Dear Council Members,

Earlier this year the Bicycle and Pedestrian Committee received a presentation from City staff detailing the proposed redesign of the West D Street corridor. While we appreciate the always thorough work city staff have done to imagine a more equitable use of this crowded transportation corridor, we feel the redesign merits further staff attention and community engagement.

West D Street west of Kelly Boulevard to the Northbank Path is a bottleneck for all bicycle and pedestrian traffic between Springfield and Eugene. While car traffic has many more direct routes between the two cities, most active transportation must flow through this critical link. Despite this, the existing design of the corridor prioritizes about a dozen underutilized on-street parking spaces and high speed automobile traffic.

The City of Springfield has some of the best trained and most innovative planners and engineers in the country. As a committee we trust them to come up with a design that balances active transportation safety while retaining the free flow of automobile traffic. That said, we urge the Council to direct City staff to address the most glaring flaw in the corridor's current design: There is not sufficient space for automobiles to pass people riding bikes in the street without either passing dangerously close to the cyclist, blindly driving into oncoming traffic, or both. Because of this danger many people choose to ride on the sidewalks on either side of the street, which instead exposes them to the danger of being struck by a vehicle exiting one of the many driveways along the corridor or they themselves striking a pedestrian.

Members of the committee recommend that separation for bicycle and pedestrian traffic would drastically reduce the incidence of these dangerous conflicts or collisions while enhancing the enjoyment and efficiency of active transportation users along the corridor. While this will likely require the removal of some on street parking, we believe the health and safety benefits to the broader community more than justify the means.

BPAC has received numerous public comments regarding the dangers and everyday inconveniences of navigating the West D Street corridor on foot or on wheels. It has been a consistent item of attention for the BPAC's work plans for years. Clearly there is an opportunity for a robust discussion between the Council, City staff, BPAC, and the community to address the concerns of all involved. To redesign the corridor without the proper community engagement would further undermine the community's trust that their elected officials and city government care what they think.

We appreciate your attention to this matter during what has proved an eventful year for our community in general and the council in particular. It is with this in mind that we have chosen to elevate this issue to your attention and call for renewed staff attention and community engagement on the redesign. As a committee we feel strongly that to do otherwise would be yet another injury to the community we serve.

Sincerely,

Members of the Springfield BPAC

Approved by Springfield Bicycle and Pedestrian Advisory Committee (BPAC) at Dec 8, 2020 meeting.

The current design of the street does not allow for passing cyclists with adequate space or proper vision of oncoming traffic

West D Street is a key regional connection between Springfield and Eugene. Despite its heavy active transportation use, the street's current design favors high-speed vehicle traffic over the safety and comfort of people walking and biking.

Vulnerable users are at high risk of serious injury or death.

On-street parking allotment is greater than current usage trends would suggest.