

Springfield River Walk and Bikeway Survey

For the City of Springfield

Final Report



Connecticut River Riverwalk and Bikeway Survey

PIONEER VALLEY PLANNING COMMISSION
Location: Riverfront Park Time: _____

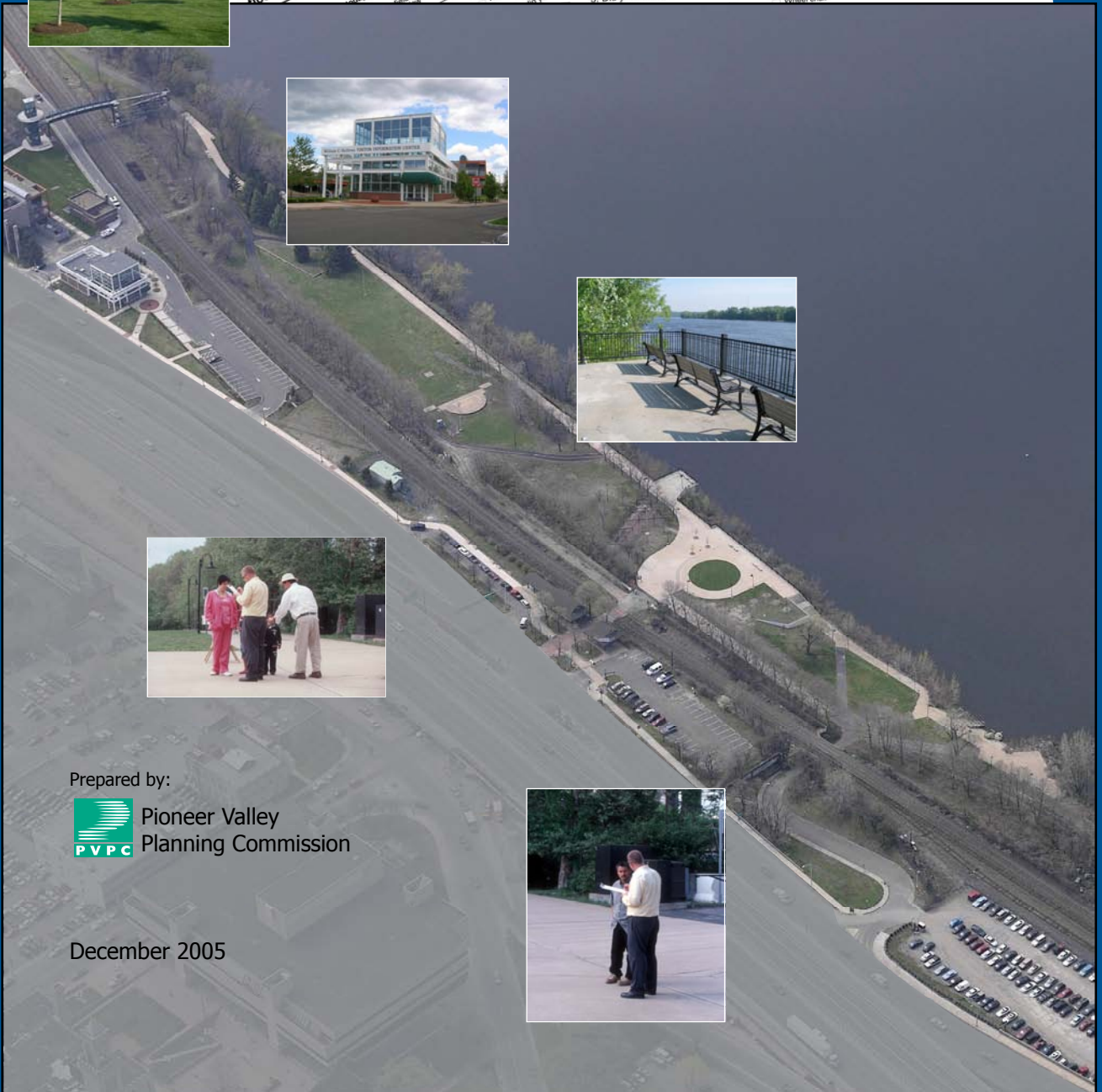
Intro: Hello, we are doing a survey today; could I ask you just a few questions about the Riverwalk?

1. What town do you live in? Springfield Longmeadow Other _____

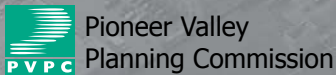
2. Did you come from (insert town name) this today? Yes No, if not where? _____

3. Did you drive to the Riverwalk today? Yes No, if not how did you get here? _____

Wheel chair _____



Prepared by:



Pioneer Valley
Planning Commission

December 2005

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Prepared for:
City of Springfield

Prepared by:
Pioneer Valley Planning Commission
26 Central Street
West Springfield, MA 01089

Prepared in cooperation with the Executive Office of Transportation, the Massachusetts Highway Department and the U.S. Department of Transportation - Federal Highway Administration and the Federal Transit Administration.

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I. INTRODUCTION

In 1992, the Pioneer Valley Planning Commission (PVPC) began working with the cities of Chicopee, Holyoke, Springfield, Agawam, and West Springfield to provide a pedestrian and bicycle path along the banks of the Connecticut River with a goal to revitalize the Connecticut Riverfront and to improve the quality of life. In 2003, the Agawam and Springfield portions of the proposed 21 mile Connecticut River Walk and Bikeway (River Walk) were completed. The Springfield portion was completed on July 13, 2003 for a total cost of \$3.4 million. The Springfield River Walk segment is maintained by the Springfield Parks Department, while projects and events along the River Walk are overseen by the Springfield Riverfront Development Commission.

The National Park Service and the Rails to Trails Conservancy requested the Pioneer Valley Planning Commission to conduct a survey of users and potential users of the Springfield River Walk and Bikeway. This survey was conducted to support the efforts of the 'Springfield Walks' grant funded through the Rivers, Trails, and Conservation Assistance Program. The goal of this project was to explore opportunities for increasing the level of walking and bicycling in the City of Springfield. Springfield Walks is a collaborative partnership with the goal of making it easier, safer, and more enjoyable for people in the Springfield area to walk and ride bicycles. Partners include the City of Springfield, Rails to Trails Conservancy, the National Park Service, Massachusetts Department of Public Health, Springfield Health Coalition, Pioneer Valley Planning Commission, and neighborhood organizations such as the Mason Square Neighborhood Health Center, Mason Square Senior Center, Mason Square Weed and Seed Coalition and Springfield Partners for Community Action/Total Health.

A. SPRINGFIELD RIVER WALK DESCRIPTION

The Springfield portion of the River Walk begins near the South End Bridge as a trail circle and extends north to Plainfield Street in Chicopee over a distance of 3.7 miles. There is no entrance provided at the beginning of the River Walk, however a connection from the Springfield portion to the Agawam portion is proposed. Limited on-street parking is provided in the vicinity of the River Walk entrance on Plainfield Street. Parking is also available to users at the Riverfront Parking Lot on Columbus Avenue near the main access point to the River Walk for a small fee on weekdays. Direct access is provided seasonally to the Basketball Hall of Fame and Springfield Riverfront Development via an elevator and handicap accessible pedestrian bridge over the active rail line. Access to downtown Springfield is provided at the Riverfront Park entrance to the River Walk via both an at-grade railroad crossing and below-grade pedestrian underpass. The Springfield River Walk provides numerous scenic areas overlooking the Connecticut River as well as other amenities such as picnic tables, benches and access points to the Connecticut River for fishing. Another unique feature of the River Walk is the adjacent active railroad line used by both AMTRAK and CSX. As it approaches its northern terminus, the River Walk crosses West Street (Route 20) at grade. A push-button activated pedestrian signal is provided in this area for users to cross the roadway. Figure I-1 presents a map of the entire Springfield River Walk and Bikeway Segment.

B. PURPOSE

The purpose of this survey is to assess the current volume of users on the Springfield River Walk and Bikeway and ways to improve their experience along this facility. The survey also identifies potential users of the River Walk and why they may not use the bike path. Information gathered as part of this survey will also assist in the development of recommendations to improve the River Walk, increase the use of the bike path and assist in planning efforts of proposed links to the River Walk. Figure I-2 presents a map of the existing and potential future segments of the River Walk as well as segments that are under design.

C. METHODOLOGY

The survey was conducted in May of 2005 on a Thursday and Saturday at three different locations: the Springfield YMCA, Forest Park, and at the Riverfront Park on the Springfield River Walk. The Riverfront Park location was chosen due to its close proximity to parking and trail access points as well as its overall central location. The two offsite locations were chosen for their ties with physical fitness and the need to find locations to survey non-users of the facility. The survey at the Springfield YMCA also coincided with the regional Bike Commute Week and a planned breakfast for people that rode their bicycle to work. A total of 229 individuals (response rate approximately 90%, with percent error $\pm 3.0\%$) were stopped and interviewed over the two day survey.

At the River Walk, users were surveyed from 11:30 A.M. until 6:30 P.M. on Thursday, and then from 10:30 A.M. until 5:30 P.M. on Saturday. A total of 17 questions were asked at the River Walk. Survey questions focused on transportation related issues, origin, travel mode, safety along the River Walk, frequency of use, issues along the trail and ways to improve it. Data was also collected during both days by visually observing gender, age and travel mode. This “observational” data was used to measure information on the volume of users and to assess the quality of the sample group interviewed. A pedestrian counter was also placed before the Memorial Bridge to monitor the volumes of users. The average number of users observed was 77 on Thursday and 40 on Saturday. A total of 69 users were surveyed on Thursday and 35 users were surveyed on Saturday. A blank survey form is shown in the Appendix.

Interviews were conducted at the YMCA on Thursday from 7:00 A.M. to 9:00 A.M. to coincide with the free breakfast during Bike Commute Week. The survey was conducted at Forest Park from 3:00 P.M. until 6:00 P.M. on Thursday and from 2:00 P.M. until 4:30 P.M. on Saturday. A total of 9 questions were asked at Forest Park and the YMCA. A Blank survey form is presented in the Appendix. Survey questions focused more on the person’s knowledge of the River Walk and factors that may prevent them from using the River Walk. Data was also collected during both days by visually observing and recording information on the age, gender, and travel mode.

A considerable effort was made to minimize extraneous influences on the data collected. The survey question regarding the origin of users was phrased to rule out inappropriate responses by adding a second question to clarify the true origin of the trip to the trail. For example, if the response was “Agawam” the respondent was asked if they traveled directly

from “Agawam” to the trail. Participants were selected on a first come basis and were asked to volunteer the information. As a result of this sampling technique the responses are not completely random. Some users that were traveling by bike or on their lunch break were difficult to stop and consequently may not be represented in this study. Pedestrians represented the largest number of survey respondents. It is possible that the level of activity for users depended on willingness to take the survey, therefore pedestrians, because most of them were taking a leisurely walk were more willing to take the survey rather than those on bicycles. The weather on both days was sunny and comfortable. To encourage participation, survey locations were provided with water and pedometers that were offered to all survey respondents. None of these factors are expected to have a significant impact on the findings of the survey.

Figure I-1 – Springfield Portion of the Connecticut River Walk

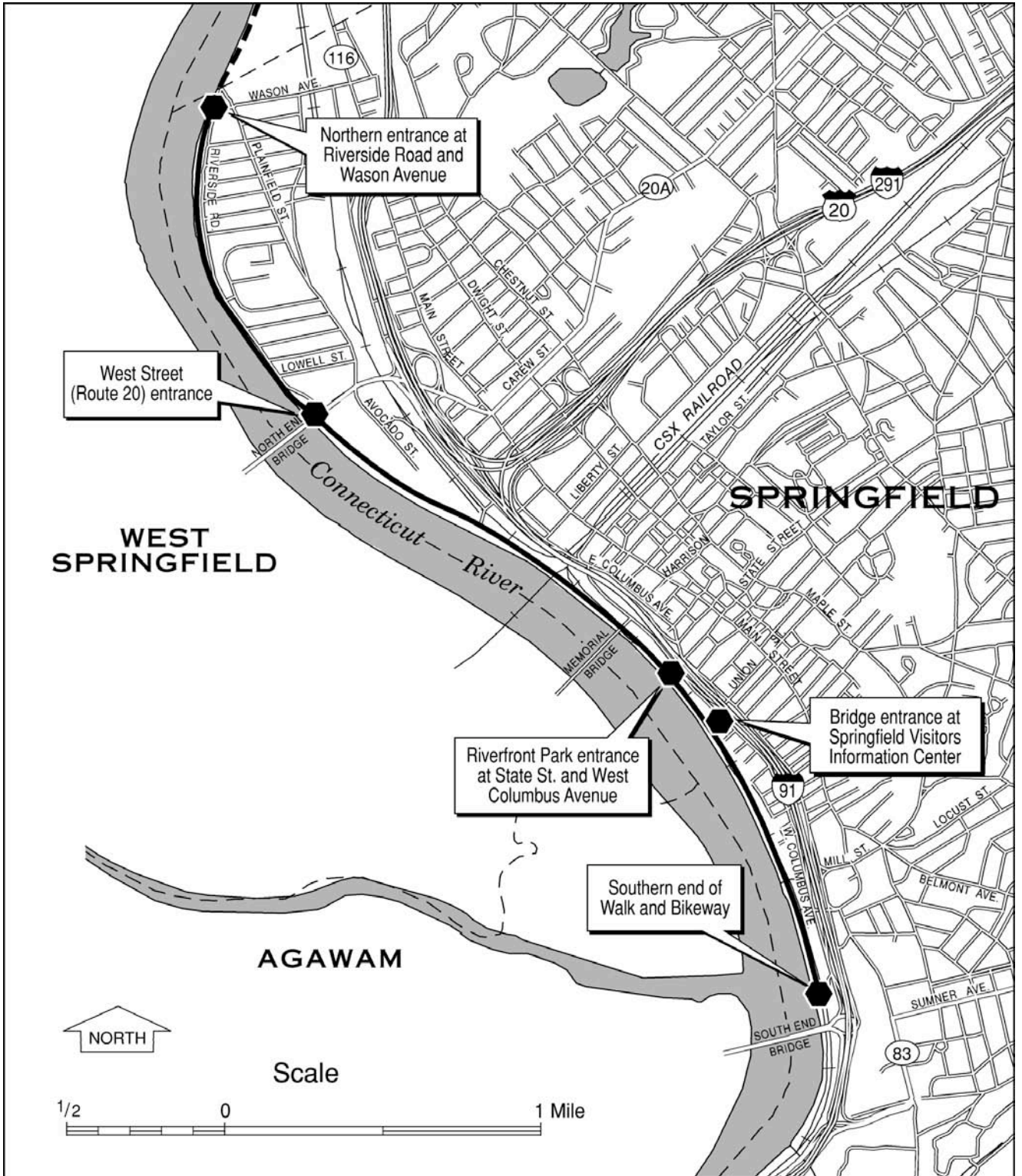
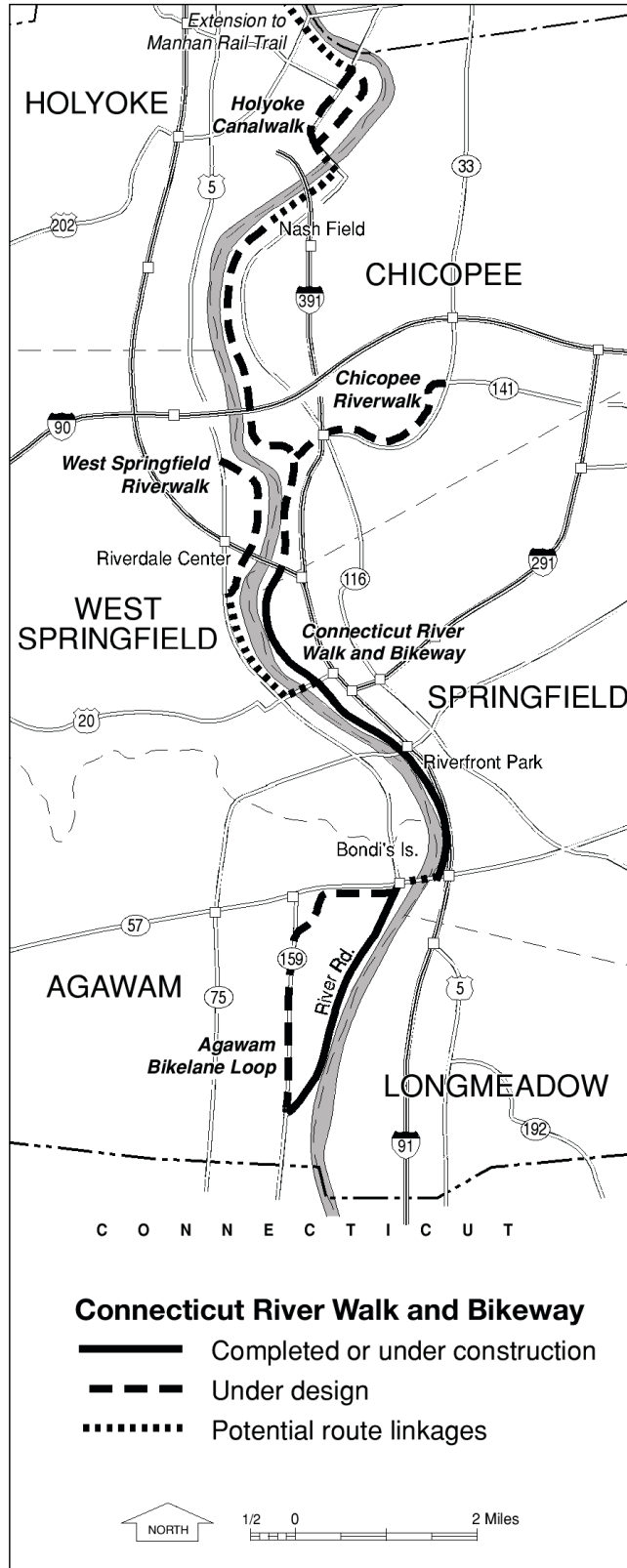


Figure I-2 – Connecticut River Walk and Bikeway



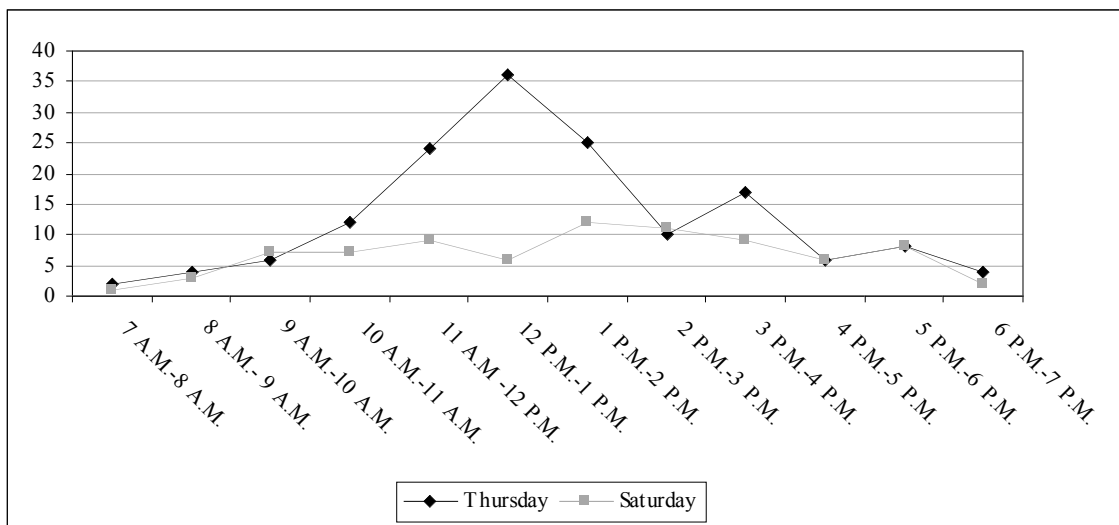
II. SURVEY RESULTS

A. RIVERWALK RESULTS

1. Number of Users Observed

The Pioneer Valley Planning Commission used an automatic pedestrian counter near the Memorial Bridge overpass on the River Walk to determine the volume of River Walk users of the course of the day. A total of 154 users were counted on Thursday and 81 users were counted on Saturday. These numbers can be expected to be higher than the actual number of users along the River Walk in this area as the counter is not able to distinguish the direction of travel. Therefore it is highly possible that some users may have been counted more than once. Approximately 77 people were observed on Thursday and 40 on Saturday during the hours of the survey. A summary of the counts recorded on the River Walk is presented in Table II-1. On Thursday, the volumes slowly increased from 7:00 A.M. until 10:00 A.M., then dramatically increased and peaked at 12:00 P.M. The volumes then gradually decreased from 1:00 P.M. until 2:00 P.M., increased slightly at 3:00 P.M., and finally dissipated at 6:00 P.M. Many of the users expressed their happiness about having the ability to use the River Walk during their lunch hour, which explains the high increase in weekday usage in the middle of the day. On Saturday, the volumes of users were much less than on Thursday and remained at 5 to 10 users throughout the day.

Table II-1 – Number of Users Observed



2. Origin of River Walk Users

On Thursday, the majority of River Walk Users were from “Other” cities and towns, accounting for over 50% of respondents. Unlike other park facilities, users on a weekday at the River Walk are comprised of those that work in downtown Springfield. If the respondent was not from Longmeadow or Springfield, they were placed under the “Other” category and the surveyor filled in the origin on the survey as provided. When broken

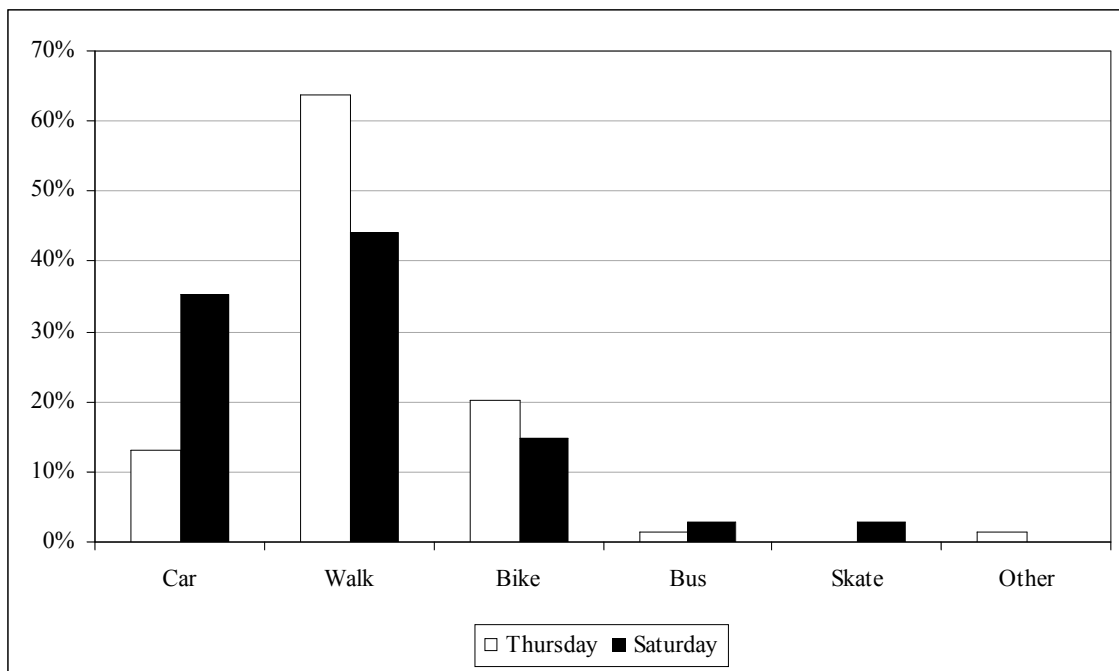
down by region, most of the respondents categorized under “Other” were from the Pioneer Valley and Connecticut. A small percentage of the respondents were from other regions of Massachusetts and outside of New England. A total of 47% of all respondents reported their trip originated in the City of Springfield.

Alternately, on Saturday the majority of trips originated from Springfield, accounting for 58% of respondents. The majority of respondents from “Other” cities and towns were from the Pioneer Valley while very few were from Connecticut and outside of New England.

3. *Travel Mode to Access the River Walk*

All users were asked how they accessed the River Walk. On Thursday and Saturday, the majority of users reported they walked to the River Walk, accounting for 64% and 44% users respectively. Alternately, nearly 35% of all users on Saturday reported they drove to the River Walk, which is almost double the amount that drove on Thursday. A summary of the respondents travel mode to the River Walk is presented in Table II-2.

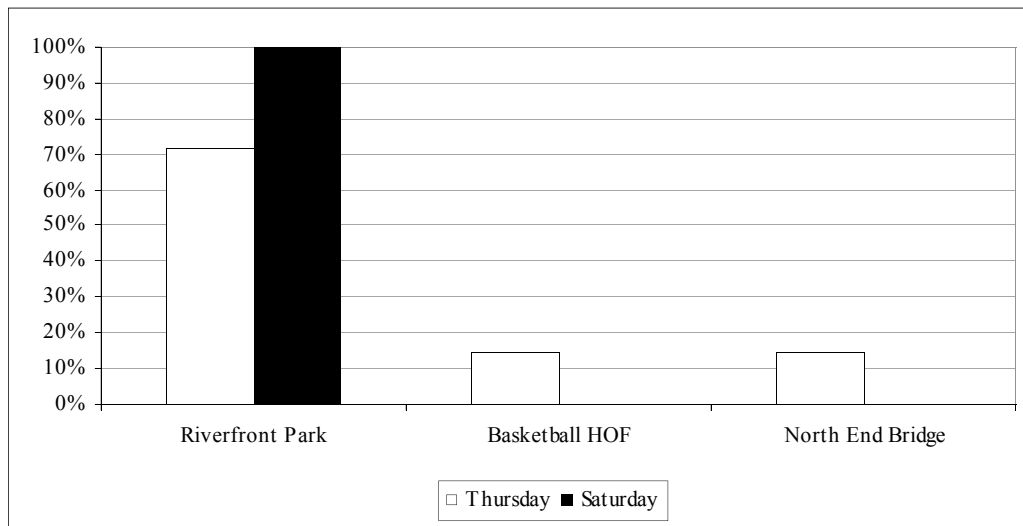
Table II-2 – Travel Mode to Access the River Walk



Users that drove to the River Walk were also asked where they parked and the respondents on Thursday used different parking locations than those on Saturday. The majority of users that drove parked at the Riverfront Park on Thursday and Saturday, accounting for 71% and 100%. On Thursday, 15% had parked at the Basketball Hall of Fame and another 15% parked in the vicinity of the North End Bridge behind the former Razzl’s nightclub. A summary of where respondents parked is presented in Table II-3.

Many of the respondents commented that they did not encounter difficulties finding parking. However, respondents on Thursday expressed concerns that they had to pay for parking. Parking at the Riverfront Parking Lot is free on Saturday, which may account for the high percentage of users that parked there. Respondents that did not drive to the River Walk commented the difficulties in crossing busy intersections. Currently, the Riverfront Park is the only parking lot that requires a fee, which is \$3.00 for the day for users. The Basketball Hall of Fame and the Visitor’s Center do not charge for parking, however, this is not publicly well known. The parking lot behind the former Razzl’s night club is privately owned and not an official parking area for the River Walk. This site is currently vacant and its close proximity to the River Walk entrance by the North End Bridge can make it an attractive option for free parking. All other parking is on-street where available.

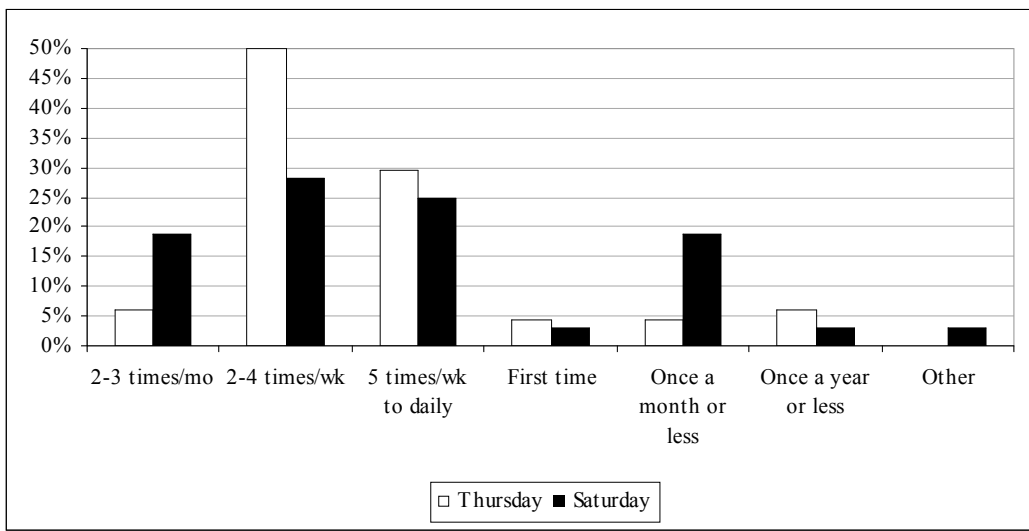
Table II-3 – Parking Preference



4. Frequency of Use

The highest frequency of use of the River Walk was reported to be 2-4 times per week for both Thursday and Saturday users. The next most frequent time of use is 5 times a week to every day. The number of occasional users greatly increases on a Saturday. A summary of the respondent’s frequency of use is summarized in Table II-4.

Table II-4 – Frequency of Use



5. *Effect of the River Walk on Exercise*

The River Walk Users were asked if they bicycle or walk more often due to the presence of the River Walk. The majority of Users on Thursday and Saturday agreed that they now exercise more often, particularly on their lunch break. This was quite obvious based on the spike in users on the River Walk during noontime on Thursday.

6. *Local Perception of the River Walk*

Respondents were asked for possible explanations as to why the River Walk is not used more by others. Many people explained that safety is a perceived issue due to the homeless population and reports of crime in the area. Others reported that the lack of security at the River Walk may be the cause for other people not using the facility. Another common response was the lack of publicity. The only signage directing people to the River Walk is the sign in the Riverfront Park parking lot that allows users to pay to park. Access to the River Walk was also an issue, as people that walk from downtown reported having trouble crossing some intersections. The cost of parking was also an issue because free parking used to be available to users at the Riverfront Park parking lot until it was taken advantage of by downtown workers. Now, parking is \$3.00 and a pass must be placed on the vehicle dashboard. Other discouraging factors included lack of recreational activities, amenities, and access as well as the presence of litter.

When asked how to encourage more people to use the River Walk, many people suggested having security on bicycles, particularly during the peak hour of the day. Another suggestion was to promote the River Walk through advertisements, which would also display the four access points of the River Walk. Other suggestions included increasing maintenance, providing greater access to the river to allow fishing and boating, establishing informational kiosks and providing a play area for children to encourage the park to be more family-oriented. Many other users suggested increasing the safety at intersections for pedestrians, improving parking, extending the River Walk and increased lighting.

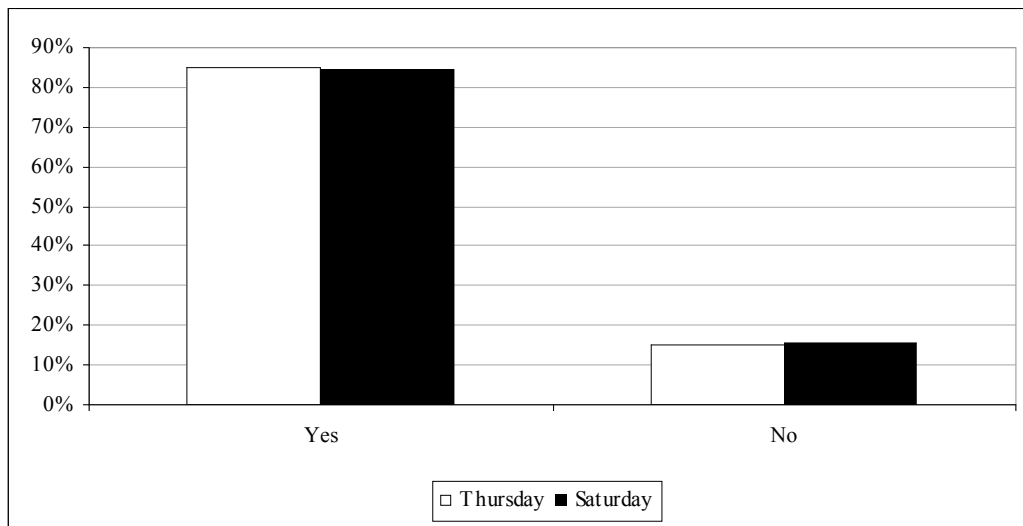
Respondents were also asked what their favorite aspect of the River Walk was. The majority of them responded that they think it is scenic. Others have mentioned that it is peaceful, quiet, aesthetically pleasing and that the air is cleaner along the River Walk.

Almost 80% of respondents reported that the River Walk makes a significant improvement in their lives. This could be due to the close proximity of the River Walk to downtown allowing people to leave their office and take a walk during their lunch break. Other factors may include that the trail provides clean air, ambience and breaks away from the noise that is normally experienced while in the city. Lastly, people have the opportunity to use the trail as a form of exercise. Many respondents also have said that because of the facility they now view Springfield more favorably. The convenience of having the River Walk in Springfield allows people to walk or bicycle to the trail rather than having to drive out of Springfield to enjoy similar facilities.

7. Safety at the River Walk

As can be seen from Table II-5, the majority of River Walk users responded that they do feel safe when using the trail. However, many of those that responded that felt safe were surveyed as part of a group. Many of these users also commented that they would not use the River Walk if they were alone. Some users went on to say that if security was provided at the River Walk, this would not be an issue.

Table II-5 – Safety at the River Walk



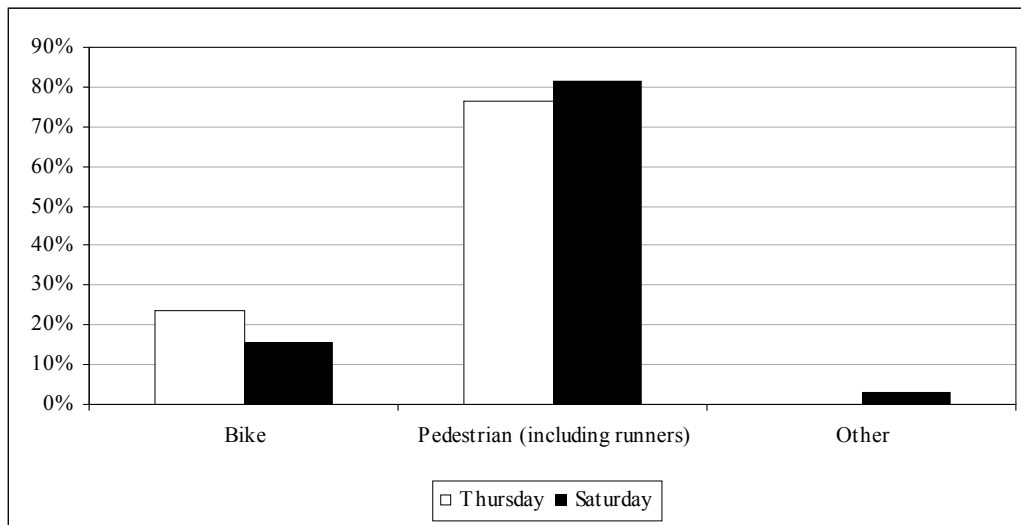
In order to determine if certain sections of the River Walk are perceived as unsafe, all users were asked if they use the entire facility. A vast majority of the respondents reported they use the River Walk from end to end. Those that do not use the entire length of the trail reported time constraints as the reason for not doing so. A number of people do not use the North End or the South End of the trail due to the presence of homeless communities and past confrontations with them. Others have mentioned that they do not walk along certain sections because they are unfamiliar them or they appear to be too secluded.

8. Demographics

a) Travel Mode

Pedestrian transportation, which includes walking and jogging, is the most dominant travel mode on the River Walk. Bicycling was the next most popular mode of travel. Other modes of travel included in-line skating, wheelchair users and carriage users. None of the users on Thursday were using other modes of travel. Pedestrian transportation is made convenient for River Walk Users that go for a walk during their lunch break. Bicycling was noted by River Walk Users and Non-Users as not being efficient due to the short length of the facility. A summary of the travel mode for River Walk Users and Non-Users is presented in Table II-6.

Table II-6 – Travel Mode



b) Age Distribution

Many of the respondents were observed to be in the 30-60 age range, accounting for 63 % of all survey respondents on Thursday and 78% on Saturday. The next highest age group was 16–29. The ages of the respondents show that there are not many young children that use the facility. The 30-60 age range is consistent with the other results of the survey indicating a large number of River Walk users that work in downtown Springfield and use the facility on their lunch break. Respondents were also predominantly male, accounting for 73% of all survey respondents on Thursday and 81% on Saturday. The high percentage of male users could be attributed to the widespread public perception of safety problems along the River Walk.

B. OFF TRAIL SURVEY RESULTS

1. Non-Users

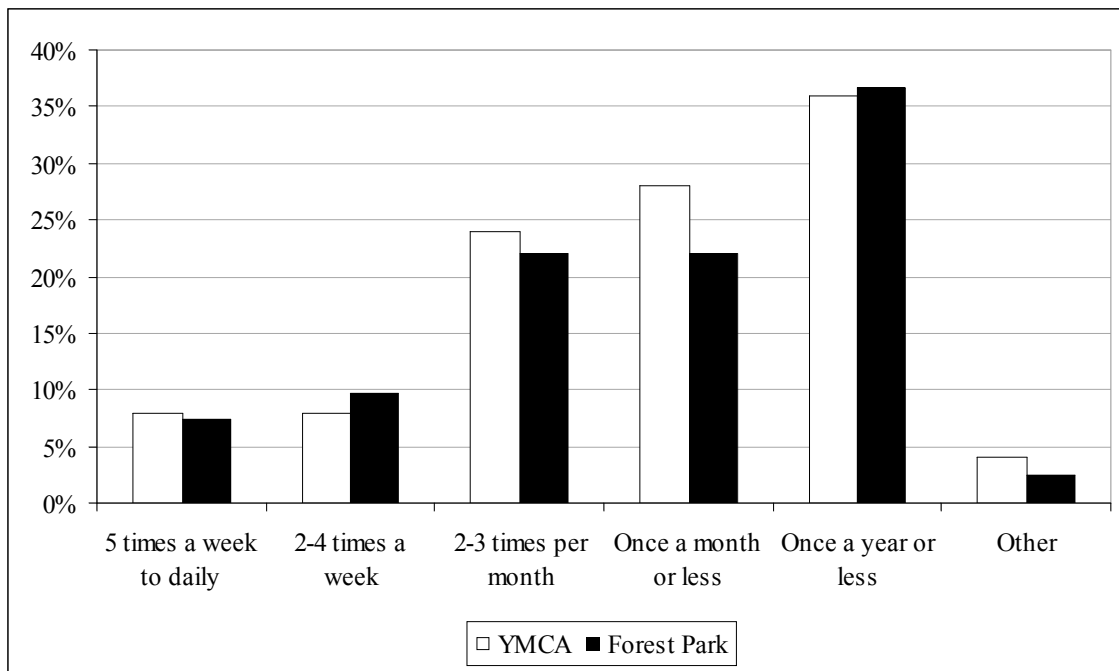
A total of 125 people were surveyed on Thursday at the Springfield YMCA from 7:00 A.M. until 9:00 A.M. An additional 32 were surveyed at Forest Park from 3:00 P.M. until 6:00 P.M. on Thursday and another 31 on Saturday from 2:00 P.M. until 4:30 P.M. These popular local locations for physical fitness and recreation were chosen to identify how many people were aware of the River Walk and to identify factors that may prohibit them from using the River Walk on a more regular basis. A total of 34% of respondents reported that they have not been there before, but are familiar with the trail. Nearly 43% of these respondents commented that they felt safety was an issue along the River Walk. Other's identified a lack of activities and amenities along the River Walk and the presence of the homeless population as reasons for not using the facility.

2. *Users*

a) Frequency of Use

The majority of those surveyed at the YMCA and Forest Park reported using the River Walk once a year or less, accounting for 36% of those surveyed on Thursday and 37% on Saturday. The next highest frequency of use was once a month or less. As can be seen from Table II-7, the frequency of use decreases as the number of times used increases.

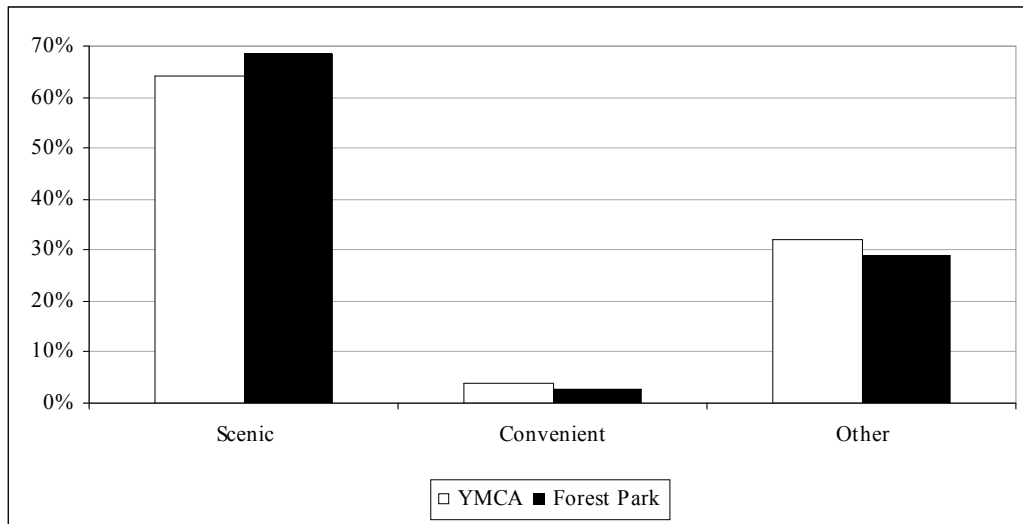
Table II-7 – Frequency of Use



b) Best Aspect of the River Walk

The majority of respondents felt that one of the best aspects of the River Walk is that it is scenic. Other popular aspects among respondents included the peace and quiet experienced along the facility, the riverside location, and lack of roadway traffic, pavement quality and presence of an active railroad line. Very few people responded that the River Walk is easy to access. A complete summary of the best aspects of the River Walk is presented in Table II-8.

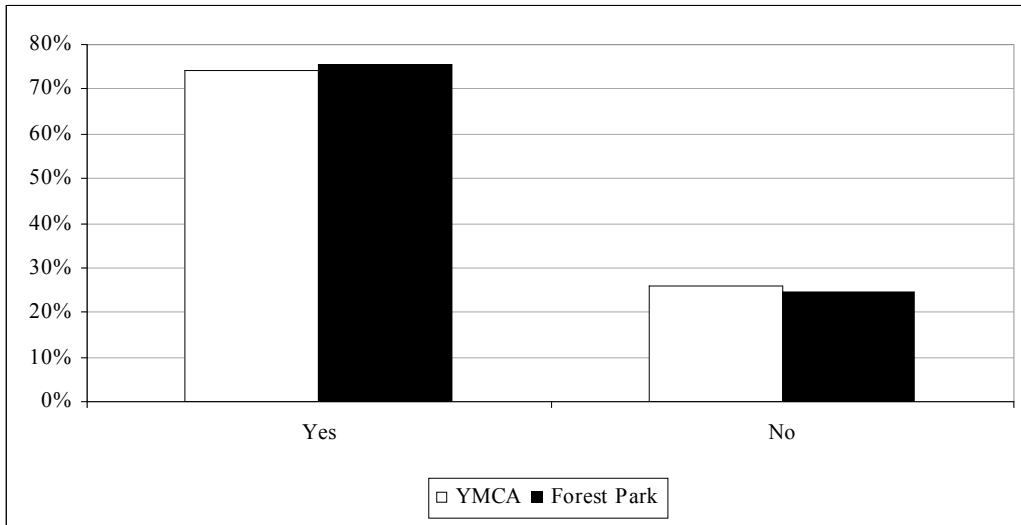
Table II-8 – Best Aspect of the River Walk



c) Safety at the River Walk

As shown in Table II-9, approximately 75% of respondents at both locations commented that they feel safe using the River Walk, however many people also commented that they do not feel comfortable while alone. Survey respondents that reported they did not feel safe while using the River Walk cited the presence of the homeless population and feeling secluded due to the low volume of users.

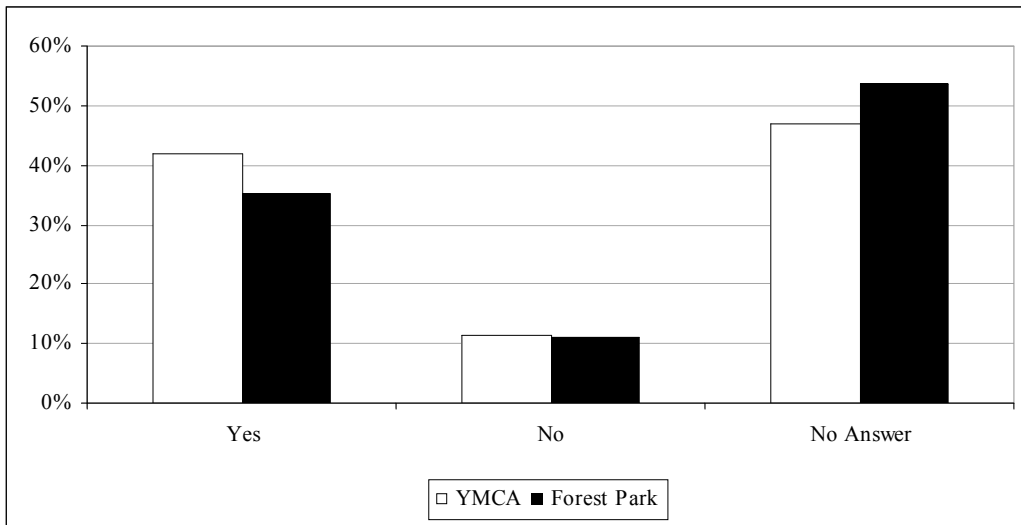
Table II-9 – Safety at the River Walk



d) Likelihood to Re-visit the River Walk

All respondents that have used or are familiar with the River Walk were asked if it were likely that they would be using the trail again. Approximately 40% of all respondents indicated that they plan to use the River Walk again. A small percentage of respondents have indicated they do not plan on using the trail again due to the lack of security, the presence of the homeless population and the perception of crime. Other comments received were in regards to graffiti on the granite walls, the lack of cleanliness and lack of activities associated with the facility. Many of the respondents did not answer this question, which may largely be in part due to the number of respondents that have not been to the River Walk or have never heard of it. A complete summary is presented in Table II-10.

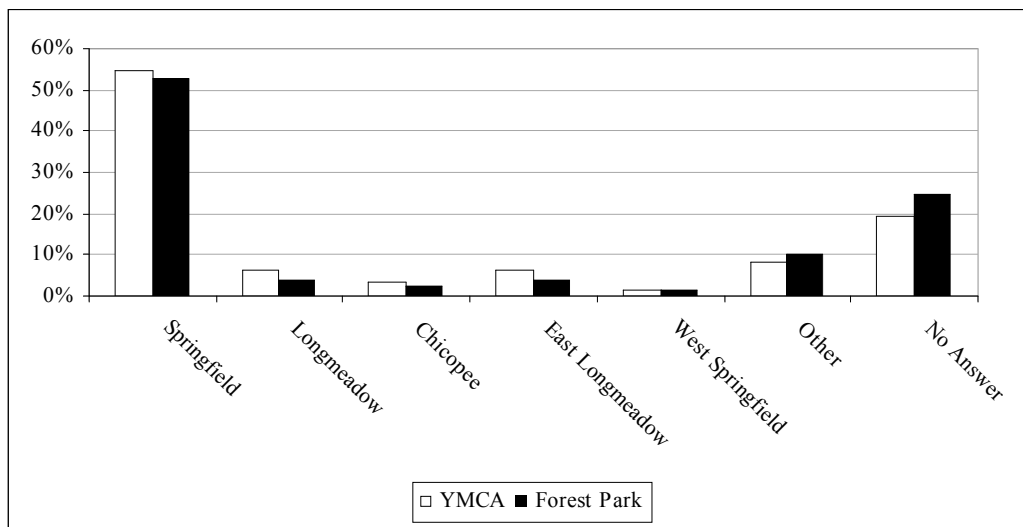
Table II-10 – Likelihood to Re-visit the River Walk



e) Origin of Respondents

Springfield was the most frequent origin for respondents from at both the YMCA and Forest Park, accounting for over 50% of all responses. The next most popular origin was categorized under “Other”, accounting for 8% of respondents from the YMCA and 10% from Forest Park. Many people that were visiting Forest Park reported they were from Connecticut, while other people surveyed outside the YMCA reported originating from a variety of cities and towns surrounding Springfield. A complete summary of the origin of respondents is presented in Table II-11. A number of people did not respond to this question, which may be a result of their not wanting to divulge this information.

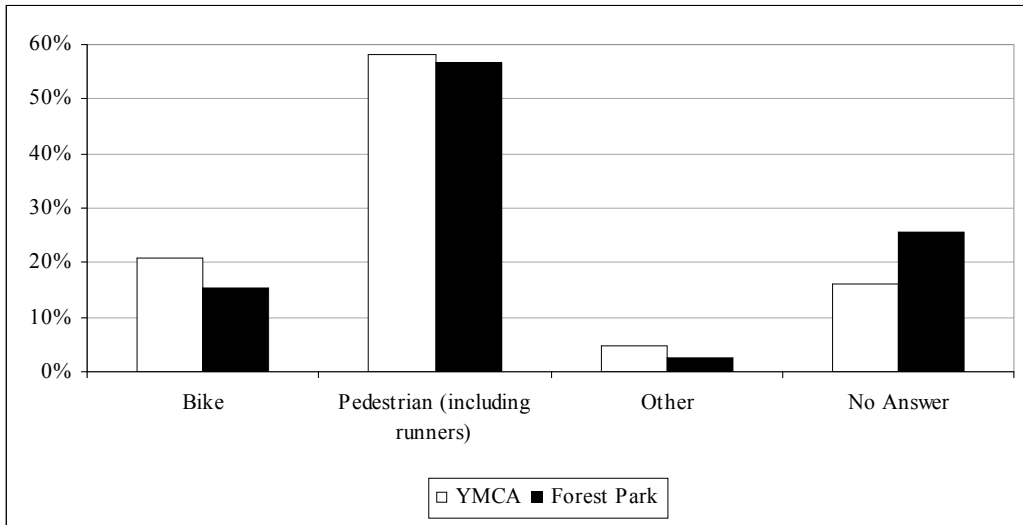
Table II-11 – Origin of Respondents



f) Travel Mode

As shown in Table II-12, the majority of respondents were reported walking at both the YMCA and Forest Park, accounting for almost 60% of those surveyed at each location. There were more bicyclists at the YMCA compared to Forest Park. However, this is likely due to the free breakfast provided to bicyclists on the day of the survey. Pedestrian transportation was found to be a convenient way to access the facility for River Walk users that go for a walk during their lunch break. It was noted by both River Walk users and non-users that bicycling along the River Walk is not efficient due to the small overall length of the facility.

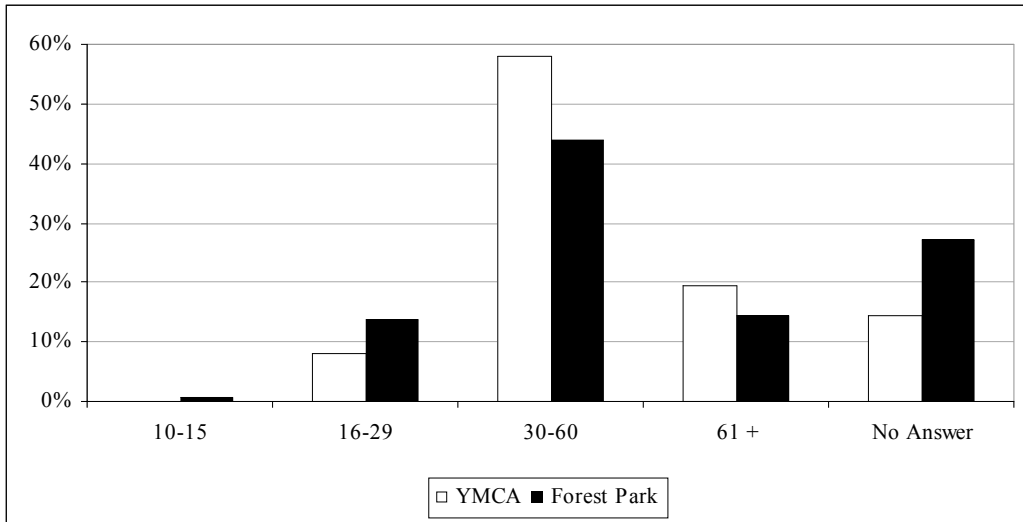
Table II-12 – Travel Mode



g) Age Distribution

The most common age group was found to be between the ages of 30 and 60, which accounted for 38% of all respondents at the YMCA and 44% at Forest Park. The next most common age group were those from the age of 61 and up at both locations. The low numbers of young persons compared to the number of adults that were surveyed could be an indication that the River Walk is not used by many families. A complete summary of age distribution is presented in Table II-13. This number may be slightly skewed at the YMCA due to the time of the survey in the morning hours when many teenagers are in school.

Table II-13 – Age Distribution



III. RECOMMENDATIONS

Based on the results of the River Walk survey, a series of recommendations were developed to address existing deficiencies, improve current conditions and promote the trail for possible future improvements.

- It is recommended that guide signs be considered to direct people to the River Walk. Ideally, these signs should be placed along East and West Columbus Avenue, State Street, Route 20, and Plainfield Street. The Massachusetts Highway Department should be consulted to determine if the River Walk can be included on “area attractions” signs along Interstate 91. The City of Springfield has commented that the concept of signage has been addressed and it is possible that it may be implemented in the future.
- Additional signs are required in the vicinity of the at-grade rail crossing by Riverfront Park to alert users of the presence of the existing railroad underpass to the north. Many users were observed to line up to enter and exit the River Walk when trains came through.
- At the time of the survey, many respondents commented that when they drive, they experience difficulty finding parking on weekdays and now have to pay to park. Parking is provided to River Walk users at the Basketball Hall of Fame at no charge. The City of Springfield should consider communicating with the Basketball Hall of Fame to designate certain parking areas for the River Walk and the installation of signage to inform users of this service.
- The Adopt a Trail Program is a volunteer program that allows the general public the opportunity to be involved in keeping trails a friendly environment for trail users. The City of Springfield should consider implementing an Adopt a Trail program along the Springfield River Walk similar to an existing program for Forest Park. This would allow neighborhood groups and local businesses to support maintenance and activities along the trail.
- It was noted that along the River Walk, many sections of the fence are damaged and may be used as an informal access point. Repairing the fence would prevent unwanted visitors, specifically at night. In addition, the fences should be inspected on a routine basis to find other holes where people may cross the railroad tracks to access the facility.

The Connecticut River Recreation Management Plan is a study conducted by PVPC to assess the Connecticut Riverfront areas in the Pioneer Valley communities, including Springfield. The goal of the Connecticut River Recreation Management Plan is to promote improvements in recreational areas to provide more recreational activities. Recommendations that were provided in this study correspond with recommendations for the River Walk Survey and are as follows:

- At the time of the survey, users commented that security was at times provided throughout the course of the day. Due to the public perception of the River Walk being unsafe, the Connecticut River Recreation Management Plan also includes a recommendation to increase enforcement of public safety on the premises. To furthermore increase safety and use at the River Walk, users have suggested the

installation of lighting. The City of Springfield has commenced a plan for the installation of lighting at the River Walk for the future.

- Many users commented that lack of activities may prevent other people from utilizing the River Walk. A complete renovation of Riverfront Park is proposed by the Springfield Parks and Recreation Department and will include a boathouse/restaurant complex, miniature golf course and festival field improvements. This proposal will be in cooperation with private business entities. This increase in activities at the River Walk may also assist to displace unlawful activities that may have occurred in this area by increasing the number of users. The City of Springfield may also consider performing research on crime statistics along the trail to determine the severity and number of crimes that have previously occurred.
- The installation of designs and public art around these access points to the River Walk may attract pedestrians to the Riverfront. Improving lighting and crosswalks may also further encourage current users and potential users to visit the River Walk.
- Many users requested more information on the layout of the River Walk and its official access points. The City of Springfield should consider installing an informational kiosk with a large map of the Springfield River Walk in the Riverfront Park area.
- Some users requested additional information on proposed future connections to the Springfield River Walk. This could also be addressed via a map at a link. The City of Springfield should also pursue opportunities to connect the Springfield and Agawam portions of the River Walk in the future. The City of Springfield is also pursuing options to provide a connection from the River Walk to Forest Park.

APPENDIX

Connecticut River Riverwalk and Bikeway Survey

PIONEER VALLEY PLANNING COMMISSION
Location: Riverfront Park Time: _____

Intro: Hello, we are doing a survey today; could I ask you just a few questions about the Riverwalk?

1. What town do you live in? Springfield Longmeadow Other _____
2. Did you come from (*insert town name*) this (*morning, afternoon, evening*) if not where _____
3. Did you drive to the Riverwalk today? Yes if no choose other mode
 Bike Walk Skate Bus Wheel Chair Other
4. If you drove, where did you park?
 Riverfrnt Prk Basktbl H of Fame SpfdVisitor's Cntr N. End Brdg Rivrside Dr. Under -91
 Other _____
5. Did you experience any difficulty in finding parking? Yes No

Comments _____

6. If you walked did you experience any difficulty getting to the Riverwalk? Yes No

Comments: _____

7. How often do you use the Riverwalk?

- 5 times a week to every day
- 2-4 times per week
- 2-3 times per month
- Once a month or less
- Once a year or less
- This is my first time
- Other _____

8. If first time, will you be coming back? Yes No

9. Have you used any other bikepaths in the area? no if yes which ones: _____
 Norwottuck Agawam Riverwalk Northampton Bikepath Easthampton Manhan

10. Do you walk or bicycle more often because of the Riverwalk?? Yes No

11. Why do you think the Riverwalk is not used more often by others?

12. How could we improve upon the Riverwalk?:

13. Do you use the entire Riverwalk from end to end? Yes No Sections you do not use and why: _____

14. What do you like best about the Riverwalk? Scenic convenient Other

15. Do you feel safe when using the path? Yes No

16. Has the Riverwalk made a significant improvement in the quality of your life? Yes No

17. Do you view the Springfield area more favorably because of the Riverwalk? Yes No

Thank you for your cooperation!

Collect the following information by observation

Travel mode:

- Bicycle
- Pedestrian (including runners)
- In-line Skates
- Carriage
- Wheelchair
- Other _____

Age:

- 0 to 9
- 10 to 15
- 16 to 29
- 30 to 60
- 61 & over

Gender: M F

Connecticut River Riverwalk and Bikeway Survey

PIONEER VALLEY PLANNING COMMISSION

Location: Forest Park /YMCA _

Survey questions:

1. Have you ever used the Riverwalk before?

if yes continue no

2. If no: Are you familiar with the Springfield Riverwalk? yes no

If yes skip to 6 , if no end survey and offer a Riverwalk Brochure

3. How often do you use the Riverwalk?

5 times a week to every day

2-4 times per week

2-3 times per month

Once a month or less

Once a year or less

Other _ _____

4. What do you like best about the Riverwalk? Scenic convenient Other _____

5. Did you feel safe when using the Riverwalk ? yes no

6. Will you be using the (again) Riverwalk soon? yes no If no why not:

7. Have you used any other bikepaths in the area ? no if yes which ones: _____

Norwottuck Agawam Riverwalk Northampton Bikepath Easthampton Man han

8. What town do you live in? Springfield Longmeadow Chicopee Holyoke Longmeadow West Springfield Other _____

9. How often do you exercise

less than once a week 1-2 times /wk 3-4 times /wk 5 times to every day

Thank you for your cooperation!

Collect the following information by observation

Travel mode:

Bicycle

Pedestrian (including runners)

In-line Skates

Carriage

Wheelchair

Other _____

Age:

0 to 9

10 to 15

16 to 29

30 to 60

61 & over

Gender: Male Female