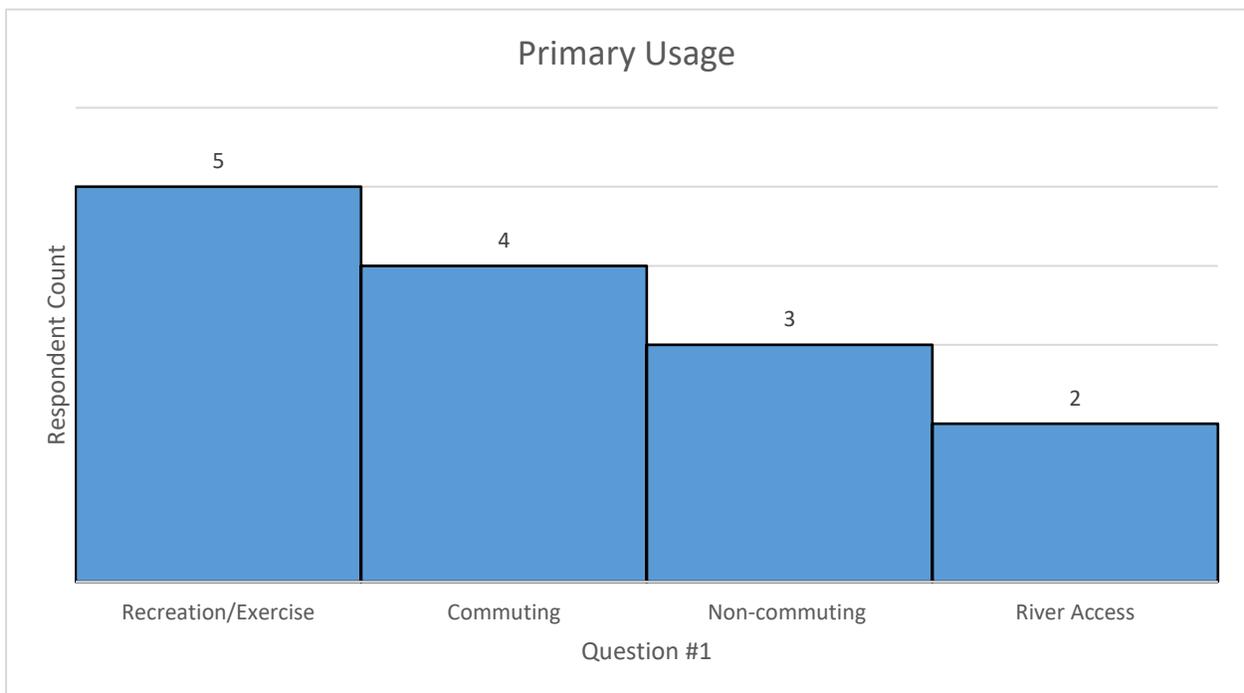
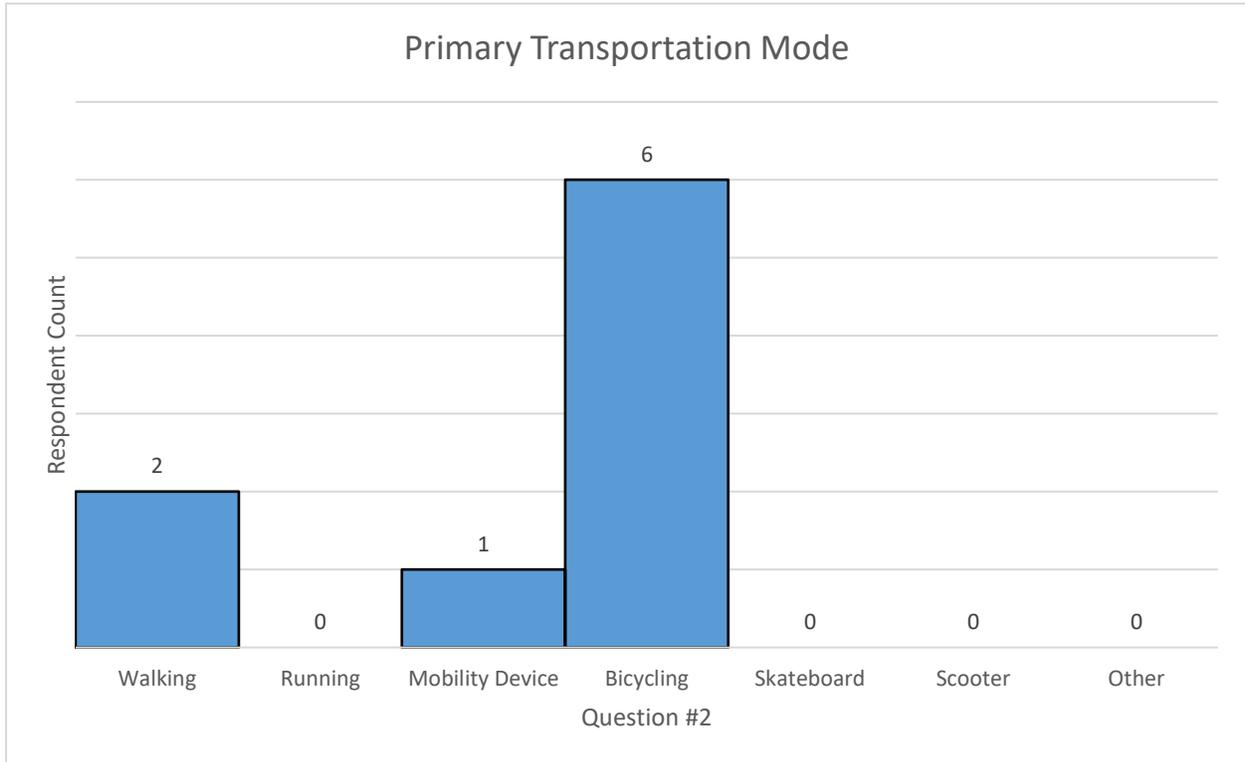


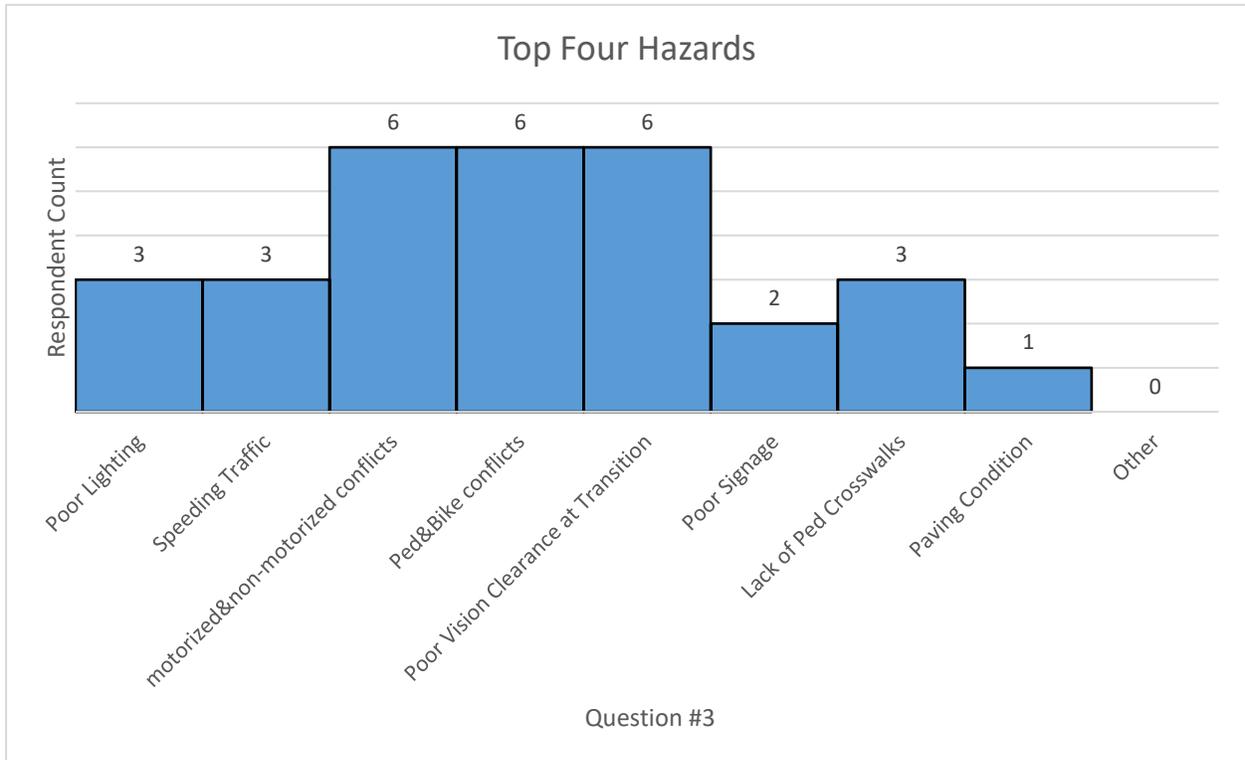
# BPAC Questionnaire Summary

## West 'D' Street Improvements

The following is a summary of responses obtained from the questionnaire concerning West 'D' Street that was distributed to the Springfield Bicycle and Pedestrian Advisory Committee. For reference, a copy of the original questionnaire is included in this document.







**BRIEFLY DESCRIBE AN INCIDENT YOU WITNESSED, OR WERE INVOLVED IN, THAT WAS UNSAFE IN THE WEST 'D' STREET AND NORTHBANK TRANSITION AREA.**

- *When I am biking eastbound into Springfield on the West D Street path and begin to prepare to merge onto West D Street I am regularly confronted with traffic traveling quickly eastbound. When I need to pop out onto the street, the traffic is moving too quickly around that blind corner that it makes for a difficult transition. Often, I have to transition because the sidewalk is being used by walkers, runners, strollers, dogs, or other bikes. The blind corner and speed of traffic make using the roadway difficult off of the path, and the sidewalk is very busy with other users. As a bicyclist, I want to be able to get into the roadway to leave the sidewalk open for pedestrians.*
- *I have not witnessed or been involved in any problems*
- *I have on several occasions witnessed cyclists and pedestrians travelling against the flow of traffic around the corner from the sidewalk to the path and vice versa. This creates a conflict when traffic travelling the correct way around the corner comes face to face with wrong-way traffic, often with little notice due to the poor vision clearance in that area.*
- *Man on bicycle shouted at man on motorized scooter who he said was going too fast.*
- *I have had a couple "close calls" entering & exiting the pedestrian path at west D st - when walking with the family (headed west), we're kind of all over the place, and bikes coming around the corner (traveling east) can't see our entourage coming. I have also been coming around that corner on my bike (traveling east), and almost hit a couple kids who were scootering. No one actually getting hurt, just panic and breaks, and apologies. Similar feeling of discomfort (user unfriendliness) when riding west on the road, attempting to cross over to the path. No one knows when the other is going to make a move, and the driver is behind me so it's difficult to communicate, and the parked cars and the hill, all make for a very awkward/dangerous transition onto the path.*
- *I have been jogging on the side walk and almost hit by a bike turning from the path onto the wide sidewalk. I have been standing on the north side of the road and struggled to cross (walking) to the park. I have been biking with a child bike trailer and, while maybe not unsafe) the added width really illustrates how narrow the curb cut is. I have had to rapidly correct/swerve on bike as I try to exit the bike path at the same time another biker is entering the bike path.*
- *Riding my bike one day coming out onto D, I almost hit a couple who were walking on the sidewalk.*

**WHAT PROBLEMS SHOULD THE CITY OF SPRINGFIELD AND WILLAMALANE TRY TO ADDRESS THROUGH THE WEST 'D' STREET IMPROVEMENTS PROJECT?**

- *I think that the most important is too develop a safer transition from the bike path to West D Street. There are other things that this project can address, but this should be the priority.*
- *Better bike and pedestrian access*



- *CREATE A NEW ROUTE TO PREVENT FUTURE CYCLIST AND MOTORIST CONFLICTS. THE CURRENT TRANSITION FROM THE PATH TO ROADWAY AND ROUTE PAST ISLAND PARK ON D STREET ARE BOTH LACKING IN CREATING A SAFE AND RELIABLE PATH. A PROTECTED BIKE LANE, AND PATH TRANSITIONS WOULD IMPROVE THE SITUATION GREATLY. OVERHEAD LIGHTING WOULD ALSO BE VERY HELPFUL AT THIS JUNCTION AND ALONG THE NORTHBANK PATH. LIGHTING IMPROVEMENTS WOULD IMPROVE SAFETY FOR ALL USER GROUPS..*
- *Separate traffic moving onto and off of the path via the sidewalk and the street. A bike lane along the street with a turning movement onto the path would go a long way towards illustrating the correct route for bikes and make cyclists feel safer on the street, and perhaps less inclined to ride on the sidewalks.*
- *Conflict between cyclists and motorists is the most pressing issue – potentially life threatening.*
- *I think the most important thing to address is slowing the speed of motor vehicles (including traffic calming/diversion?). I would also really like to see the whole sidewalk on the south side of D st widened to make this disjointed path segment between island park and the rest of the downstream river more cohesive, accessible, and safe. Additionally, it would be nice if the transition from the northbank path onto D st could be redesigned to create more visibility and separation to reduce conflict for those sharing the path but using different modes of movement.*
- *Smoother (less angled) transition from road to bike path. Wide curb cuts. Cross walk. Lighting. Good opportunity to welcome people to Springfield – some way finding signage and a map (both of the park and where you are in Springfield) would be helpful. Potentially some resources such as a bike fix it station.*
- *Better link between the end of the path coming out of Willamut pathway to the path into Island Park*

#### **ANY ADDITIONAL COMMENTS?**

- *Currently, the area in question is the most logical route for Springfield cyclists to travel to and from Eugene. As such it should be treated as critical infrastructure and maintained/improved at the same level as the automobile routes into Eugene.*
- *Let's be very careful about any lighting or other possible disturbances to the wildlife . Let's make sure we our disruptions are as minimal as possible since cyclists do have options for riding.*



City of Springfield

Bicycle and Pedestrian Advisory Committee – West 'D' Street and Northbank Transition Questionnaire

Monday, March 9, 2020

### West 'D' Street. Improvements - Questionnaire

The Northbank Path is the primary bicycle connection between Eugene and Springfield. Its transition onto West 'D' Street, as it exists today, has safety concerns. The purpose of this inquiry is to help diagnose issues with all forms of traffic on West 'D' Street and its transition to/from the Northbank Path.

*This inquiry is for current BPAC members only. Please return to city staff by Monday, March 23th*



What is your primary usage of West 'D' Street and the Northbank Path?

- Recreation/Exercise
- Commuting
- Non-commuting transportation (shopping, errands, visiting friends, etc.)
- River Access

What is your primary, non-motorized mode of transportation on West 'D' Street and the Northbank path?

- Walking
- Running
- Mobility device
- Bicycling
- Skateboard
- Scooter
- Other:

Check the top FOUR hazards, in your opinion, when using West 'D' Street and the Northbank Path transition:

- Poor lighting
- Speeding traffic
- Conflicts between motorized and non-motorized traffic
- Conflicts between people walking and biking
- Poor visibility at Multi-use path/West 'D' Street Transition
- Poor signage
- Lack of pedestrian crosswalks
- Paving condition
- Other:



West 'D' Street Improvements Questionnaire



City of Springfield

Bicycle and Pedestrian Advisory Committee – West 'D' Street and Northbank Transition Questionnaire

Monday, March 9, 2020

Briefly describe an incident you witnessed, or were involved in, that was unsafe in the West 'D' Street and the Northbank Path transition project area. Write N/A if none observed.

Click or tap here to enter text.

What problems should the City of Springfield and Willamalane try to address through the West 'D' Street Improvements project?

Click or tap here to enter text.

Any additional comments?

Click or tap here to enter text.