Bicycle and Pedestrian Advisory Committee
2025 End of Year Report

EDUCATION AND OUTREACH SUBCOMMITTEE ACTION ITEMS
Members: Brenda Brown-Hughey, Jenya Kielpinski, Keith Dickey, Tonya Mildon

Partnerships

- Identify Key Partners: Identify local organizations, businesses, and government agencies that can support bicycle and pedestrian initiatives (e.g., BEST, AARP, local schools, and public works).
- Build Relationships: Establish and nurture relationships with key stakeholders to foster collaboration on shared goals for safer streets and improved infrastructure.
- Collaborate on Projects: Work with partners to plan and implement projects, such as safe streets audits, wayfinding improvements, or public outreach campaigns.
- Leverage Resources: Explore opportunities to pool resources, such as funding, expertise, or volunteers, to enhance the impact of committee initiatives.
- Coordinate with Regional and State Partners: Align local efforts with regional or state-level organizations and initiatives to ensure a cohesive approach to transportation and safety.
- Monitor and Strengthen Partnerships: Continuously evaluate the success of partnerships and seek ways to strengthen collaboration for future projects.

In 2025, the Education and Outreach Subcommittee of the Springfield Bicycle and Pedestrian Advisory Committee (BPAC) focused on strengthening relationships with existing partners rather than establishing new ones. The subcommittee worked closely with the Eugene Active Transportation Committee (ATC) and Willamalane Park and Recreation District staff to advance shared goals around regional connectivity and community engagement.

BPAC and ATC maintain a strong connection through liaisons who regularly attend each other's meetings to exchange updates and ensure coordination on regional initiatives. This ongoing collaboration was further reinforced during May is Bike Month, when the BPAC Chair, with support from the Education and Outreach Subcommittee, coordinated a joint community bike ride with the ATC. The ride began in Eugene and concluded in Springfield, symbolizing the two cities' shared commitment to active transportation and community engagement.

During this event, members of the subcommittee identified a lack of wayfinding signage along key segments of the North Bank Path between the two cities. This observation sparked a larger

collaborative discussion between BPAC, ATC, and Willamalane staff regarding opportunities to improve wayfinding and connectivity across city boundaries. As a result, Willamalane staff began pursuing additional wayfinding signage, which the BPAC Connectivity and Accessibility Subcommittee is now reviewing and providing recommendations for.

This initiative represents a meaningful outcome of inter-committee collaboration and demonstrates the value of maintaining strong partnerships with regional stakeholders.

Community Events

- Identify Event Opportunities: Research and identify local events, festivals, or meetings where the committee can engage the community on bicycle and pedestrian safety topics.
- Plan Outreach Activities: Organize informational booths, safety workshops, or bike/walk tours to engage community members in discussions about active transportation.
- Partner with Local Groups: Collaborate with local organizations, schools, and businesses to co-host or support community events focused on promoting safe walking and biking.
- Promote Events: Use social media, local newsletters, and community bulletin boards to promote events and encourage public participation.
- Gather Feedback: Use events as opportunities to collect feedback from the community on their needs, concerns, and suggestions related to walking and biking infrastructure.
- Evaluate and Improve: After each event, evaluate participation and outcomes, and use insights to improve future community engagement activities.

In 2025, the Education and Outreach Subcommittee of the Springfield Bicycle and Pedestrian Advisory Committee (BPAC) continued to prioritize direct engagement with community members by participating in and supporting several major local events. These events provided meaningful opportunities to promote active transportation, share safety resources, and connect with residents of all ages.

Identified Event Opportunities and Partnerships

The subcommittee collaborated with local partners including Willamalane Park and Recreation District, Shift Community Cycles, and Safe Routes to School (SRTS) to host and support a series of interactive, family-friendly events. These collaborations helped strengthen existing partnerships and expand BPAC's community presence.

Key Events and Activities

1. **Megga Hunt (Easter Celebration)**
   The BPAC participated in Willamalane's annual Megga Hunt, a large community Easter celebration. As an exhibitor, BPAC provided hands-on educational engagement for attendees and partnered with Shift Community Cycles, who brought their *Art Bike* — a people-powered art activity that demonstrated the fun and creativity of active transportation. The event served as a playful yet effective way to reach families and

raise awareness about BPAC's mission.

2. **Wheels by the Willamette**
   Occurring multiple times throughout the summer and aligning with May is Bike Month (MiBM), this event focused on promoting bicycling and safe active transportation in Springfield. BPAC members helped plan and staff the booth, distributed safety giveaways, and provided information about committee initiatives. Once again, Shift Community Cycles offered free pop-up bike tune-ups and repair advice, enhancing the event's community value and visibility.

3. **Transportation Hub at the Springfield Block Party**
   For the second consecutive year, BPAC helped organize the Transportation Hub at the Springfield Block Party — a collaborative space that brings together local organizations dedicated to active transportation. The 2025 Hub featured activities coordinated with Safe Routes to School, including a *transportation garden* where children practiced bike safety and, in some cases, learned to ride for the first time. The Hub continues to grow as a focal point for promoting active mobility and community connection.

4. **Walktober**
   Walktober, coordinated through *WeWalkLane.org,* is a region-wide celebration of walking that encourages residents to explore their communities through guided walks and self-led adventures. BPAC supported this initiative by organizing two community walks in October: the Island Park and Willamette River Birding Walk (October 4) and the Springfield Mayor's Walk (October 18).

   During the Birding Walk, participants enjoyed a guided stroll along the Willamette River path, learning about local bird species while experiencing Springfield's scenic natural areas. The Mayor's Walk invited residents to join the Springfield Mayor and BPAC members for a social, community-oriented walk that highlighted accessible routes and the benefits of walking for health and connection. Both events embodied the spirit of Walktober by promoting active transportation, community engagement, and appreciation for Springfield's walkable spaces.

5. **Evaluation and Next Steps**
   These events collectively increased BPAC's visibility in the community, strengthened relationships with key partners, and provided valuable feedback from residents about local biking and walking conditions. The subcommittee plans to continue building on these successes by exploring new event opportunities, expanding outreach to underrepresented groups, and enhancing data collection to better capture community feedback at future events.

Website Refinement and Information Share

- Review Current Website: Evaluate the existing website for usability, content, and design, identifying areas for improvement.

- Update Content: Refresh or add relevant information, including project updates, safety resources, and event announcements for cyclists and pedestrians.
- Improve Navigation: Simplify the website structure to make it easier for users to find information on bike routes, safety tips, and community events.
- Create Interactive Features: Consider adding interactive elements, like route maps, safety surveys, or event registration forms, to enhance user engagement.
- Promote Website: Share the website across social media platforms, newsletters, and community events to increase visibility and reach.
- Gather Feedback: Use surveys or community input to understand what additional information or resources users would find helpful on the website.
- Regular Updates: Set up a schedule for ongoing updates to ensure the website remains current and relevant to the community's needs.

In spring 2025, Springfield's temporary transportation planner reviewed the city's active transportation web pages and identified areas for improvement. The planner worked with the BPAC Education and Outreach Subcommittee to refine the proposed updates, focusing on clearer navigation, refreshed content, and improved access to information about meetings, events, and safety resources.

The updated website went live in June 2025, and no major changes have been needed since. The updates made it easier for residents to find current information and stay engaged with BPAC's work. The subcommittee will continue monitoring the site and exploring future enhancements, such as adding interactive features or feedback tools.

ACCESSIBILITIY AND CONNECTIVITY SUBCOMMITTEE ACTION ITEMS

Members: Doug Bovee, Deven Ralke, Alan Linhares, Kevin Campbell, Elena Coleman

Safety Audits

- **Review City Planning Documents:** Analyze existing planning efforts and documents to identify potential areas for safety audits.
- **Partner with Local Organizations:** Collaborate with local partner to conduct safe streets audits in identified high-priority areas.
- **Engage Local Officials:** Invite the relevant City Councilors from audit areas, along with the Mayor, to participate in the audit process.
- **Identify Infrastructure Improvements:** Assess current infrastructure and recommend improvements to enhance safety for pedestrians, cyclists, and drivers across Springfield.
- **Provide Actionable Recommendations:** Offer specific infrastructure and policy recommendations to the appropriate community stakeholders and city departments.
- **Consolidate Audit Findings:** Compile and organize the results of all previous safe streets audits for ongoing reference and action.

In alignment with the 2025 BPAC Work Plan, the Accessibility and Connectivity Subcommittee coordinated and conducted two safety audits to assess multimodal conditions and identify opportunities for improving pedestrian and bicycle safety throughout Springfield (Exhibits 1 - 3).

The first audit took place in Glenwood on April 12, 2025, with approximately 11 participants, including BPAC members and representatives from Safe Routes to School and the Lane Youth Council (Exhibit A). The Glenwood audit focused on evaluating wayfinding efforts and reviewing ongoing multimodal improvements. The audit team identified Glenwood as a multimodal desert, with inconsistent infrastructure that poses barriers to safe walking and biking. However, existing and planned improvements in the area are expected to significantly enhance accessibility and safety once implemented.

The second audit was held in and around the Mohawk shopping area on September 9, 2025, with six participants, two walking in the residential area west of the Mohawk shopping area (Exhibit 2) and four members riding along Centennial and around the shopping area (Exhibit 3). These locations were selected based on observed barriers to multimodal travel and anecdotal reports of unsafe conditions. The audit found that multimodal infrastructure remains insufficient to promote active transportation, highlighting the need for consistent and connected pedestrian and bicycle facilities.

Both locations were chosen in anticipation of the forthcoming Walk & Roll Springfield: Active Transportation Plan, set to launch in 2026. BPAC's key recommendation across the audits is to ensure consistent infrastructure design and implementation.

These findings are expected to help inform the Walk & Roll Springfield plan and guide future project identification and prioritization.

Wayfinding

- **Assess Existing Wayfinding Systems:** Review current signage and mapping to identify gaps and areas needing improvement.
- **Engage Stakeholders:** Gather input from local organizations, community members, and city departments on wayfinding priorities for cyclists and pedestrians.
- **Identify Key Routes for Wayfinding:** Focus on high-priority bike and pedestrian corridors and key destinations for immediate wayfinding improvements.
- **Identify Funding and Resources:** Identify potential funding opportunities or partnerships to support wayfinding projects.
- **Pilot Wayfinding Projects:** Implement small-scale pilot projects in identified priority areas and gather community feedback.

In 2025, the BPAC Subcommittee advanced discussions and coordination on bicycle and pedestrian wayfinding throughout Springfield and the surrounding region. As part of May is Bike Month (MiBM), subcommittee members participated in a shared ride with the Eugene Active Transportation Committee (ATC). During this event, members from both committees identified a major challenge: the lack of consistent wayfinding signage along the shared-use path network connecting Eugene and Springfield. This collaborative discussion sparked a broader, multi-jurisdictional effort to enhance wayfinding connections between the two cities.

On the Springfield side, the Willamalane Park and Recreation District initiated planning for additional signage east of I-5, designed to improve navigation for users traveling between the

regional trail system and downtown Springfield. The proposal is currently under review, and installation is anticipated in spring 2026.

Additionally, the BPAC Subcommittee reviewed existing wayfinding signage in Glenwood as part of its safety and multimodal evaluation efforts. The resulting recommendations, included in Attachment 1 or 2 of this report, emphasize consistent signage placement, improved route visibility, and better connections to key destinations.

Looking ahead, BPAC members expressed interest in playing a larger advisory role during the *Walk & Roll Springfield: Active Transportation Plan* development in 2026/27. The committee aims to assist City staff in identifying key routes and refining wayfinding strategies that will support a cohesive and user-friendly multimodal network throughout Springfield.

Research and Data Collection

- **Identify Data Needs:** Determine key data points needed to assess bicycle and pedestrian infrastructure, safety, and usage in Springfield.
- **Gather Existing Data:** Compile and review available data from city planning documents, traffic studies, and community organizations.
- **Conduct Field Observations:** Perform on-the-ground observations in high-traffic areas to gather firsthand data on pedestrian and cyclist behaviors and infrastructure conditions.
- **Engage with the Community:** Collect feedback from cyclists, pedestrians, and local organizations through surveys, meetings, or focus groups to understand their needs and concerns.
- **Analyze and Report Findings:** Analyze the collected data to identify patterns, gaps, and opportunities for improvements in infrastructure and safety.
- **Track Progress Over Time:** Establish a system for regularly updating and tracking data to monitor the effectiveness of implemented changes.

While the BPAC Subcommittee made limited progress on broader data and research initiatives in 2025, members took important foundational steps toward improving data-driven evaluation of Springfield's bicycle and pedestrian infrastructure. The subcommittee emphasized the need for pre-capital project bicycle and pedestrian counts to establish baseline conditions and help demonstrate the effectiveness of forthcoming multimodal improvements.

To support this effort, BPAC coordinated with City staff to identify three initial count locations:

- Virginia/Daisy corridor east of 42nd Street
- Marcola Road east of V Street
- 36th Street north of Main Street

These locations were selected due to their planned or in-progress capital improvement projects, and the counts are intended to provide data that can be compared against future post-construction observations. Follow-up counts will be conducted after the completion of each project to help assess changes in bicycle and pedestrian activity and overall network performance.

Although a full data collection program was not implemented in 2025, the subcommittee's work established a clear framework for tracking multimodal performance over time. BPAC intends to build on this foundation in 2026 by integrating its efforts with the Walk & Roll Springfield: Active Transportation Plan and expanding coordination with City departments and partner organizations to enhance ongoing data collection and analysis.

Exhibit 1: Glenwood Safety Audit

2025 Glenwood Safety Audit – Glenwood Active Transportation Corridor

On April 12, 2025, the audit team conducted a walking and bicycle safety assessment of the Glenwood area, beginning at the Knickerbocker Bicycle Bridge and covering key segments of the Franklin Boulevard corridor, Glenwood Boulevard, and the East 14th Avenue neighborhood bike route. The audit focused on evaluating new improvements, identifying high-stress locations, and documenting opportunities to enhance safety and comfort.

The group began at the Knickerbocker Bicycle Bridge, crossed Franklin Boulevard at the pedestrian hybrid beacon (PHB) near the hotels, continued east to Glenwood Boulevard, followed the East 14th bike route to Mississippi Avenue, then looped back along Franklin Boulevard using the new separated multi-use paths and roundabout. The return route followed the north side of Franklin Boulevard to the starting point.

Knickerbocker Bridge to Franklin Boulevard

The connection from the Knickerbocker Bridge to Franklin Boulevard is well used, and the pedestrian hybrid beacon (PHB) continues to function effectively as an important and frequently activated crossing. However, the path lacks operational pedestrian-scale lighting. There appear to be lighting polls within Springfield's and Eugene's jurisdiction, however, the lights are not working. Springfield staff should work to repair the lights in Springfield's jurisdiction and should notify the City of Eugene to address the issue within their jurisdiction.

Franklin Boulevard (PHB to Glenwood Boulevard)

Biking along Franklin Boulevard continues to feel **high-stress** due to fast vehicle speeds. Observed vehicle speeds frequently exceeded the posted 35 mph limit, increasing

exposure risk for people on bikes and level of stress for pedestrians. The group noted enthusiasm for the recent improvements further east and expressed hope that the remaining segments of Franklin will receive similar upgrades.

Franklin Boulevard & Glenwood Boulevard Intersection

The intersection of Franklin Boulevard and Glenwood Boulevard presented several challenges:

- The wayfinding signage, although present, is confusing and should be reevaluated.
- The left turn from Glenwood Boulevard onto the East 14th bike route feels unsafe due to traffic speeds.
- The sidewalk on the west side of Glenwood Boulevard does not exist, and while the east-side sidewalk is present, it is narrow, with a steep drainage swale on the west edge creating a significant tripping hazard.

The audit team recommended evaluating options to improve the bike crossing at Glenwood Boulevard or directing riders to use the east-side sidewalk until more permanent improvements are developed.

East 14th Avenue Neighborhood Route

The East 14th bike route provides a valuable low-stress alternative to biking on Franklin Boulevard, particularly since Franklin lacks bike lanes east of Glenwood Boulevard. The group noted several improvement opportunities:

- Add reflective striping to the existing bollards at the east end of the path.

- Additional wayfinding signs and sharrows would help riders stay on route.
- Lighting improvements would increase comfort and safety along residential segments used heavily during darker hours.

Overall, the route is well positioned to serve as a neighborhood greenway but would benefit from incremental enhancements.

Mississippi Avenue & East 14th Avenue

At Mississippi Avenue, the team recommended reviewing the wayfinding signage to ensure that it clearly directs cyclists toward Franklin Boulevard and the separated multi-use path.

Franklin Boulevard Improvements (Mississippi Avenue to OR 225)

The recent Franklin Boulevard reconstruction between Mississippi Avenue and OR 225 was praised as a major improvement that significantly enhances bicycle and pedestrian comfort. The separated multi-use path, upgraded crossings, and overall traffic calming contribute to a much better experience.

A few minor maintenance needs were identified, including:

- Refreshing the green bike lane markings at South Brooklyn Street.

Franklin Boulevard & OR 225 Roundabout

While the new roundabout functions well overall, several concerns were observed:

- Vehicle speeds heading south out of the roundabout were higher than expected for this type of facility.

- The multi-stage pedestrian crossings lacked Rectangular Rapid Flashing Beacons (RRFBs) on the northbound slip lane from OR 225, creating inconsistent expectations for drivers.
- Lighting at these crossings could be improved to support nighttime visibility.

Given the high volumes and speeds present at this location, additional attention to the pedestrian and bicycle environment is warranted.

Return Route: North Side of Franklin Boulevard

Traveling west back toward the Knickerbocker Bridge on the north side of Franklin Boulevard, the team noted that this stretch is difficult to navigate, even for an able-bodied person. The pathway is constrained by utility poles, uneven paving, and inadequate lighting. For people using wheelchairs or mobility devices, the segment is extremely challenging.

Interim improvements are recommended, including:

- Removing unused power poles or relocating existing poles.
- Paving and leveling the pedestrian space.
- Installing additional lighting for safety.

These enhancements would provide safer conditions until full corridor reconstruction occurs.

Summary of Key Findings

Knickerbocker Bridge to Franklin

- Repair pedestrian lighting and notify Eugene staff of the issue.
- PHB functions well and is heavily used.

Franklin Boulevard

- Vehicle speeds remain high, creating a stressful biking environment.
- Continued corridor improvements are strongly supported.

Glenwood Boulevard Intersection

- Wayfinding signage needs reevaluation.
- Left turn movements onto East 14th feel unsafe.
- Narrow sidewalk with adjacent ditch creates hazards.

East 14th Avenue Bike Route

- Signage, sharrows, and lighting upgrades recommended.
- Provides a valuable alternative to Franklin Boulevard.

Franklin Boulevard Improvements

- Recent upgrades significantly improve biking/walking comfort.
- Minor maintenance needed (e.g., green markings at S Brooklyn).

OR 225 Roundabout

- High vehicle speeds exiting the roundabout.
- RRFB coverage inconsistent at multi-stage crossings.
- Lighting improvements would increase safety.

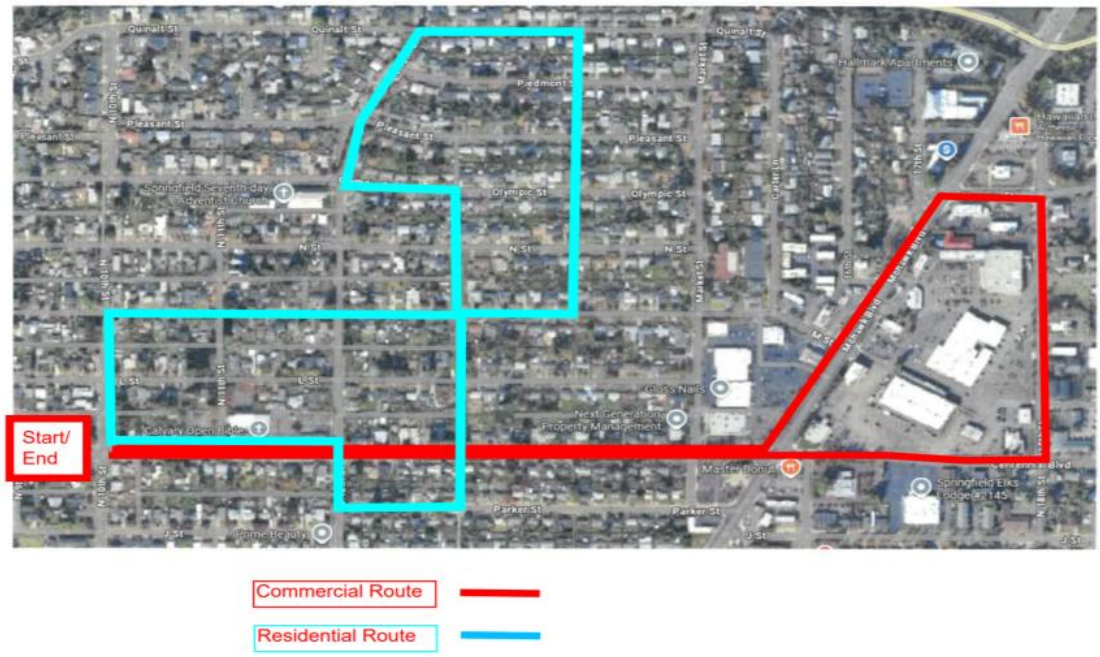
North Side of Franklin (Return Trip)

- Segment difficult to navigate; accessibility concerns are significant.
- Interim improvements needed ahead of full reconstruction.

Exhibit 2: Centennial Pedestrian Safety Audit

2025 Pedestrian Safety Audit – Mohawk Mixed-Use District

On September 9, 2025, the audit team conducted a pedestrian safety review of the residential areas surrounding the Mohawk Mixed-Use District in Springfield. The goal was to document sidewalk conditions, ADA accessibility issues, and general walkability concerns on neighborhood streets north and south of Centennial Boulevard. The walk audit was completed by Kevin and Michael.



The group began at N 10th Street and Centennial Boulevard, walked east, and then followed a series of residential cut-throughs and local streets, including Parker Street, Quinalt Street, and nearby neighborhood connections, before returning to the starting point.

Parker Street

Several issues were observed on Parker Street, including:

- Vegetation encroaching onto the sidewalk, creating narrowing and forcing pedestrians closer to the curb. This appears to be a homeowner maintenance issue.
- A basketball hoop placed on the sidewalk, obstructing the travel path.
- Multiple water meter lids located within the sidewalk rather than behind the property line, causing bumps and uneven footing.

These conditions reduce comfort and accessibility, especially for people using mobility devices or strollers.

Pedestrian Cut-Through from Parker to Centennial

The team used a pedestrian and bicycle access path that connects Parker Street to Centennial Boulevard and into the neighborhood north of Centennial. Conditions varied along the route:

- Some street crossings included crosswalk striping and signage, while others had no markings.
- As the path approached Olympic Street, it narrowed and lost formal ADA ramps and curb cuts, making the connection less accessible.

This path is an important neighborhood link, but it needs consistent ADA access and clearer crossing treatments.

Neighborhood Streets: Quinalt, M Street, and Surrounding Areas

The neighborhood includes several short pedestrian access routes and local connections. Many of these facilities show signs of aging or incomplete infrastructure:

- At 10th Street and Quinalt Street, the team observed a major sidewalk lift, creating a tripping hazard.
- At 12th Street and Pleasant Street, there are no sidewalk ramps or curb cuts, limiting accessibility.
- Sidewalk interruptions were common on 12th Street and elsewhere, with uneven joints, cracks, and transitions that create inconsistent walking conditions.

These spot issues make walking more difficult for older adults, children, and anyone with mobility challenges.

Return to N 10th Street

The team completed the loop by returning along N 10th Street, noting that while the general walking environment is functional, several segments would benefit from routine maintenance and targeted ADA upgrades to improve network continuity.

Summary of Key Findings

Parker Street

- Encroaching vegetation narrows the sidewalk.
- Basketball hoop obstructs pedestrian space.
- Water meters placed within the sidewalk create uneven surfaces.

Pedestrian Cut-Through Connections

- Inconsistent crosswalk markings and signage.
- Narrowing path near Olympic Street with missing ADA ramps.

Neighborhood Streets (Quinalt, 12th, Pleasant, and others)

- Major sidewalk heave at 10th & Quinalt.
- Missing curb ramps at 12th & Pleasant.
- Sidewalk interruptions and uneven paving throughout the neighborhood.

Overall

- Neighborhood connections are valuable and well-used, but several locations need accessibility upgrades, basic maintenance, and improved consistency to support safe and comfortable walking.

Exhibit 3: Centennial Bicycle Safety Audit

2025 Bicycle Safety Audit – Mohawk Mixed-Use District

On September 9, 2025, the audit team conducted a bicycle safety review of the commercial areas surrounding the Mohawk Mixed-Use District in Springfield. The goal was to identify safety issues and opportunities to improve bicycle access along Centennial Boulevard, Mohawk Boulevard, and the streets serving the Mohawk shopping center. The audit was completed by BPAC members Doug, Alan, and Deven.

The group started at N 10th Street and Centennial Boulevard, rode east toward the shopping center, looped around the commercial area, and returned along Mohawk Boulevard.

Centennial Boulevard: 10th Street to 13th Street

At Centennial and N 13th Street, the team noted that the eastbound bike lane narrows sharply, creating a tight and uncomfortable space for riders. Traffic often crowds this area, adding to the stress.

The northwest corner also had a large amount of pine needles covering the ADA ramp and sidewalk, creating a slipping hazard for both cyclists and pedestrians. Regular sweeping would improve safety.

Centennial Boulevard: 13th Street to 18th Street

As the group continued east, more commercial driveways and turning traffic increased the overall stress level for cyclists, though no specific hazards were observed. At N 18th Street, the team turned north.

N 18th Street Corridor

N 18th Street has several issues that directly affect bicycle safety:

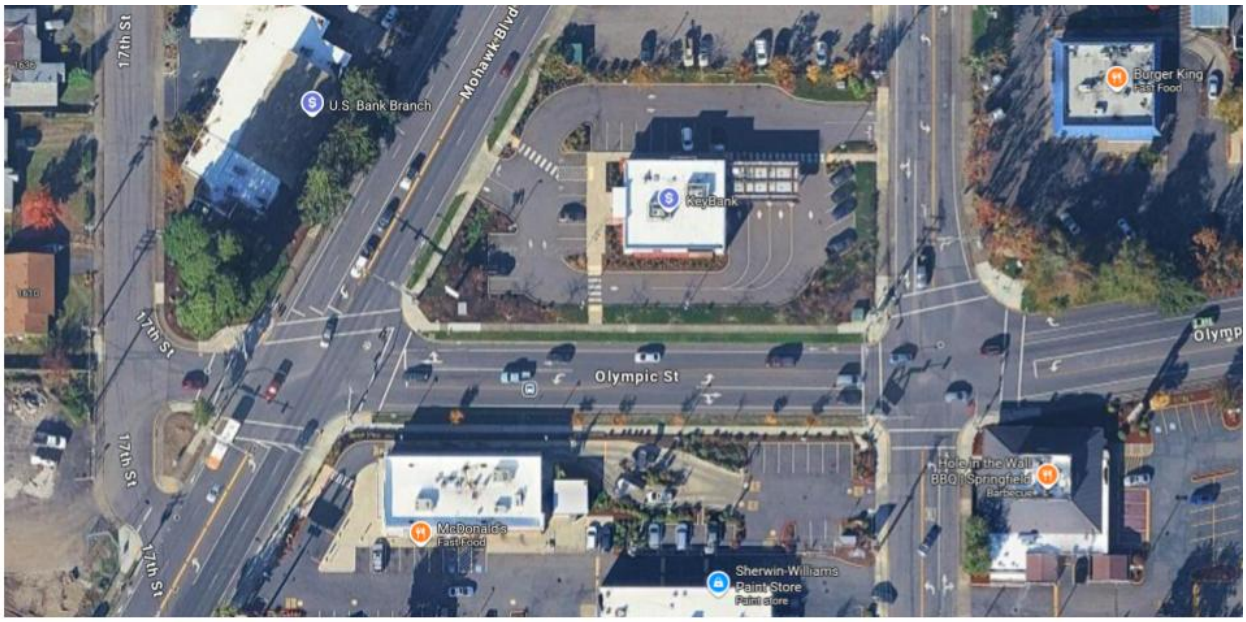
- The pavement is in poor condition, with cracks and potholes forcing riders closer to vehicle traffic.
- There is no sidewalk on the east side between L Street and M Street, causing pedestrians to walk in the roadway edge and increasing conflicts.
- The center turn lane appears underused, and the team noted that converting this space to a bike lane could significantly improve the corridor.

M and 18th Street looking toward Olympic

Olympic Street and Mohawk Boulevard

The intersection at Olympic and Mohawk is busy and feels uncomfortable for cyclists. Even with crosswalks and signals, high vehicle speeds and turning movements make it a stressful place to navigate.

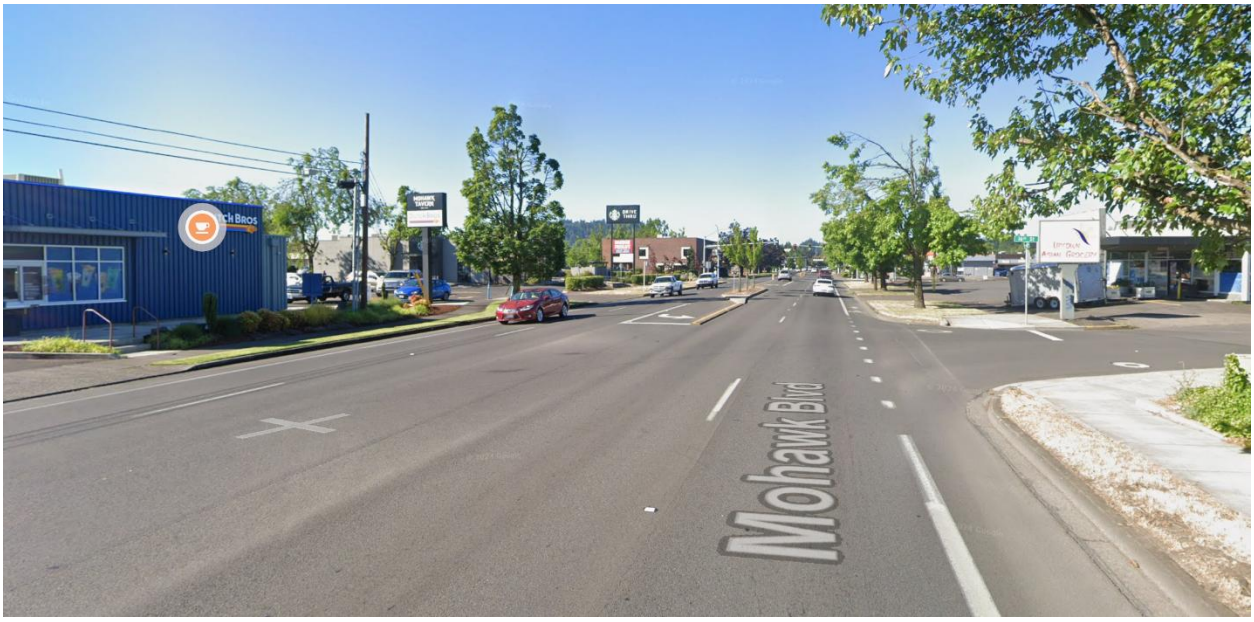
The team did not identify a single solution but recommended continued monitoring and consideration of future improvements to increase visibility and reduce conflict.



Mohawk / Olympic intersection

Mohawk Boulevard: Return Toward Centennial

The group returned south along Mohawk Boulevard. While no specific problem spots were identified on this segment, the corridor feels generally high-stress due to traffic speed and volume. Improving bicycle visibility and separation would help make this a more comfortable connection.



Summary of Key Findings

Centennial Boulevard

- Bike lane narrows too tightly at N 13th Street.
- Pine needles and debris block ADA ramps and sidewalks.

N 18th Street

- Poor pavement conditions push cyclists toward traffic.
- Missing sidewalk segments increase interactions between modes.
- Center turn-lane could potentially be repurposed for bike lanes.

Olympic & Mohawk

- Busy, high-stress intersection for cyclists; future design improvements should be explored.

Mohawk Boulevard

- Corridor feels uncomfortable for riders due to speed and traffic volume.