

# OUR MAIN STREET SPRINGFIELD



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

## Clearing Up Misconceptions About the Project

During the third round of community engagement, we heard some misconceptions about what the Main Street Safety Project is or is not. We want to clear up those misconceptions.

There is a long history of planning projects on Main Street, and the current Main Street Safety project has evolved based on feedback and input received throughout all of our rounds of community engagement, recommendations from the Planning Commission, and direction received from the Governance Team and the City Council.

Here is what the Main Street Safety Project is **not**:

- LTD is involved, but it is **not** a Lane Transit District project
- It's **not** about adding new EmX service
- It would **not** prevent all left turns on Main Street
- It would **not** need extensive new right-of-way
- It's **not** a one size fits all design concept
- It would **not** be built all at once

Next, is more detail about each misconception.

## LTD is involved, but it is **not** a Lane Transit District project

- ODOT and Springfield are leading the Main Street Safety Project.
- Main Street Safety Project is coordinating with Main-McVay Transit Study (LTD/City/ODOT project) to plan for transit elements.
- LTD is an interested party and is providing input in order to continue providing transit service along Main Street, now and into the future.

## It's **not** about adding new EmX service to Main Street

- Main-McVay Transit Study had considered EmX, which could have included dedicated, bus-only lanes on Main Street.
- Main Street Governance Team formally removed EmX from consideration in July 2019. EmX is not part of this project.
- Enhanced Corridor transit, which would consist of buses running along the current Route #11 and could include upgrades at bus stops to provide a more welcoming and safer environment for people on foot/bike, and street improvements to provide more reliable, consistent bus service, will integrate into the Main Street Facility Plan.

## It would **not** prevent all left turns on Main Street

- Main Street would have raised medians, but not continuously throughout the corridor. There would be gaps.
- Some intersections would have left-turn/U-turn pockets.
- Other intersections would have roundabouts that allow for all turning movements.
- What's more, raised medians would have mountable curbs so emergency vehicles could drive over them when needed, and there would be no medians directly in front of fire stations.

## It would not need extensive new right-of-way

- In the short term, we would focus construction primarily within the existing curbs.
- Along most of Main Street, the proposed future street design would need four more feet on each side.
- Toolbox includes cross-section variations for location-specific constraints and property impacts.
- Narrowing the street in physically constrained locations will happen during the design phase.

## It's not a one size fits all design concept

- The project would not involve the same street design and mix of elements throughout. For example:
  - 69th – 72nd Streets: consider three-lane cross-section to help reduce speeds and serve as gateway treatment between rural and urban areas
  - 52nd Street – Bob Straub Parkway: Active Transportation Enhanced cross-section with raised cycle track and landscaped buffer
- Toolbox also includes flexibility to modify each street segment during the design phase.

## It would not be built all at once

- Design and construction would occur in phases over the next 5 to 20 years, as funding becomes available.
- Phases are prioritized based on the project's Goals and Objectives, including addressing the highest safety needs first.
- Phasing enables people to see and experience results in early phases.
- Phasing also allows community members to adjust to new street design gradually.

### In Summary:

As shared through e-updates, on the website, and in presentations, based on feedback received during the third round of community engagement, the community continues to want to address safety on Main Street, but the implementation of infrastructure elements needs to reflect a balanced approach to improve safety and support business/economic development on the corridor. And, that the recommended toolbox approach responds to this with simplicity, flexibility, and phase ability.

In summary, the community has reiterated that:

- There really is a serious safety problem on corridor;
- It's ODOT's and the City's duty to tackle problem;
- Our approach is sensible and responsible; and
- We do listen and we do care...and we will make adjustments in design phases.

[www.mainstreetsafety.org](http://www.mainstreetsafety.org)

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