I'm all about healthy conversations that need to happen – and of course have to be aware and mindful of what our businesses are perceiving or experiencing and telling us. I know you've been in the middle of those, while the Chamber has been a bit disconnected unintentionally and not for all of us trying.

Contact	Full comment – <i>italicized text</i> summarizes phone call or in-person communication.
Kevin Lovejoy	<i>Kevin inquired about planning along the Main Street corridor. He also asked about easements and development potential regarding his property on Main Street. He also asked to be added to the Main Street email update list.</i>
Roxanne Shaub	Since new homes were built on Mountain Gate and others south of the city, Bob Straub Parkway was supposed to take a majority of the new traffic. However, the people who live in Mountain Gate and other home developments, including the trailer homes west of Bob Straub Parkway, have increased on 58th. It is easier and safer for cars to turn onto South 59th because there are no other safe routes, including the traffic going to businesses at the intersection of Main and South 58th. The traffic has increased, not decreased. I believe that Daisy at Bob Straub Parkway should be closed, as well as at the other end of Daisy on the west side where Mountain Gate people come down. Let them use the traffic light put in to alleviate the problem. Thank you. P.S. I forgot to tell you that the cars are traveling around 45 to 50 and up. Kids have to ride their bikes on the sidewalk because of the speed and amount of traffic. It is a matter of time before a bicyclist is hit. People are traveling so fast they are driving into the bike lane. Thanks.
George Grier	Thanks for the clarification. I received an email announcing the forums and directing me to the video link. I overlooked the focus of the forums. While I understand the importance of getting buy-in from property owners and local businesses, I hope that the project team will be listening to a broader community before landing on final alternatives. Thanks for keeping me in the loop.
Sabree Hamel	<p>I am a Springfield resident and I am interested both for myself and as a member of the League of Women Voters Lane County. I am following this project for them and would like to be included in any meetings open to the public. Also, if I heard right in the last meeting, there is a very long timeline for this project. Is it broken down anywhere that I might look at? Thank you in advance for your help.</p> <p>Thank you for the information. Yes, please add me to the [Interested Parties] list. I will definitely ask you any questions I still have after viewing the video.</p>
Anette Peskor	<i>Anette left a voicemail stating said that she and her husband have lived on Main Street for over thirty years. She inquired about participation in the Local Access Forums for those without electronic access. She also opined that the City address the safety problem by lowering the speed limit, putting up more traffic lights, and having more police presence. When City staff returned her call, she said that she has a computer but found the website confusing and no way to participate in a Zoom call. She said that she would discuss the staff offer of setting them up in City Hall to either view project materials and/or participate in the virtual meeting. She shared that she does not trust that the City will do what it says based on prior experiences, citing past communication regarding a sewer project. She added that she is not confident the City will listen to any input she gives to the Safety Project. She mentioned that she attended an open house regarding Main Street several years ago. She asked for clarification regarding phasing and location-specific implementation of the draft solution toolbox. She thanked staff for returning her call.</i>
Kay	<i>Kay left a voicemail stating that she was trying to sign up for a Local Access Forum. When City staff returned her call, she asked for clarification regarding the format of the forum and registration process. She confirmed that she has a computer with internet access and had participated in Zoom meetings previously, and she said she would let staff know if she encountered any difficulties. She thanked staff for getting back to her.</i>
Jim McCarter	<i>Jim left a voicemail following his attendance at a Local Access Forum he attended. When City staff returned his call, he expressed surprise with the conceptual roundabout sketches shared during the forum and he wondered if they had been included in the materials shared in advance of the meeting. He acknowledged that perhaps he had overlooked the appendix to the technical memorandum since the text of the memo had referred to tiering of roundabout implementation. He said in his experience a government take of property is never good for the business. He asked for clarification regarding the design refinement note on the conceptual roundabout sketches. He noted that he had mentioned to staff</i>

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	<p><i>previously that he is looking to redevelop his property and has been waiting to learn more about the City's plans for Main Street because he does not wish to make a significant investment only to have impacted. He thanked staff for returning his call, and he acknowledged that his concerns had been noted previously and again now.</i></p>
Anonymous Resident	<p>It has been 2 years since anything has been done on this Safety Project. The City Council voted you [Mayor] in, congratulations on your position and your new job for the people of Springfield. The people of Springfield want you to take care of their needs in our community. Here's a short list of the top priority items:</p> <ol style="list-style-type: none"> 1. Speed limit from eastbound 58th St. to 72nd St. needs to be 35 mph - this area is ALL residential-apartments and homes. 2. At 72nd St., westbound into town-there needs to be a sign on the new 35 mph signpost that says "NO TRUCKER ENGINE BRAKE" (or "JAKE BRAKE") or ("EXHAUST BRAKE") in City limits. Most of these semi-trucks are on their way to I-5 and they are not locals. When these trucks reach 62nd Place, going westbound, and see the stop light ahead at 58th St., they are using their engine brake at 62nd Place to slow down for the red light at 58th St. This creates a LOUD and DEEP vibration that shakes the houses and apartments. At the time that these engine brakes start, we hear them starting all mornings of the week starting at 6 am. Who can sleep through that? This is right outside the residential doors 50 ft from the street. NO ONE wants to hear this! It is your job to take care of the residents' needs in this area. If you want to understand this, you need to park out here at 6am and listen to how intrusive it is, since you don't live in this area. This is why these signs are needed. 3. Between 58th St. and 72nd St. going both ways, the speed of vehicles is at least 50 mph. There have been 2 deaths within 3 doors of our house, all attributed to speeding, with no reaction time to pedestrians and bicyclists. There have been 3 vehicle rear-enders directly in front of our house that I have witnessed firsthand in my front yard. The casualties to all wildlife, which you probably know nothing about, have happened directly in front of our house at 2-3am when you hear gun shots of officers dispatching deer to the sidewalk from vehicle impacts and are attributed to speed once again with no reaction time. 4. The money is in the General Fund budget. Springfield has the money for these needed safety upgrades and we need it NOW. 5. It has been 2 years and absolutely NOTHING has been done and the City has not advised the people of any progress like they told us they were going to do. 2 YEARS!! 6. The top priority in this area to reduce speed, reduce noise from semi-trucks, enforce the speed limit (start ticketing, get the word out), post 3 speed limit signs on each side of Main St. instead of one on each end-this is EXTREMELY IMPORTANT. 7. You have to start somewhere and these items should be done FIRST then concentrate on the rest later, as you cannot accomplish it all at once. <p>The postcards sent to all residents in this safety corridor area states "Hear the latest project updates". There have not been ANY. Thank you for your overdue attention to this extremely dangerous matter.</p>