

December 11, 2018

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Region 2 Transportation Planner
2080 Laura St, Springfield, OR 97477

Oregon Department of Transportation,

The Springfield Bicycle and Pedestrian Advisory Committee (BPAC) would like to provide a letter of support for an enhanced pedestrian crossing on a state highway: Highway 126B, also known as South A Street in Springfield. Specifically, there is an unmarked crosswalk at 4th Street crossing South A Street that currently poses a safety hazard due to the current road design and high pedestrian usage. This is a busy area: South A street is a 35 MPH one-way major thoroughway in downtown Springfield, with the Springfield Transit Station serving both Lane Transit District and now Greyhound buses.

While we welcome the changes and multiple transportation options, the Greyhound bus station is new, changing the dynamic and visibility of all transportation modes in the area. Drivers traveling east now have reduced visibility of the well-used, unmarked crosswalk due to an increased frequency of standing buses in the bus bay on S. A Street. Consequently, crosswalk users including high school youth, families, bicyclists, and community members using mobility devices are now at increased risk of a collision in this 35 MPH, one-way traffic flow, unmarked, state-highway crosswalk. Please see attached image on the next page for further explanation.

With so many tragedies on this state highway over the years, let's proactively avoid further tragedy by enhancing this pedestrian crossing, potentially by adding a Leverage project to the upcoming Fix-It project.

We welcome the opportunity for staff to attend a future BPAC meeting to discuss this important matter. Thank you for keeping Oregonians safe.

Sincerely,

Springfield Bicycle and Pedestrian Advisory Committee



BPAC Chair, Claudia Denton



BPAC Vice-Chair, Allison Camp

CC: Frannie Brindle, Region 2 Area 5 Manager
Jenna Berman, Region 2 Active Transportation Liaison
Amanda Salyer, Region 2 Safety Investigations Engineer
Jessica Horning, Oregon Bicycle and Pedestrian Advisory Committee Staff



1. Unmarked crosswalk
2. Frequent standing buses
3. One-way traffic at 35mph