

## **BPAC Oct 2020 - Draft Letter to Council**

Dear Council Members –

There is an impressive network in this city, consisting of 15 miles of paved paths, used daily by Springfield residents who choose many different forms of non-automobile transportation. The frequent users of these paths consistently identify the 2 block section of D street West of Kelly Street, where cars and pedestrians have to share the road, as being the most difficult to navigate. The current members of BPAC are grateful to those who secured the funding to improve this dangerous segment, and we look forward to working with City Council to make this vital connection safer for all Springfield residents to access.

A majority of West D St, from Aspen St to River Hills Dr, has a park-like feel which prioritizes pedestrian access from the neighborhoods to the river, while keeping cars at a lower, less dangerous speed for people accessing the park on foot/bike/scooter/wheelchair/etc. Where the multi-use path ends however, parking on the street begins, there is no traffic calming for over 6 blocks, there's a hill limiting visibility, and no safe space for pedestrians to cross. In order to prioritize safety on this high use, high conflict portion of our trail system, it is the consensus of this committee that the park-like design of West D St be extended 2 blocks to the entrance of Island Park.

Public comment and committee member input agree that the preliminary concept we reviewed in June does not adequately address the issue of conflict between the variety of users sharing the space. While the raised crosswalks in the concept design will slow traffic, they will not protect the lives of the pedestrians and cyclists who rely on this connection between Eugene and Springfield's combined 60 miles of shared-use paths.

The BPAC recommends the council direct city staff to design one or more concepts which transform the on-street parking from 558 to 306 WD St, into dedicated lanes for different types of transportation modes sharing the road. People on a multi-use path might be walking, running, riding a bike, skateboarding, pushing a wheelchair, roller skating, riding an electric scooter or bike, pushing a baby in a stroller while dragging a toddler on a trike, stopping every 3 feet to let their dog smell the grass or capture a pokemon character. In order for the implemented design to prevent conflict between many people moving at different speeds, we believe there must be separate lanes to accommodate the various flows of traffic.

The committee requests multiple design options because we believe the public engagement process will be more effective if citizens have a range of possibilities to comment on. Because this is a connection between 2 well-loved public spaces, we hope the city takes

time to gather a wealth of input from many different community members. We want this space to be a safe, inviting corridor for anyone who travels through it.

This 2 block section of road is uniquely important to any citizens who utilize non-automobile transport. While there are many choices of alternate routes for those in cars, this is the only connection for those of us who want to travel separate from the deadly impact of automobiles. We must come together as a community to honor the excellent work Willamalane does maintaining public spaces for everyone to enjoy. The weakest links in the Willamalane network of parks are where they connect with city property. Please help us increase the value of Springfield's amazing community resources which allow us to engage with our neighbors in the safest and healthiest ways.

Thank you for your consideration,  
Members of the 2020 BPAC

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