



Other Comment Submission Summary

Overview

Leading up to and including the fourth round of community engagement (3/2/21 – 11/19/21), the project team received 69 comments/correspondence¹ on topics related to the project from 34 individuals. These comments were submitted outside of community group meetings, Local Access Forums, and the Strategic Advisory Committee (SAC) Meeting #6. Twenty-three comments were submitted via the project webpage or sent to the project email address, 32 were sent via email directly to project team members, 11 were made over the phone, and three were in person, with staff responding to comments and inquiries as they were received.

Observations & Values

The greatest concentration of correspondence, about forty percent, reflected the project’s Business Community goal while approximately one-quarter of the comments reflected the Vital Community goal; the remainder reflected the Safety, Mobility, Feasibility, and Transportation Choices goals. Across all goals, the comments can largely be characterized as follows:

- Requests for clarifications, confirmations, or questions following project E-Updates, mailers, and other project outreach plus website navigation questions;
- Appreciation for project engagement, information, and responsiveness²;
- Positive reception for project and positive feedback on draft Facility Plan or specific tools;
- Inquiries regarding design phase engagement and a desire to remain engaged in the project;

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

² Two commentors expressed that online meetings have not been helpful and/or outreach not adequately extensive.

- Concerns regarding potential property/business impacts, during and after construction, including right-of-way, out of direction travel, and site access/usage for residents, customers and freight³;
- Suggestions for alternative solution approaches, including pilot projects, increased traffic enforcement and education, lowering the posted speed limit, and more enhanced pedestrian crossings;
- Acknowledgement of safety problem yet doubt that tools address project goals as presented in draft Plan⁴; and
- Assertions that effort not worth the community benefits.

Two comments related to the outreach and promotion of the Local Access Forums. In response, the project team reached out to various business and residents on the corridor to confirm they had been notified of the Local Access Forums and to better understand their reasons for not attending. Six commentors shared that last minute circumstances, lack of interest, other priorities, the online format, and general agency distrust influenced their decision to not attend the Local Access Forums.

Refer to Appendix A for comment details.

³ One commentor reflected on existing out of direction travel for bicyclists and pedestrians on the corridor, as well as the economic impact of bicycle and pedestrian trips.

⁴ A couple of commentors questioned the validity of the safety problem.

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.
Jerry Hooten	<i>Jerry said that he had seen the Local Access Forums invitation but had not really been keeping up with the latest in the project and maybe lost some momentum and interest. He expressed earlier disappointment that frontage was going to be taken. He said he had not yet reviewed the latest recommendations but would and appreciated the consideration. He expressed that he had no issues with a median or the roundabouts.</i>
Dan Jenkinson	<i>Dan shared that he did see the invitation to the Local Access Forums and while he understood the reasoning for them, that the format of online meetings was not really in line with his style of communication. He stated that he prefers to be able to be on-site and walk and talk with face-to-face communication as had happened with the pedestrian crossing projects. He noted that he and others may feel that after the initial meeting a few years ago many felt that the outcome was preordained and that it did not matter how many additional meetings or comments were received that the City would do what they wanted anyways. Dan expressed that loading and unloading of vehicles from Main Street is an issue for him and when he uses the side street if cars are parked it blocks thru movements and is not ideal with the residents becoming upset. He said that other dealers in the vicinity also use the two way left turn lane for loading and have similar issues which would be compounded with the loss of the two way left turn lane and/or use of the local roads for loading and unloading of vehicles. For him, the biggest concern was any possible loss of frontage as he sees it as a possible business killer for him. Dan expressed appreciation in the call and project status update.</i>
Jean Bewely	<i>Jean shared that she saw the invitation to the Local Access Forums, but it is tax season and they are very busy, so attending a meeting which she had limited interest in and being busy in other work was why she did not sign up to attend.</i>
Charlotte Crawford	<i>While talking with City staff about the 66th pedestrian crossing installation, Charlotte said that she had received notification about the Local Access Forums but was not interested in attending and only really wanted to comment on reducing the speed limit down to 35 MPH.</i>
Dani Wright	<i>Dani informed the project team of health challenges that prevented her from attending the Local Access Forums and she requested that a project team member get in touch with her to discuss possible impacts and concerns to her property.</i>
	I touched base with Joe T and he said that there was less then 10 people that attended the forum. Five of the guests where his lawyer, sons etc. I don't believe the forum was successfully promoted. The email outreach did not succeed. I'll reach out to my email list of businesses and see if they knew about the forum. Just to help you with feedback. You would think with 400 business and 30000 residents that there should be a quorum of interested parties before a consensus before decisions are made.
	Hmm. I own 2 businesses on Main St. No postcards. No one I know received a postcard or email. No one I know Knew about the forum. Whatever the case the last open house had 56 people this one 11. The notifications are not working to the community at large's benefit.
Isabel Jones	I am sorry I didn't attend. I had an unexpected visit from my niece who lives in North Dakota. My apologies.
Brad & Sally Welt	We met in 2018 when you came by our business, Giant Burger at 38th and Main to talk about the project. I'm just curious if anything has changed in the last few years regarding the measurements of the width of the road and where the sidewalk borders the north side of Main St. Our building is very close to the road currently, there's not much room to give. We're also curious if the trees have to come down? The phone booth and the sign moved? We also own a small rental house on the same property and our tenant is a bit concerned as well. I tried to weed through the info in the update you emailed out today to no avail... any info you can forward will be greatly appreciated!
Sabree Hamel	Hope this email finds you well. I am wondering, after re-reading this email, if I might virtually attend the meetings without participating? I see that giving priority to those directly affected makes sense but without participating I would not be taking up their time, but still be educated.

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	Thank you for your quick response. Although I won't be able to attend/watch on 5/10 I can sometimes see them on their you tube channel later, not always not sure what it is based on. And thank you for the link.
	Thank you [for the link to the 5.10.21 Council Work Session]!
Kevin Schaper	<p>I just watched the council meeting and I found myself considering Counselor Pishioneri's example of a person who lives on Main Street driving and how much out of direction travel they would have - but from the perspective of a person who walked instead. Just fiddling with google maps, it looks like out of direction travel time to cross the street for Google's walking speed is about 10 minutes if you're halfway between crosswalks? Does that sound about right? I attached a couple of images below, Google renders the direct crossing a little strangely, but my understanding is that T intersections are legal crosswalks in Oregon (can you confirm?), though obviously not safe at current speeds of course. I'm curious if this project has a minimum acceptable time limit for out of direction travel for pedestrians like it does for drivers? Given that long out of direction travel for a pedestrian is a likely driver of less safe crossings (legal or not), especially for senior and mobility impaired pedestrians who may be challenged to walk a half mile, this seems like an important safety consideration. Since these discussions seem to focus on economics almost more than safety, I would also add the important but perhaps not often considered point that people who do not drive do spend money. One study in fact showed that they spend 40% more than drivers. Thanks for all of your work on this project.</p>  <p>Thank you! There's a lot to dig into here but reading the definition of Urban mix and seeing that it's being applied all the way out to Bob Straub is very exciting. Have a great weekend.</p> <p>I have a question based on the documents, the example image on page 10 of the document the refined alternate solutions seems to still show 2300+ feet between crosswalks. Would the 250-550 distance between crossings go in as additional RRFBs, some other treatment, or might it actually stay as 2300+ feet between crossings based on council direction? Thanks so much for helping me get a better understanding of the project!</p>
Bill Boresek	<p><i>Bill left a voicemail stating that he had just come across the Local Access Forum postcard on his desk from earlier this year and had spoken to someone in the past about the project so was looking for an update. When City staff returned the call, Bill said that what is of most interest to him is maintaining driveway access for the post office distribution facility on his site. He would like to stay involved in the project - he thinks it is a great thing and the project will make Main Street safer. His main concern is that is if it is not constructed correctly it will be devastating to some, such as the mail carriers who make use of his property. Bill noted that this is a big project and asked for clarification on the timeline. He said that the conversation had been very helpful.</i></p>

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Lisa Edelberg	<i>Lisa left a voicemail noting that she had been engaged with the project early on and wanted to get a status update. When City staff returned her call she confirmed that she had received the most recent E-Update but found it challenging to understand where we are with the project and impacts to properties. She asked about the median recommendation in relation to her property and reiterated her concerns regarding freight access. She asked what 'long-term' means as it relates to the cross sections. She thanked staff for taking the time to explain the status of the project a little more clearly, noting that it made sense that she couldn't translate what the E-Update was trying to convey because things are still vague.</i>
John Tamulonis	Thank you for hanging in over the long-term to get these long needed and long desired improvements! No simple thing to accomplish over seven miles and seven years and 700 meetings! Great kudos for your work, vision and perseverance [in spite of dubious reluctance from many officials over those years]! Your good hands are quite evident! I appreciate the effort in difficult times. I hope all is well with you and your family! Stay safe and be well!
Mike Koivula	Great news about the additional funds for Main St! I had asked ODOT (Don Hamilton) about this program back in May, but they hadn't yet determined where they would go. It looks like a good plan to increase safety, including on 82nd in Portland, which is where a lot of the funds could go, too. A couple of questions: could there be some pilot safety programs tested through these funds to install some raised medians that are part of the Main St safety design concepts? This would be a good way to test efficacy and also maybe prove to some businesses that the medians won't hurt their customers as badly as they fear. The other question relates to lighting. I find the LED street lights very harsh and glaring. Are there any new light fixtures or bulbs that might reduce this, while still providing better illumination? I think some of the downtown LEDs resemble a gulag. It would be great to find the latest research on this. We need to try to cut down on light pollution as much as possible. Thanks
	Thanks for the timely answer. Again, great to get these new funds!
Tim Hilton	Hi, I want to congratulate you on the work you've done so far for the Main Street Safety Project. You've presented a clear vision and I feel you've done a good job with communication. I have some criticism though. First, I believe the roundabout at 21 st Street and Main is a terrible mistake, as well as all of Phase 7. It's the only roundabout location I object to, and that is because it's my opinion that the architectural character of Main Street west of 28 th doesn't conform to what is found in the rest of the study area yet it's treated systematically as if it did conform. Secondly, I can't help but notice that the "example" area that shows a new roundabout at 54 th Street and Main (figure 33) where it makes sense. It's misleading though because that same roundabout at 21 st would threaten the Paramount Center, and the coup de grace of Phase 7 seems to insure ultimate demolition. The Paramount Center is a notable, remarkable, historic preservation success. That place is a blue-ribbon example of restoration and re-use of a historic property. It is also a local landmark to everyday users of Main Street. It is also a very successful neighborhood commercial node and is the gateway to the residential tracts to the north. Alas it has no official historic designation at this point, I'm sure the community would soon consider it that way if it were to be demolition was threatened and may move to list property on the National Register of Historic Places, NRHP. I suggest the planning team think out of the box for Phase 7 and the area west of 28 th Street. The long-term goal should find a way to coexist and sustain the existing urban fabric in this particular area. There isn't a lot of traffic on 21 st Street so this is all about the traffic on Main Street. So why sacrifice and ruin 21 st Street, which works very well already, for the unloved intersection at Main Street? Can't there be the possibility that the Paramount Center remains, and the traffic solution can be resolved in a way that features Paramount Center as a landmark and nodal center? There's an example already for what I'm suggesting within the city

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	<p>limits: the intersection of Harlow Road and Laura is closer to the roundabout at Pioneer Parkway than 21st Street is to 28th Street, and that doesn't cause congestion <u>and was the result of analysis similar to yours</u>. Something like that would be much more appropriate for the intersection of 21st Street and Main than the present suggestion of a roundabout. Thank you for your attention! Please feel free to contact me.</p> <p>Thanks for the response! The Tech Memo #15 proposal looks good. I want to say that I think these proposals are first rate and demonstrate techniques that have successfully been developed in Europe since the 1970s to reduce safety and user problems that arose in circumstances exactly like Main Street. I also think that these improvements will result in a whole new way that users think of Main Street and will guide future development and growth. I think there're also for Re-use and Preservation opportunities that may result. Really good work! Thanks again.</p>
David Gibson	<p><i>David left a voicemail and submitted a comment via the project website requesting more clarification regarding the implementation timeframe.</i></p> <p>What is the proposed timeline for this project? Phase I will affect Les Schwab and we would like to plan accordingly. Thank you.</p> <p>Thank you [for the information].</p>
Jon Heacock	<p>Thanks for the information on the facility plan. Couple of questions - we are owners of the subway property in the NE quadrant of 42nd/Main street. I notice that this intersection is part of phase 1 level project list. On page 40, the summary of impacts studied for businesses mentioned access and out of direction travel associated with raised medians and roundabouts and their approach medians. This will be a major concern at this intersection and adjacent roadway segments that provide critical access to businesses in this area.</p> <ul style="list-style-type: none"> - When will we expect specific engagement regarding any phase 1 project and providing viable designs - what have the traffic studies shown on operations at this proposed roundabout during peak hour operations and the potential impacts to any adjacent accesses - the report discusses having reviewed impacts of raised medians on similar projects, can you provide any study results for impacts of roundabouts and raised medians to adjacent business and access. Because there is no other city street system to serve these properties, it seems like the only solution for drive by traffic will be to go out of direction to the next opening or intersection and perform a "U" type of turn. I am not sure how this will be made safe and in fact not sure any driver would be willing to make to get to businesses. <p>Thanks - A couple of follow-up questions:</p> <ul style="list-style-type: none"> • Roundabouts are great for overall delay because during non-peak hours no-one is stopping, but with a business that relies heavily on access during peak hours I am interested in backup and delay during the peak business hours for roundabouts. • Below is a copy of the very rough roundabout layout at 42nd street. Our property is on the far-right side in the NE quadrant, there is no access shown from Main Street ere I am assuming this is an oversight, but the drawing should be corrected, even in the concept phase to correctly show this access. Also, on this same drawing you can see that there is no city alley/street at the back of the Arco, Arby's and Subway, which will need to be added if the Raised median is installed on Main Street. Without this the impacts of the raised median will be catastrophic for Arby's and Subway. <p>Thanks, what I said doesn't make allot of sense when I look back as it as well, sorry to waste that time for you. There are way too many tech memos and studies to keep track of for me, you all have done a good job of trying to keep everyone engaged and answer questions. It comes as no surprise, that our business concern is getting customers to the business. With a roundabout at 42nd street and the raised medians on Main street, this changes all of our locations operations and potentially cuts off a majority of our potential customers. Assuming out of</p>

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	<p>direction travel will work for this location is just not the case. As noted in the EcoNW memo snip below, out of direction travel is most impactful for pass by businesses and especially those between 42nd and 54th street. I am not sure how you solve this problem, one solution is that in addition to our access from main street, the City/State could install a local backage road in this area as a part of the project. When your team gets the opportunity, we would be glad to meet and discuss this at any time and the sooner the better</p> <p>Thanks. We will continue to be engaged and make the comments we hope are relevant to the planning phase, as well as after the future development phases. It would seem appropriate to ask for new city streets/alleys to be considered and included in any updated city comp plans, etc.</p>
Dani Wright	<p>Hello, I have stated that I do not have 4' to give, I do not believe the expense of moving telephone poles, fire hydrants and general utilities is worth the extreme loss of business revenue for the gain of 4'. work within the frame of existing Main St. look at open areas for the LTD pull overs. Look at the intersections that need help. Bob Straub has room and needs controls. No person, business or revenue will be thrown out of their livelihood.</p> <p>Hello, Wright's Property Acquisitions says stay within the footprint of Main St. Do not take our parking, access and mobility.</p>
Leon Search	<p><i>Leon left two voicemails requesting more information regarding the project. City staff returned the call, and his voicemail directed the caller to his cellphone number. Staff also called the cellphone and left a voicemail apologizing for the delay in a return call due to staff work schedules and asking him to return the call at his earliest convenience.</i></p>
Bill Boresek	<p><i>Bill left a voicemail stating that he received the postcard with the draft Facility Plan information. When City staff returned the call, Bill requested an in-person meeting. Bill said that he had reviewed Tech Memo #15 and the draft Facility Plan and overall it seems like a good plan and is pretty easy to follow for the lay person. He said that he understands the gist of what sparked the project. He acknowledged that it will have an impact on a lot of property owners with a lot of driveways and that not all will be happy but it seems like City staff are trying to do the best for the community. Bill asked clarifying questions regarding the project schedule and process, implementation costs, funding sources, the Balanced Width cross-section, driveway density, and LTD service. Bill asked how the enhanced pedestrian crossings on Main Street are working out. He also asked if the City is happy with how the existing roundabouts in Springfield are functioning, noting that the Franklin location seems like a challenging choke point that works well. He asked about crash statistics before and after implementation. Bill noted that he was pleased to see that in the preliminary conceptual drawings that no median is shown in front of his property and he wondered how likely that will continue as the design advances. He shared that in addition to customers the postal service tenant has 20 mail carriers and semis that need to access the site regularly. Bill asked for more specificity, if possible, regarding the likely timing of funding/design/construction for Phase 4. Bill asked if he will be informed before design is finalized for the segment in front of his property. He asked about ODOT's engagement in the planning phase. Bill said that he has always found Springfield staff to be reasonable and have the community's interest in making the community better. He added that it is hard to keep all people happy but the flexibility in the plan is important and not always found in other communities.</i></p> <p>Good morning, thank you for the follow up!</p>
Halle Hester	<p>Recently, it was brought to my attention that there is soon to be construction on Main Street. I believe this will cause more damage than good to our community. With medians being put in, this could cause more accidents and lots of confusion. More people are less likely to stop, let alone, slow down. This is also a huge inconvenience for small businesses that currently run up and down Main Street. As someone who works</p>

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	<p>for a locally small business, I strongly believe this will ruin the respect that people have developed for Main Street. Along with that being said, shipments will be more difficult for truck drivers who drive semi- trucks. Unfortunately, putting a median seven miles down main street along with roundabouts, will NOT help with safety NOR will it help with people slowing down and stopping. This is ruining our community and we do NOT want change. Sincerely, A concerned patron</p>
Erin Arney	<p>I wanted to address my opinion on the Main Street reconstruction project you guys are planning. I feel that this project will cause many issues, not only for safety but it will affect many small businesses. Safety wise round abouts can cause many accidents. People tend not to yield when they are supposed, and large trucks cannot easily fit through these roundabouts which can cause blockages and accidents. As far as small businesses, this reconstruction would cause businesses to lose costumers and make it difficult for product to be shipped in. It would cause businesses to lose customers, for example instead of it taking them only 5 minutes to get down main street in the past, it would now take them 20 minutes causing them to go to a bigger box store where they can get there faster. It would also cause issues with trucking shipments, because big semis cannot easily fit through roundabout and would have to completely reroute due to medians. As someone who has lived here my whole life, and who is employed by small business and supports many small businesses along main street, this will ruin many small businesses. It may even lead to places having to be shut down. Main Street is known and respected for its small businesses, don't ruin that for people. Thank you!</p>
Sally Murphy	<p><i>Sally called to note that she is getting error messages when she tries to access the MSSP website using Google Chrome.</i></p> <p>Thanks. Guess I wasn't clear on what I'm looking for. I HAVE been able to access what you sent but trying to dig deeper to get specifics is where I'm running into trouble. The message I receive says "this website may be impersonating "main street safety.org" and tells me to go back to the previous page. Is there anywhere that I can see what the actual "blueprint" shows? Such as median locations, and how are they planning to access four more feet on either side? Etc. Thanks for your help, it's hard not being there to walk in and ask!</p>
Bonnie Mogstad	<p>I am concerned about your plan to put center meridians down Main Street. I live on the south side of Main Street and have a very hard time pulling out of my drive to go west. I usually have to use the center lane to get into traffic. Also coming from the east and turning into my drive would be utterly impossible without a center lane. Pulling out of our drive with trailers (which we use) would even be more problematic. There are driveways every 50-90 feet down Main St. Are you going to make gaps that often in the meridian? What about multi-family units going up along Main which the City is encouraging? That means more traffic trying to get past the meridians. Being able to do U-turns is NOT a safer way to manage traffic. The big trucks that travel Main St cannot safely stop on a dime to avoid a vehicle doing a U-turn nor even the average driver. With a meridian there is nowhere to go to make a safe turn. On the issue of round abouts, they may be useful some places, but Main Street is a major corridor for travel going east and west. We need to accept that fact. It would not be easy, maybe even impossible for a large oversize truck to manage one roundabout let alone several trying to get to and from Springfield. Also how is a roundabout handled with regard to pedestrian traffic at an intersection? I am concerned about that too. I agree that Main Street has safety issues. But maybe we can reduce the speed and ENFORCE it for the full stretch to 79th. Also, I believe the pedestrian crossings are a good measure, let's have more. Traffic lights also slow people down, let's have more. Another concern which may or may not be a problem is who will be paying for new sidewalks etc. Are you going to be sending Main Street owners a bill for all or any of this? Or a new addition to our tax bills? With COVID your public meetings are really not too helpful. There needs to be more outreach to the public such as maybe via the local news? More mailings etc. I have signed up for your emails but not all people use email. I hope you do more work on your plan to make it fit our community better.</p>

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	<p>Thank you.</p> <p>I don't quite understand your map and comment thing, how do I see comments and your responses to them? Also, you did not answer my question of what you mean by consolidating and relocating driveways. Thank you.</p> <p>Sorry guess I did not ask before about driveways. But am asking now. Thanks.</p> <p>Thank you for responding. As I am in east Springfield and hopefully some time down the road for these changes. I will wait and see for now. I am sure I will ask for more as it gets more refined.</p> <p>Are you going to have any community feedback sessions ahead of approving the draft? I have not seen anything in the mail from you and I think many residents going to be affected by this do not even realize what you are planning. The idea of medians needs a lot more explaining. I cannot see how that is going to stop rear end accidents and as for turning accidents having u turns on main street is certainly not going to be helpful. People will be doing a u turn at a slower speed than traffic causing more potential accidents. Also losing the center lane leaves vehicles nowhere to go in case of a problem, no way to enter and exit main street. Roundabouts are also excessive, they will be hard for trucks to navigate, take away property owners land, and what about pedestrians and roundabouts? They can't be good for the pedestrian. Also, I would like to know more about what you mean on the consolidation or relocating driveways? Are you going to take away our driveways? I posted about this project on a facebook neighborhood page and was amazed at how many responses I got from people who know nothing about these plans. I saw the blurb on the news. It does not say anything about being able to review these plans and is very misconceiving. I agree Main Street needs work to be safer but what is being proposed is very drastic. Having more pedestrian median crosses is good, also more traffic lights at intersections and reduce the speed limit all the way would make much more sense and slow the traffic. I look forward to hearing from you. thank you.</p> <p>I have talked with someone, and yes my mailing address is 6617. Thanks for responding.</p>
Garon Tornell	<p>I would like to express my opinion about this meridian proposal. As a person who drives a delivery truck all day between 42nd St and 75th St this would greatly inconvenience my day and also complicate my route. I cross over Main St quite often during my day and it is hard enough as it is now to do so. Having to turn right on to Main just to find the next opening, then cross over and then turn around and then turn right would be a killer to my efficiency. Plus, I honestly don't see how this is going to be a safer scenario. There are still dumb drivers that are going to get angry and do stupid things. Please, please, please don't do this!</p> <p>So, there are so many holes in these arguments. What was the demographic of the people that were talked to about the medians? Was any thought given to the fact that almost all of the rear end collisions and turning collisions are due to distracted driving? I sit high up in a FedEx truck all over Thurston. I see people texting while driving all the time. I also witness aggressive driving all the time. I saw that we only have till October 25th to voice our opinions, is that correct? Or has the decision already been made? (It kind of sounds that way in your email). I would love to be able to talk to someone face to face. Has this been voted on? I don't remember seeing anything in the voters pamphlet about this, and this is a pretty big project. So how can I make my voice and the voice of hundreds of Springfield residents known?</p> <p>If I had some kind of assurance that my thoughts, opinions, and ideas would have any sort of effect on the decision that is made, I would love to be part of that meeting. But I do not want to spend time and energy on something that has already been decided. So, I guess if you could let me know, is it worth my time to show up at a meeting where this is being discussed so that I can voice my thoughts and opinions?</p>

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	<p>So, two days ago I emailed you and I haven't heard anything back. My number is 541-953-1878. If there is a way for me to make my opinions vocal to a group in a meeting of some sort could you let me know?</p> <p>I have all next week off. I could meet with someone to discuss this topic then. Will that work?</p> <p><i>When City staff met with Garon he shared that he has worked for FedEx for 15 years and for 7 of those years he has been delivering in Thurston, between 42nd and 75th Streets. He noted his observations of driver distraction, aggression, and impatience on Main Street, as well as his approach to and experiences with navigating the corridor. Garon asked numerous clarifying questions regarding crash data; median, roundabout, and cross-section recommendations; Bob Straub interchange area improvements; and community outreach and engagement efforts. Garon stated that he has no problem with the recommended tools but expressed that he still feels like the project is putting a band aid on a symptom rather than addressing the root causes of driver behavior. Garon said that his questions had been answered and he appreciated the time that staff took to meet with him.</i></p>
Sarah Kamassai	<p>I work on 42nd and live on 57th. The proposed changes to Main Street will not reduce wrecks, injuries, or property damage. It will cause more traffic and therefore more wrecks and injuries. If you're turning left onto Main Street you will still have to cross two lanes of traffic. If medians are added, u-turns will cause traffic to be backed up. It will also lead to confusion on whose turn it is if someone is trying to make a right turn going the same way the person is u-turning, thus, causing even more wrecks and backups. I suggest ticketing people who drive over the speed limit / recklessly and seeing what happens to the numbers. The other alternatives you have presented: at-grade separated bike lanes and curb-tight sidewalks can improve pedestrian / vehicle wrecks. A roundabout would make sense at 69th. That's it. The total proposed cost of changes is ~\$133,000,000. The effort outweighs the benefit. Thank you.</p>
Amy Paslay	<p>The plans you are planning are dangerous and no good! We have semis coming through this area due to other roads having length restrictions and you think a big truck like that will safely drive through roundabouts what about the residents that live directly on Main either way if you put in medians to get your "safety corridor" because let's face it that's what your intentions are. This will make it extremely hard to go to either side of Main Street. Let's rethink your plan to a safer and smarter plan!</p>
Rickie Seeberger	<p>This plan is not only dangerous but ridiculous! Not only do you want to put 5 turn abouts and medians all the way down Main Street to 72nd you want to add in a Dollar General at the tip of that. This is insanely irresponsible! We have enough wrecks out here for this to be added to the mess and a store in a residential area!!! We do not want your bigger town out here. Move along to Eugene where they allow homeless and non-thought-out plans and leave our streets alone! This is a major roadway for semi trucks. This is not safe nor smart putting roundabouts in when so many trucks are involved! Let alone all the homeowners you will be screwing on both sides of the street. This is not well planned nor planned by people who actually live out here. Again, leave our streets alone! Your upscale crap isn't wanted out here!</p>
Larisa Worthington	<p>I just found out about the medians and roundabouts that are being planned, and I absolutely disagree with this model. Will there be meetings coming up, or is this already a done deal? Are we going to get to vote on funding this project? Thank you.</p>
Michelle Richardson	<p>Just some feedback from a daily driver of Main Street. The 6 pedestrian crosswalks installed along Main Street were unfortunately not the answer. I drive Main Street in multiple sections daily and watch adults choose to not use them, running and sometimes walking across all lanes of traffic when they are less than a block from the installed crosswalks. I am also not in favor of roundabouts being added along Main Street if they will be double lane like the one over by gateway. The roundabout over by gateway I drive daily, and many people do not use it properly. I have witnessed many close calls and several accidents within the roundabout due to it being multilane. From my experience and observations</p>

Contact	Full comment – <i>italicized text</i> summarizes phone call or in-person communication.
	there are many more issues with it than a traditional traffic light. Please ask for community feedback and input before installing any more crosswalks or roundabouts. Thanks!
Jody Scott	The proposals are ridiculous. A center median instead of a turn lane? Roundabouts? Changing or moving entries into businesses? It sounds like change just to change. The 35 MPH speed limit is bad enough for traffic flow.
Anonymous	You would think a government entity like ODOT would play by the rules and set a good example, but obviously not. Even though everybody and their brothers nail garage sale signs to the power poles, it's against the SUB rules. While probably not a criminal offense, it is against the rules and does not make SUB happy. ODOT really should remove all the nails that they pounded into the power poles to stabilize their signs. I know there's no point in emailing ODOT, since I emailed them many years ago to let them know the solution to preventing all the accidents, that happen daily, on I105 between Coburg Rd and I5. They never even had the courtesy to email me back. Instead they just dumped millions of dollars into Delta and Beltline. Oh wait, the "Randy Pape Beltway."
Donna Howe	<p>I went to Thurston High, I have lived of Main St. 22 yrs. I have watched in horror people ran over, the impatience and aggression of the many speeding drivers, I'm am begging you to please do not add to this already congested, dangerous highway by putting Meridians down Main. It's a horrible idea, if anything we need more crosswalks down Main, this will just add to mote people being killed. We need that middle lane period. This will be one of the hazardous things you could do to Main St. and the people that live here! Sincerely, a very, very concerned already frightened Citizen of Springfield and Main. 🚑 ⚠️ 🛑 ❌ 🚗 🤔 😞 🙄 🙅 🙇 🙈 🙉 🙊 🙋 🙌 🙍 🙎 🙏 🙐 🙑 🙒 🙓 🙔 🙕 🙖 🙗 🙘 🙙 🙚 🙛 🙜 🙝 🙞 🙟 🙠 🙡 🙢 🙣 🙤 🙥 🙦 🙧 🙨 🙩 🙪 🙫 🙬 🙭 🙮 🙯 🙰 🙱 🙲 🙳 🙴 🙵 🙶 🙷 🙸 🙹 🙺 🙻 🙼 🙽 🙾 🙿 🚰 🚱 🚲 🚳 🚴 🚵 🚶 🚷 🚸 🚹 🚺 🚻 🚼 🚽 🚾 🚿 🛖 🛗 🛘 🛙 🛚 🛛 🛜 🛝 🛞 🛟 🛠 🛡 🛢 🛣 🛤 🛥 🛦 🛧 🛨 🛩 🛪 🛫 🛬 🛭 🛮 🛯 🛰 🛱 🛲 🛳 🛴 🛵 🛶 🛷 🛸 🛹 🛺 🛻 🛼 🛽 🛾 🛿 🚏 🚐 🚑 🚒 🚓 🚔 🚕 🚖 🚗 🚘 🚙 🚚 🚛 🚜 🏠 🏡 🏢 🏣 🏤 🏥 🏦 🏧 🏨 🏩 🏪 🏫 🏬 🏭 🏮 🏯 🏰 🏱 🏲 🏳 🏴 🏵 🏶 🏷 🏸 🏹 🏺 🏻 🏼 🏽 🏾 🏿 🏠 🏡 🏢 🏣 🏤 🏥 🏦 🏧 🏨 🏩 🏪 🏫 🏬 🏭 🏮 🏯 🏰 🏱 🏲 🏳 🏴 🏵 🏶 🏷 🏸 🏹 🏺 🏻 🏼 🏽 🏾 🏿</p> <p>On another note to add to the e- mail I have already sent with all of Main St. bumper to bumper because it surely will be worse with a Meridian in the middle, how in the world do you think ambulances, fire trucks, Police racing by in an Emergency. We Do Not Need Main St. Meridians of all things, PLEASE, WE DON'T.</p> <p>No, this is exactly why we do not need medians!</p>
Christine Landry	Hello, our family has lived at 6415 Main Street for over 16 years. I am very familiar with the workings of Main Street and the speeding problem. It got much worse when the 45mph speed limit was moved west past Mountaingate a few years ago. I have looked through the plan that the city has for Main, and I am honestly horrified. How am I supposed to pull left out of my driveway with raised medians? How is my husband supposed to back his trailer in safely with raised medians? It has been quite obvious to me for many years that the main issue on the street is the excessive speed and the lack of crosswalks. I sit in my living room each morning and watch log trucks, construction trucks and civilian vehicles speed by at 55-60 miles an hour (faster at 4-5am). Lowering the speed limit is the most cost-effective solution. Make the speed limit 30 from 58th all the way up to 72nd and you will see the accidents greatly reduced. It will also be much safer for pedestrians crossing to get to the parks and to the bus stops. What is the cost of lowering the speed limit compared to what you have planned? I bet it's A LOT cheaper. Stop wasting our money and use it to put sidewalks into some of the Springfield neighborhoods that don't have them. While you're at it, repair and resurface the streets on some of those neighborhoods so they don't look and drive like bumpy patchwork. There is currently only one crosswalk between 58th and 69th and it's at 66th. That crosswalk was obviously poorly engineered, and most don't use it because it's not safe. Why is it not safe? BECAUSE THE TRAFFIC IS GOING TOO DANG FAST! In closing, I am AGAINST your proposed changes. REDUCE THE SPEED LIMIT and then you can put in some regular crosswalks. There is no reason to have vehicles speeding through our nicest neighborhood in Springfield going 55 except no one wants to lower the speed limit. Just do it, and the road will be safer. Then have SPD patrol a little more often. It's a much cheaper solution. Show the citizens that you care about how their money is spent.

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Kevin Schaper	<p>It's always a challenge with transportation projects to give the right feedback at the right time. Now that I've seen the phasing, I would like to ask the project team to consider whether a quick build project can be implemented across the entire project area while we wait for the funding and sub projects to happen. The parallels between PBOT's East Glisan Safety Project and our Main Street Safety Project really stand out to me. The traffic volumes and surrounding built environment seem very similar, and what they achieved with a relatively small amount of money is really impressive to me - in particular the massive reduction in top end speeders. https://www.portland.gov/sites/default/files/2020/evaluation-report-glisan-dec-2020.pdf. I would like the project team to give consideration to whether some of the lane reduction tools applied on NE Glisan could be applied to Main St as interim traffic calming so that we can get the safety benefits of reduced speeds across the entire project area as soon as possible. Thanks for all of your hard work on this huge project.</p>
Joe Tokatly	<p>This communication is in response to the Main Street Facility Plan Draft dated September 2021. I have been involved in this project on many levels for several years. I am in total opposition to what is recommended in the toolbox of solutions. The entire premise of safety concerns on this corridor is questionable. My position is confirmed through the city's own documents. As to the idea of congestion and improved quality of life, these concepts are absurd. I am prepared to provide evidence for my assertions. My opposition to this project stems from the following:</p> <ul style="list-style-type: none"> • A raised median will create a lot of out-of-direction travel which is environmentally unsound. Not to mention the delay and difficulty of reaching any given destination which will reduce business activities on this corridor. • The nine roundabouts have a huge footprint which will devastate many properties and businesses. The cost on so many levels for such a solution is unwarranted. The safety record for pedestrians and bicyclists navigating roundabouts is also very alarming. • The additional taking of land to increase the ROW from 80' to 88'-96' is also devastating to all the adjacent properties along the entire corridor. Reducing parking facilities and make circulation a nightmare for already challenged properties. It is not a fair and balanced approach when you enhance the existing facilities for some users at the expense of others in a community. <p>In summary, this is a pipe-dream-pretty-project for the City and ODOT, with a high price tag for many of us in the business community as well as taxpayers in general. The potential negative outcomes will far out way the potential benefits for our city.</p>
Connie Hottinger	<p>This traffic light, although was updated, is horrible! I will sit for several minutes at a time with no traffic, or very little traveling across. Can you please, please, please, update the sensitivity so that we are not waiting so long while no cars are crossing thru?</p>
Michelle Smith	<p>To whom it may concern, I am a homeowner of Main Street and would like to know how I can leave feedback that will be heard. I just became aware of this project and had not been informed prior about this project in the works. I am looking for who I can contact to give some personal insight of some ideas I may also have in addition to add to this project. I have been a homeowner of 6610 Main Street since 1997. I am a Mother of 7 and have seen the many changes and that safety is of upmost importance. Please direct me in the right direction to speak to someone please.</p> <p>Where can I find the public meeting calendar? I am just now learning of this project and would like to be included if possible. I have been a homeowner since 1997 located with a 66th and Main Street address. I would like to add a few key points such as: Red light cameras, why are these not being used in our large intersections such as Bob Straub or 58th and Main street? The closest destination to our city is Albany who have multiple red light cameras installed. People run red lights daily especially in the 58th and Main intersection as well as the large Bob Straub and Main intersection. I also do not understand why the speed limit resumes to be 45. The change on Main went from 40 to now 35 but</p>

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	stopped the change right after 60th Place. Why was this not continued down past the cemetery? I would like to know how to become more involved in helping add feedback and such. I have signed up for the emails.
Isabel Jones	<i>Isabel left a voicemail saying that she thinks improving safety on Main Street is a wonderful idea. She asked for clarification regarding how the taking of land for the long-term cross-section would work - would the City take care of a new survey, updating property records, and would property owners have to pay? When City staff returned her call she thanked them for getting back to her.</i>