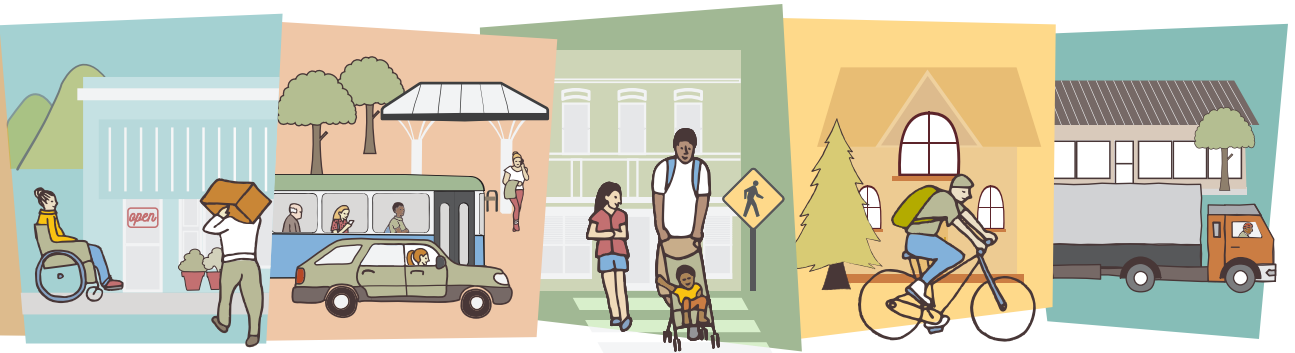


OUR MAIN STREET SPRINGFIELD



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

Clearing Up Misconceptions About the Project

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 Main Street Governance Team and the City Council.

We have also heard some misconceptions about what the Main Street Safety Project is or is not. We want to clear up those misconceptions.

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

- 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
- It's **not** fully funded for design and construction
- It would **not** prevent all left turns on Main Street
- It's **not** an enforcement and education project
- LTD is involved, but it is **not** a Lane Transit District project
- It's **not** about adding EmX service

Next, is more detail about each misconception.

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

- In the short term, we would focus design and construction primarily within the existing curbs.
- Along most of Main Street, design would need four feet beyond the sidewalk from each side.
- Toolbox includes cross-section variations for location-specific elements, constraints, and property impacts. We will work with business/property owners during the design phases to lessen impacts while aiming to achieve the project's Goals and Objectives.
- Narrowing the street design 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. We will work with business/property owners to lessen impacts while aiming to achieve the project's Goals and Objectives.

It would **not** be built all at once

- Design and construction would occur in phases over the next 5 to 20+ years, as funding is identified and obtained.
- Phases will be 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.

It's **not** fully funded for design and construction

- ODOT and the City are working to identify funding for design and construction for the draft plan.
- Very limited funds have been identified for design; the full amount identified in the draft plan is not funded.
- Likely funding sources for design and construction for specific elements identified in the Draft Main Street Facility Plan cannot be used for maintenance and repairs of City owned streets including fixing potholes.
- Main Street is an ODOT roadway; funds obtained from ODOT for the project would need to be used on Main Street and not for City owned streets.

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 including freight.
- 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 is not an enforcement and education project

- Main Street Safety Project is charged to find engineering (infrastructure) solutions to reduce the frequency and severity of crashes on Main Street that cause fatalities, injuries, and/or property damage.
- There are only certain engineering solutions that would reduce the frequency and severity of crashes on Main Street and be cost effective overall.
- Roundabouts and medians are the two engineering solutions that would achieve the highest reduction in the severity of crashes and fatalities on Main Street.
- Engineering solutions would work hand-in-hand with ODOT's and the City's enforcement and education efforts for Main Street.

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 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, is integrated into the draft Main Street Facility Plan.
- It could include upgrades at bus stops to provide a more welcoming and safer environment for people using transit and street improvements to provide more reliable, consistent bus service.
- See transit design recommendations in Draft Main Street Facility Plan for more details.

In Summary:

As shared through e-updates, on the website, and in presentations, based on feedback received during the Project's community engagement rounds, the community continues to want to address safety on Main Street. The implementation of infrastructure elements needs to reflect a balanced approach to improve safety and support business/economic development on the corridor. And, 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 Main Street;
- It's ODOT's and the City's duty to tackle the problem by selecting engineering (infrastructure) solutions that will save lives and reduce life-altering injuries;
- Our approach achieves the project's safety goals while balancing with the business community, mobility, transportation choices, vital community and feasibility goals established by the community. It is a sensible and responsible approach;
- We do listen and we do care; and
- We will work with business and property owners, and make adjustments in the design phases.

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