

City of Springfield BPAC 2024 Report



Overview

Established in 2011, the Springfield Bicycle and Pedestrian Advisory Committee (BPAC) is a volunteer body of nine voting members and four non-voting liaisons that provides input to the Springfield City Council and staff on bicycle and pedestrian issues, policies, programs, education, enforcement, and facilities. The BPAC meets every other month. Subcommittees meet during the remaining months. Accomplishments are listed below.

Key Highlights from 2024

The Springfield BPAC had a productive year in 2024. This report provides a summary of the accomplishments the Committee made this year including two Safe Street Audits and community outreach at major Springfield events and providing guidance to staff regarding Walk-Bike Springfield webpage design and content. Additionally, the Committee received a presentation on the Capital Improvement Program (CIP) and recommended improvements for biking and walking infrastructure on future capital project. They also reviewed the roadway striping project list and recommended buffered bike lanes on 5th Street near Hamlin Middle School and 28th Street between Olympic and Marcola Rd.

Safe Street Audits

Throughout 2024 the Committee performed two Safe Street Audits. Both of these areas have known pedestrian and vehicle conflicts and apparent needs for infrastructure improvements. The first audit targeted the area between Maple Elementary School and Bob Keifer Center, with the second occurring as a bicycle safety audit from Springfield Chamber of Commerce and the Gateway area; a summary of these audits is provided as Exhibits A & B attached to this report.

Community Outreach and Education for Path Etiquette and Electric Assist Vehicle Safety

Community Outreach:

Several pop-up events, featuring path etiquette trivia and prizes, free bicycle repairs, maps and resource handouts, were held. The BPAC further assisted with the development of the campaign by working with staff to refine the new Walk-Bike Springfield webpage, placing QR Code stickers, directing users to the webpage, and etiquette signage used during the campaign events.

The committee sponsored Bike Valet at two major Springfield events, including Willamalane Children's Festival in Day Island Park and at the Springfield Block Party. The committee plans to continue sponsoring Bike Valet at these two events to provide safe bicycle parking for residents to visit and enjoy these events using active transportation and alleviate traffic congestion around the events.

Committee members frequently volunteered at partnering agency events including children's Learn to Ride Events and Community Ride through Willamalane's Bicycle Education Course through middle school Physical Education courses.

Walk Bike Springfield Webpage:

In 2024, Springfield launched its new website, providing the committee and staff with the opportunity to develop comprehensive webpages focused on active transportation in the city. Visit [Walk Bike Springfield](#) to access valuable resources designed to help both residents and visitors navigate

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Springfield. This site consolidates all information related to pedestrian and bicycle projects, activities, and useful links to partner organizations in neighboring communities. A QR code linking to the *Walk Bike Springfield* site is already in use and will appear more frequently on signage and resource materials moving forward.

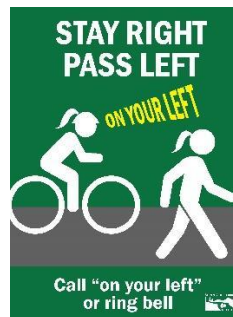
The website features:

- Updates on current and upcoming walking and biking projects and activities in Springfield.
- Access to the Bicycle and Pedestrian Service Request Tool, allowing users to report areas in need of repairs.
- Information on programs and events, including *May is Bike Month* and the *Path Etiquette Campaign*.
- Links to various pedestrian and bicycle maps for Springfield and surrounding communities.
- Resources such as the *Oregon Pedestrian Law Guides* and *Oregon Bicycling Manual*.
- Connections to partner organizations, including *Safe Routes to School*, *Willamalane*, and others.

Walk Bike Springfield is optimized for both computer and mobile viewing, making it an essential tool for promoting alternative transportation initiatives in Springfield. Early website data indicates that the site is already being utilized since its launch, and we expect its traffic to increase as the QR code is incorporated into future promotional materials.

Path Etiquette Campaign:

Path etiquette has become an increasingly important issue in the community with the rise in usage of alternative mobility devices such as e-bicycles and e-scooters. As these devices become more prevalent, discussions about path etiquette are expected to remain a key focus for the BPAC and the broader community. Springfield’s Transportation Options Specialist, Kelsey Moore, launched the first path etiquette campaign in 2022, with ongoing efforts through 2024. The campaign seeks to promote courtesy and safety among all path users through a combination of community outreach, education, media, and temporary signage.



The key messages of the path etiquette campaign were:

- Paths are for everyone (non-motorized)
- Travel a safe speed—20 MPH speed limit, 10-12 MPH when others are present
- Stay in your lane—stay right, pass left, don’t take more than your half
- Give warning when passing—call “passing on your left” or ring bell
- Dogs on a short leash

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Pilot Bicycle Share Development

The Bicycle and Pedestrian Advisory Committee made the bicycle share program a top priority, continuing discussions and collaborating with staff to refine the proposal, which was ultimately approved by City Council. The committee is thrilled that Springfield now offers this transportation service to our residents and looks forward to its future success. We encourage the community to share any ideas on how we can help promote this service to ensure its continued growth and success.

Bicycle and Pedestrian Service Request Tool

The Springfield Bicycle and Pedestrian Advisory Committee (BPAC) would like to highlight the online *Walking and Biking Maintenance Request Tool*, a valuable resource that empowers community members to report concerns and suggest improvements related to biking and walking infrastructure. The committee has actively promoted this tool at outreach events, and ongoing communication through social media and the City of Springfield website at <http://bit.ly/SpringfieldRequest> has helped keep residents informed and engaged. In addition, our continued efforts in organizing education and outreach events have reinforced our commitment to promoting safer, more accessible biking and walking opportunities in Springfield. We look forward to building on these accomplishments in the coming year and remain dedicated to enhancing the pedestrian and cyclist experience in our city.



Bicyclists and Pedestrians,
Have you noticed something that needs repaired?
Reporting it is as easy as 1-2-3!

- 1** Visit bit.ly/SpringfieldRequest or scan the QR Code.
- 2** Save the page as a button on your phone's home screen or bookmark it in your web browser for easy use in the future.
- 3** Submit service requests with geo-located photos to improve walking and biking in Springfield!

Scan the QR code to request service



You can also call Operations staff to make a service request at 541.726.3761



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This tool was developed through the Bicycle and Pedestrian Advisory Committee (BPAC). To learn more and get involved with BPAC, visit bit.ly/BPACinfo. You can also call Operations staff to make a service request at 541.726.3761.



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Roadway Striping Projects

The Committee reviewed and made recommendations regarding the priority list of roadway striping projects. These recommendations include adding buffered bike lanes on 5th Street between Centennial and OR 126, as well as on 28th Street between Olympic and Marcola Rd. The Committee is now familiar with the annual process and plans to review the list earlier in the coming year. Additionally, the Committee may consider conducting walk or bike safety audits at the proposed striping locations to make timely recommendations.

Other 2024 BPAC Activities

- Regional Transportation Plan update and feedback.
- Assisted staff with the Transportation Growth Management (TGM) grant to fund Walk and Roll Springfield to prepare an active transportation master plan for the City of Springfield.
- Continued interaction with partner agencies including Willamalane, Safe Routes to School, and Lane Council of Governments regarding pedestrian and bicycle transportation planning.

Exhibit A: Bicycle Safety Audit

2024 Bicycle Safety Audit – Chamber of Commerce to Gateway Area

Starting at the Chamber of Commerce building, we rode northbound on Pioneer Parkway. Our first stop was at the EMX crossing, marked with a caution light on the bike path directly across from the southbound Pioneer Parkway near Meadow Park. It was noted that there is a lack of wayfinding signage along the Pioneer Parkway path to direct cyclists to key destinations like Meadow Park. The route to navigate from the bike path to these destinations is not intuitive. Additionally, there is a gravel pull-out for maintenance vehicles at this point, and there was discussion about the potential to convert this area into a designated crossing to the park.



Michael Liebler reviewing the existing Rosa Parks maintenance access as a possible connection to Meadow Park.

Continuing northbound on the bike path, we crossed Centennial and stopped at the light south of the freeway exit ramps. This is where cyclists heading toward the By Gully Bike Path would cross the southbound Parkway to access the path's starting point. Again, there is a lack of wayfinding signs, and it's unclear that the path exists or where it leads. The By Gully path is scheduled to be extended eastbound to 5th Street, which will increase usage, especially among students from Hamlin and others. This intersection would benefit from improved signage and safety markings moving forward.



Looking west from Rosa Parks Path to existing By Gully Path

Exhibit A: Bicycle Safety Audit

We continued along the bike path past the LTD Station on Q Street and stopped at the bike path across from the northbound Pioneer Parkway, where the EWEB bike path dead-ends. This is a key connection for commuters from east Springfield. However, there is no wayfinding between the Pioneer Bike Path and the EWEB path, which is a significant issue. A solution for a safe crossing between the two paths, accommodating both bikes and pedestrians, would be ideal.



Looking east from Rosa Parks Path to the EWEB Path

We made a crossing at the roundabout on Harlow Road, heading westbound. This crossing is somewhat treacherous. We had the opportunity to both walk and ride our bikes through this roundabout. While the intersection is marked, both pedestrians and cyclists must exercise heightened awareness. A problem was noted with the eastbound bike lane, which ends abruptly at the roundabout without a ramped cutout to access the sidewalk. This creates a difficult and potentially dangerous situation. Laura Street is set to be updated in the future to include sidewalks and full bike lanes, which will significantly improve safety for both pedestrians and cyclists, providing a safer route from Harlow to the Q Street area.



Pedestrian connections at the Harlow/Pioneer Parkway roundabout (right) and no curb ramp for people on bikes to exit the roadway before the roundabout (left).

Exhibit A: Bicycle Safety Audit

We also toured the Gateway area, a mix of City and County jurisdictions, which is somewhat disorganized and confusing when it comes to bike connections and access. Wayfinding improvements in this area would help significantly. Additionally, we observed an example of cycle track-style bicycle lanes on the north side of the Gateway Mall. These lanes are a potential safety concern and should be reviewed for possible improvements.



Two-way cycle track-style from the I-5 pedestrian bridge on the north side of the Gateway Mall

Exhibit B: Walk Safety Audit

July 20th Safety Walk Audit – 28th Street to Bob Keifer

On the morning of July 20th, BPAC members and city staff, and other interested community members conducted a walk between Maple Elementary to the Bob Kiefer Center, via 21st, G St., 28th, and Main St. The purpose of this walk was to compare areas with effective pedestrian and bicycle infrastructure against those with incomplete or substandard designs.

Near Maple Elementary, the pedestrian infrastructure is well-supported by ADA-compliant ramps, crosswalks, well-maintained sidewalks, properly striped bike lanes, and a crosswalk equipped with a rapid flashing beacon. All these elements were present along 21st St. between G St. and J St.

Similarly, near the Bob Kiefer Center, modern road design accommodates multiple user groups with well-maintained sidewalks, proper striping, and a rapid flashing beacon at the crosswalk, enhancing both pedestrian and cyclist safety.

However, the area between these two destinations, which have seen recent improvements, lacks the same level of pedestrian and bicycle infrastructure. The following issues were identified for future improvement:

- **28th Street:** Interruptions in the sidewalk occur along the entire roadway. In addition, 28th Street is a major north/south roadway without established bike lanes on either side.

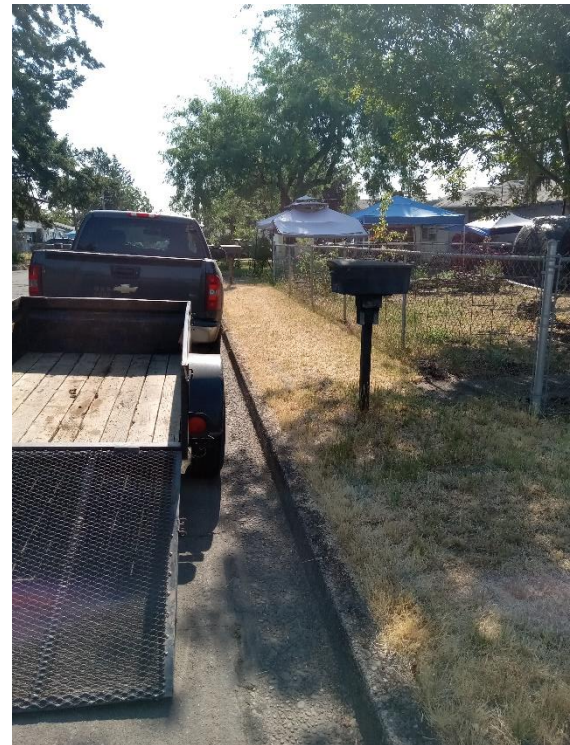


Frequent utility poles and mailboxes obstruct sidewalk and pedestrian access.

Exhibit B: Walk Safety Audit



- **D Street, G Street, and E Street:** Gaps in the sidewalks could be filled to create a continuous pedestrian route. In addition, ADA curb ramps do not exist or do not meet current ADA standards.



Existing obstructions where sidewalk is necessary to provide a safe route to school, hospital, and businesses.

Exhibit B: Walk Safety Audit

- **23rd and Dubens Intersection:** ADA-compliant sidewalk ramps are present on one corner but absent on the adjoining corner.



ADA curb ramps at Dubens and 23rd St.

- **28th and Main Intersection:** There is an opportunity to improve connectivity to the bike path south of Main Street. However, there is no signage, bike lane, or designated safe route to the recreation path to the south or greater Springfield to the north.



- **Main Street:** Certain signs and power infrastructure are placed in the sidewalk, creating potential hazards.



These areas highlight the need for continued improvements to enhance safety and accessibility.