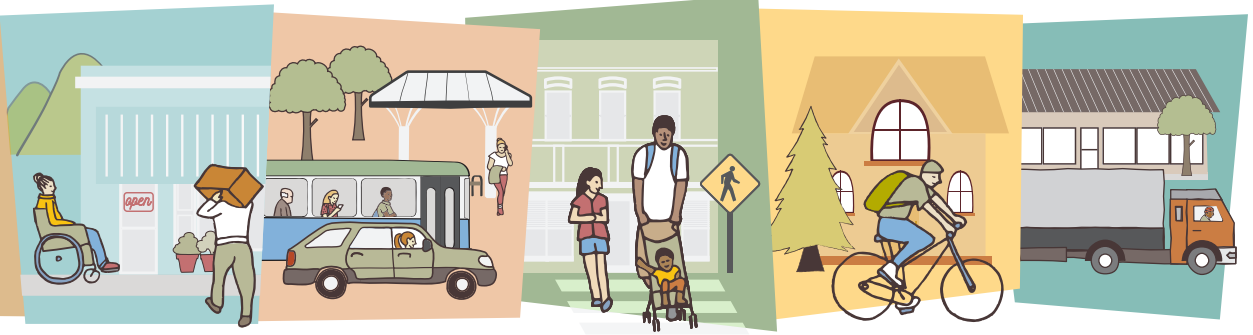


OUR MAIN STREET SPRINGFIELD



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.

Draft Facility Plan

The main points and overall recommendation of the Draft Facility Plan are on the back of this fact sheet. You can also review the Draft Facility Plan and give feedback at mainstreetsafety.org.

How to Give Feedback

- **Email:** info@ourmainstreetspringfield.org
- **Website Comment Form:** mainstreetsafety.org then select "Contact Us"
- **Public Meetings:** times and dates to be posted on mainstreetsafety.org
- **Mail:** City of Springfield, Attn. Main Street Safety Project, 225 Fifth Street, Springfield, OR

Timeline

- **Fall 2021:** Draft Facility Plan will be shared with the Technical Advisory Committee and Strategic Advisory Committee, adjacent business and property owners, and the community at-large to give feedback.
- **Fall 2021/Winter 2022:** The Planning Commission, Main Street Governance Team and City Council will review the Draft Facility Plan and community feedback.
- **2022:** Adoption hearings.

Project Area



<https://mainstreetsafety.org>

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Draft Facility Plan

The community has reiterated that there really is a serious safety problem on Main Street. Community input and values shaped the goals, objectives, analysis of potential solutions, and final recommendations that address the specific type of crashes that occur on Main Street. **The recommended safety solution toolbox approach responds to community desire for simplicity, flexibility, and phase ability, as outlined below.**

Plan is Ready for Your Review

Visit mainstreetsafety.org to review the entire plan and then provide your feedback.

How to Give Feedback

- **Email:** info@ourmainstreetspringfield.org
- **Website Comment Form:** mainstreetsafety.org then select “Contact Us”

More options listed on front page.

Tools include:

Raised medians do the most to reduce conflicts and move turns to safer locations. They can also make pedestrian crossings safer.

Raised medians would:

- Reduce crashes by nearly half, and limit out-of-direction travel for business access to about 30 seconds, on average (when combined with roundabouts).
- Reduce turning conflicts by moving turns to safer locations and create more opportunities for safer pedestrian crossings.

Roundabouts instead of intersection signals would:

- Improve safety at major intersections.
- Reduce congestion.
- Make U-turns easier when raised medians are present.
- Enable freight trucks to make U-turns.

Street cross-section upgrades would balance improvements for walking and biking with property impacts. For most of Main Street, the long-term cross-section would be four feet wider on each side.

Approach includes:

Adjustability: Most of Main Street would get raised medians, but we will adjust their locations to meet the needs of all users. Some of the Guiding Principles we’ll use include:

- Keep openings at major intersections.
- Allow left turns and U-turns at minor streets where possible.
- Keep left-turn access to major traffic generators.
- Allow for emergency vehicle access.

Gradual change: As we secure funding, solutions such as roundabouts, raised medians, and street cross section upgrades will be added in phases. Chapter 5 of the Draft Facility Plan provides an implementation plan with guidance for which intersections and segments of Main Street to prioritize for safety upgrades based on the project goals and objectives.

Location: The plan includes cross-section variations for location-specific constraints and property impacts—not “one size fits all.” Also, the plan recommends constrained cross-section upgrades at first, with minimal widening.

Additional recommended upgrades include low-cost systemic safety upgrades, such as better street lighting and fewer driveways, and accommodating Enhanced Corridor transit.

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 the problem. Our approach is sensible and responsible. We do listen and we do care. ODOT and the City will continue to listen to stakeholders and make adjustments in future design phases to ensure the safety, business community, mobility, transportation choices, vital community, and feasibility goals and objectives are met.