



AGENDA

TRANSPORTATION SAFETY AD-HOC COMMITTEE

91136 N Willamette Street

541-682-7852 | coburgoregon.org

Thursday, April 25, 2024 at 4:00 PM

CALL TO ORDER

ROLL CALL

AGENDA REVIEW

MINUTES APPROVAL

- [1.](#) February 1, 2024 Transportation Safety Ad-Hoc Minutes
- [2.](#) February 22, 2024 Transportation Safety Ad-Hoc Minutes
- [3.](#) March 28, 2024 Transportation Safety Ad-Hoc Minutes

COMMITTEE BUSINESS

4. Committee Recommendations DRAFT Review
5. Potential Traffic Calming Areas of Concern

CITY UPDATES

6. Welcome to Coburg Entrance Signs Project

FUTURE MEETINGS

May 23, 2024 4:00 PM Transportation Safety Ad-Hoc #5

ADJOURNMENT

The City of Coburg will make reasonable accommodations for people with disabilities. Please notify City Recorder 72 hours in advance at 541-682-7852 or sammy.egbert@ci.coburg.or.us

All Council meetings are recorded and retained as required by ORS 166-200-0235.



MINUTES

Transportation Safety Ad-Hoc Committee Meeting

February 1, 2024 at 4:00 P.M.
Coburg City Hall
91136 N Willamette Street

MEMBERS PRESENT: Mayor Bell; Chair, Brandon Rhodes, John Lehmann, Bryan Hamburger, McKenzie Bryant, John Marshall, Jean Schapper (via zoom),

ALTERNATES PRESENT: Vilma McDonald (citizen alternate), Michael McDonald (citizen alternate)

MEMBERS ABSENT: NONE

GUESTS/STAFF PRESENT: Adam Hanks, City Administrator; Brian Harmon, Public Works Director; Larry Larson, Chief of Police; Megan Winner, Planning Director

TRANSCRIBED BY: Madison Balcom, Administrative Assistant

CALL TO ORDER

Mayor Bell called the meeting of the Coburg Transportation Safety Ad-Hoc Committee to order at 4:04 pm.

ROLL CALL

Mayor Bell called roll.

WELCOME

1. Introductions

Everyone went around and introduced themselves.

2. Committee Scope – Resolution 2023-15

City Administrator, Adam Hanks went over the goal of the committee as tasked in Resolution 2023-15.

Ms. Bell mentioned that transportation in Coburg has always been a hot topic, and they really need input and recommendations from this committee and the citizens to help make changes.

Mayor Bell also noted that she and Council were very appreciative of the interest from the community in participating on this Ad-Hoc committee.

3. Deliverable to Council

Mr. Hanks said that staff would like to bring requests to Lane County more as a package rather than as individual requests, which may take some time to implement. Staff would also like to provide the committee with some education on the questions and concerns that come up throughout the process. The focus of this committee is the human scale elements regarding transportation safety within Coburg.

4. Election of Chair and Vice Chair

Ms. Bell volunteered as Chair, and Bryan Hamburger volunteered as Vice Chair.

MOTION

Ms. Bell moved, seconded by John Lehmann to assume Nancy Bell as the position of Chair, and Bryan Hamburger as the position of Vice Chair.

Motion passed unanimously — 7:0.

PRESENTATION BY STAFF

Mr. Hanks presented details on the different jurisdictional control and regulatory authority of the streets within the Coburg city limits, noting that it is ultimately an important component of the recommendations but that the committee doesn't need to focus on that in the initial discussions and formulation of recommendations. Staff will assist with the regulatory aspects of the potential projects being considered

1. Safety Enhancements

Mr. Hanks gave a presentation on pedestrian safety, including light beacons for crosswalks, additional marked crosswalks, and signage and lighting improvements.

2. Speed Reduction and Control

Mr. Hanks then gave a presentation on speed reduction, including speed limits and signage, traffic calming devices, crosswalks, and trees, landscaping, and design elements. He mentioned available tools and possible opportunities regarding certain areas and streets.

He then presented ideas for intersection improvements and also recommendation considerations, focusing on the N Willamette and Van Duyn intersection.

Michael McDonald asked who will decide on these decisions, like engineers, a committee, or outside sources.

Mr. Hanks said that they might engage their engineering consultant team in this process, but keep it at a minimum. The engineering team would definitely be involved in the implementation process.

Mr. Lehmann asked if the Ad-Hoc committee would make recommendations to council concerning funding or budgeting options.

Mr. Hanks said that wasn't initially part of the scope but it could when they get to the end of the recommendations, as funding is always an important consideration and street/transportation funds are always challenging.

Ms. Bell mentioned that Public Works and Administration could give them information on individual costs, and see if that changes the prioritization list.

Mr. Hanks said some recommendations could be a two-part process; to first study a particular issue to fully understand the details/data, then move forward to implementation. The priority of recommendations might change based on what's most needed, wanted and viable.

John Marshall said there was a traffic impact study done on the new development by the N Willamette and Van Duyn intersection, and wasn't sure if that intersection was included in the study. He was concerned that because there weren't as many accidents as expected, improvements for it wasn't as high of a priority. Hanks noted that staff will provide the committee with the impact study associated with the new subdivision that Mr. Marshall mentioned.

Mr. Hanks and Ms. Bell said that there were not as many accidents as they expected there, but that will not hinder their efforts for improvement at that intersection.

Mr. Marshall asked if it was possible to have someone, like the Safe Routes to School program, to come in and help evaluate and develop improvements for that intersection.

Mr. Hanks said yes, and provided them with a handout about the standards and possibilities for improvements based on engineer and study recommendations.

3. Project Ideas

Mr. Hanks presented the projects and improvements. The first project was putting a crosswalk and flashing beacon on Coleman and Pearl, where there are no crosswalks and it frequently gets busy. He mentioned that they know the cost as staff has recently been through the permitting and installation process for the beacons and signage on N Willamette and McKenzie Streets.

Mr. Lehmann asked if the costs for the lighted crossings was done by the County. Mr. Hanks said no, but they contracted through them and shared some of the costs. It was around \$20,000 to put those in. The next project was the N Willamette Street crosswalks. There are 4 different proposed spots for new crosswalks. He mentioned ranking them from most to least priority.

Mr. Hanks said that the one on Coburg Rd and Delaney St is the historic Hurley/Pollard house, which as a recent land use development approval that contains a condition of its approval to install the crosswalk as part of the project, which would be a cost and permit process responsibility of the developer rather than the City. For that reason, the committee may want to rank it as the lowest priority of the four proposed crossings.

Ms. Bell asked Chief Larson if they have had problems with people crossing Coburg Rd to get to Coburg Pizza. He said yes, and with the traffic on that road it would help to have a formal crosswalk marking.

Ms. Bell asked how much a permanent radar sign would cost and Mr. Harmon said they budgeted for 3 of those, and the funding for those was switched over to the beacon. For all 3, it was roughly \$28,000.

The next project was the N Willamette and Van Duyn intersection. He mentioned the new subdivision and how the route and traffic will change with that in place.

Mr. Harmon mentioned that they did a water line replacement project last year on Harrison, Macy and N Willamette in preparation for what's to come this next spring. They reconstructed Harrison from Van Duyn N to Macy, Macy W to N Willamette, N Willamette back to the intersection of Van Duyn. N Willamette will be reconstructed, have added sidewalks, some storm water management and some added speed cushions. He mentioned that speed cushions can cause some noise from bouncing equipment, trailers, etc.

Mr. Lehmann asked about making some of the streets a one-way. Mr. Hanks said that could help slow traffic down, but could cause other problems, and would result in a lot of new signage and extra projects. Mr. Harmon mentioned some potential problems with that, both staff agreed that one-way designations are definitely a tool available to research and propose.

They discussed some other sidewalks and streets in the area.

COMMITTEE DISCUSSION

Mr. Hanks asked if anyone had any other ideas in mind that they didn't touch on.

Mr. Hamburger asked about the street lighting. Mr. Harmon said that some are city owned and some are not. They are now requiring developers to install conduit, but it isn't in the code yet. Mr. Hanks touched on the lighting situation and the preference problems that come up from residents on the intensity of light, exposure of the light source and desire for night sky mitigation.

Mr. Marshall mentioned that the intersection at Willamette and Pearl backs up a lot during rush hour. He said they could bring this up to the county. Hanks noted that issue and will include it in future discussions and potentially within a committee recommendation.

NEXT MEETING

Mr. Hanks proposed the fourth Thursday of every month at 4:00 pm.

- February 22, 2024
- March 28, 2024
- April 25, 2024
- May 23, 2024
- June 27, 2024

ADJOURNMENT

Ms. Bell adjourned the meeting at 5:35 pm.

APPROVED by the Transportation Safety Ad-Hoc Committee of the City of Coburg on this 22nd day of February, 2024.

DRAFT

Nancy Bell, Chair

ATTEST: _____
Sammy L. Egbert, City Recorder



MINUTES

Transportation Safety Ad-Hoc Committee Meeting

February 22, 2024 at 4:00 P.M.
Coburg City Hall
91136 N Willamette Street

MEMBERS PRESENT: Mayor Bell; Chair, Brandon Rhodes, John Lehmann (via zoom), McKenzie Bryant, John Marshall, Bryan Hamburger (via zoom), Jean Schapper (via zoom)

ALTERNATES PRESENT: Michael McDonald (citizen alternate)

MEMBERS ABSENT: none

GUESTS/STAFF PRESENT: Adam Hanks, City Administrator; Larry Larson, Chief of Police; Brian Harmon, Public Works Director; Megan Winner, Planning Director

RECORDED BY: Madison Balcom, Administrative Assistant

CALL TO ORDER

Mayor Bell called the meeting of the Coburg Transportation Safety Ad-Hoc Committee to order at 4:00 pm.

ROLL CALL

Mayor Bell called roll.

PUBLIC COMMENT

There were no requests to publicly speak and no written statements had been received.

APPROVAL OF MINUTES FROM FEBRUARY 1, 2024

There were no requested changes to the minutes.

MOTION

_____ moved, seconded by _____ to approve the February 1, 2024 meeting minutes as presented.

Motion passed unanimously — 6:0.

COMMITTEE DISCUSSION

1. Recap of Meeting #1

City Administrator, Adam Hanks reviewed some details from the last meeting. Included in the packet are pictures of a bollard, jersey barriers, speed cushions, and a traffic calming/road closure device, as well as some information on the Radar Speed Signs, pictures and diagrams of the N Willamette & Van Duyn intersection, and the City of Jacksonville's traffic and speed limit proposals that were discussed and mentioned in the last meeting.

Michael McDonald asked if they were going to look at the intersection by the school. Mr. Hanks said they could add it to the scope and discuss it later on if they have time. Mayor Bell added that if they are going to create a package to present to Lane County, she thinks that topic should be included.

Mr. Hanks said the goal of this committee is to develop a fully formed recommendations document to review and fine tune by week 5, and ultimately provide to Council at the end of the six meetings. The final recommendations will likely include a package of items that will be presented to Lane County for approval after Council's review and final approvals.

Ms. Bell reviewed the few topics of concern that they discussed in the last meeting, including pedestrian safety, safe routes to school, and speed and traffic mitigation through Coburg. These topics will drive their missions and prioritize their recommendations.

2. N. Willamette & Van Duyn Intersection

Mr. Hanks directed everyone toward the posters on the wall for brainstorming the goals, improvement ideas, and drawbacks for the N. Willamette & Van Duyn intersection. Committee members added and brainstormed their concerns for the posters. Their ideas are listed below.

Ms. Schapper asked about the possibility to widen the intersection. Ms. Bell explained that it would be a very costly project, but if the committee really wanted it they could talk about it. Mr. Hanks added that the alternative options provided by the engineers were not based on a ton of data analysis, and also prioritize the safe vehicular thoroughfare objective.

Mr. McDonald asked when the stoplight at Pearl & Willamette was put in. Mr. Harmon said that he believes it was a three way stop prior to 1997. Mr. McDonald then asked how long it takes for a situation to warrant a new stoplight being put in. Mr. Hanks said that some major changes and development would have to happen and didn't that it would for a long while.

Mr. Hanks mentioned the feasibility study for the alternative freight route. The funding is for the study in 2026. If everybody ends up liking the study, there is then a long process of right-of-way acquisition, environmental review, engineering design, funding, and instillation. With the whole process, they are looking at a timeline of 2035-2040.

Ms. Bell mentions that the initial concept was for an east/west bypass. Rather than coming through Coburg people would be coming off of N. Coburg Rd and going from west to east. They are now looking at many different alternatives.

Mr. Marshall expressed his concern about the bypass and its alternative and how it will affect the livability in Coburg. He asked what the county could do to improve the flow of traffic through Coburg as time goes by and traffic gets worse. Mr. Hanks' idea is to make it as much of a downtown and pedestrian friendly area as possible, and for development to be designed and constructed to follow that idea.

Mayor Bell believes that the climate friendly initiatives, especially now, are in their favor. Mr. Harmon agrees, and says the downside is that most trips are commuter traffic. Mr. Hanks says their goal is to keep the trip counts as low as they can.

The results of the N Willamette/Van Duyn intersection brainstorming is below:

Goals/Objectives

- Safely be able to walk across intersections (especially across N. Willamette)
- Keep bike lanes free from cars/large trucks
- Slow down vehicles/large trucks
- keep walkability, don't remove sidewalks
- keep traffic moving

Improvement Ideas

- having crosswalks brightly & clearly striped
- northbound bike lane striping goes through entire intersection
- clear, updated painted lanes and crosswalks
- northbound stop sign on N. Willamette
- speed cushions on N. Willamette & Van Duyn
- alternate school/pedestrian route that avoids intersection
- add crosswalks and increase visibility (trim trees) on Willamette & E. Van Duyn
- improve signage and stop bars (clearer, larger, brighter) at E. Van Duyn intersection
- convert stop sign to full stop, including right turn
- reduce speed for vehicles traveling NW
- limit truck length (semi-doubles)

Drawbacks/Unintended Consequences

- lose vehicular/parking access to Coburg Commons in both directions of Willamette
- preserve sidewalks
- increasing noise from speed cushions
- cars cutting through neighborhoods

- changing residents’ access to their homes
- back-up of traffic

FUTURE AGENDA ITEMS

Mr. Hanks said staff will go over the brainstormed ideas and organize them. A revised list will be brought back for the next meeting where they will discuss more on speed limits, crosswalks, and the business district.

FUTURE MEETINGS

- March 28, 2024 Transportation Safety Ad-Hoc #3
- April 25, 2024 Transportation Safety Ad-Hoc #4
- May 23, 2024 Transportation Safety Ad-Hoc #5
- June 27, 2024 Transportation Safety Ad-Hoc #6 (final meeting)

ADJOURNMENT

Ms. Bell adjourned the meeting at 5:25 pm.

APPROVED by the Transportation Safety Ad-Hoc Committee of the City of Coburg on this _____ day of _____, 2024.

Nancy Bell, Chair

ATTEST: _____
Sammy L. Egbert, City Recorder



MINUTES

Transportation Safety Ad-Hoc Committee Meeting

March 28, 2024 at 4:00 P.M.
Coburg City Hall
91136 N Willamette Street

MEMBERS PRESENT: Mayor Bell; Chair, Brandon Rhodes, Bryan Hamburger, John Marshall, Jean Schapper, Michael McDonald (citizen alternate), John Lehmann

MEMBERS ABSENT: James Bell (planning commission alternate), Alan Wells (city council alternate), Vilma McDonald (citizen alternate), McKenzie Bryant

GUESTS/STAFF PRESENT: Adam Hanks, City Administrator; Mike Lee, Coburg Police Sergeant; Brian Harmon, Public Works Director; Megan Winner, Planning Director

RECORDED BY: Madison Balcom, Administrative Assistant

CALL TO ORDER

Mayor Bell called the meeting of the Coburg Transportation Safety Ad-Hoc Committee to order at 4:09 pm.

ROLL CALL

Mayor Bell called roll.

COMMITTEE DISCUSSION

1. Recap Meeting #2

Mr. Hanks said that he thought they got great feedback about the intersection. Staff is looking at the brainstormed ideas and working on putting them into a summarized draft recommendation document for the next meeting. Hanks explained the packet materials.

- *John Lehmann entered the meeting at 4:20pm.*

Included was a recap of meeting #1, which went over street improvement projects. These projects will go out to bid in May, and contract in June for summer construction.

2. Speed Limits

Mr. Marshall asked if speed limit reductions would have to involve Lane County or ODOT. Mr. Hanks said there is some processes they would have to go through.

Ms. Bell asked about possible speed changes on Pearl Street. Mr. Hanks said they had previously talked with Lane County Transportation Planners, which told them that they wouldn't be able to do any speed changes on Pearl Street. Hanks is going to provide more specifics on the qualifications of being considered a business district at the next meeting.

a. Business District

Mr. Hanks said that the business district is eligible for a reduction of 5 MPH, bringing speeds to 20.

Mr. Hanks said that it is 25 mph heading North on Willamette, with cautionary signs of 15 mph at the curve, which then goes up to 35 mph, then back down in a 20 mph school zone, all within about 3 blocks. Hanks explains that signage and speed is a package, which might be the best immediate recommendation, with possibly extending the safe routes to school regulations.

They discussed the South side of Coburg where the speed goes from 55 to 45 to 25 mph, and possibly getting more consistent and better placement of speed signs, along with some warning signs about the upcoming drop of speed as you get into Coburg.

Mr. Hanks said they will create this recommendation, and put together an outline at the April meeting, then get a finalized recommendation and clear set of boundaries for the area.

b. Local Residential Streets & Van Duyn

Mr. Hanks said that the reduced speed to 15 mph in residential areas has legal challenges to actually enforce, but it signed that way as a result of the City's alternative street standards for narrow streets. They are allowed to move it to 20 mph, but have to decide whether that change is worth it. Currently, there are no speed signs posted on the residential streets because the state standard is 25MPH so signage is not required. A reduction to 20MPH would require significant sign postings throughout town to be able to legally enforce that limit.

Mr. Lee explained that there is hardly any tickets written in residential areas. Lee also said that if they change the speed limit to 20 mph, they would have to post signs in order for them to be able to write tickets for that speed. Currently, without any posted speed signs, the speed in residential areas defaults to 25 mph.

Mr. Hanks said they have to consider if they even have a local streets speeding problem. Mr. Marshall asked if the City receives many complaints on residential speeding. Mr. Harmon said they really only get complaints on 2 streets, Coleman Street and parts of McKenzie Street.

Hanks said that in Fall of 2023, they put a speed trailer on Coleman St. to collect some data, which showed that over 90% of people were going under the speed limit.

Mr. Hamburger and Mr. Harmon mentioned that there are 3 sections posted at 15 mph, including a part of N Coleman, McKenzie and Lincoln Street.

Mr. Hanks mentioned that the committee can also recommend that the city puts a speed trailer out in certain places, and collects speed data. They talked about other options to collect data.

Mr. Marshall mentioned placing traffic calming devices in certain places. Mr. Hanks said that the committee could also recommend a few spots to install more traffic calming devices.

Mr. Lehmann asked if the stop signs in residential areas are meant for stopping traffic for other vehicles or slowing people down. Mr. Harmon thinks the stop signs were put in place to slow people down, although they are not intended to be a traffic calming device, but for intersection control. Harmon explains that an indirect result of a stop sign, is that people will speed up after the stop sign, before reaching the next, because of the inconvenience of having to stop. Mr. Harmon brings up the question of what they're trying to accomplish with reducing speed limits?

Mr. Hanks said that it would be helpful if the committee members could come up with their top 5 problem areas or sections where things could be done to help with speeding issues, at the next meeting. Then they could come up with a top 5 as a whole for the recommendation.

Mr. Harmon also mentioned that the committee members should think about how a speed bump on street A would affect street B in any given situation.

Mr. Rhodes said that they should be asking other questions that don't necessarily relate to the certain speeds and signs in the areas, and to think more about the kids in the area as well.

Ms. Bell said that she thinks it would be helpful to bring a visual to the next meeting on what it would look like to designate a safe route to school.

Mr. Harmon said that when they start the planning stage of the collector street project, that would be a good time to discuss how pedestrians would interact with traffic on a collector street. Ms. Bell recommends also bringing a visual map of the collector street project to the next meeting to discuss how that would affect certain safety aspects.

3. Topics for Meeting #4

Mr. Hanks recapped their ideas for the meeting #4 agenda items, including the committee coming up with their top 5 problem areas, collector's street map with classifications, business district information, information on safe routes to school and the intersection to the school, and creating an outline for their recommendations.

Mr. Harmon said that it's important to look at the areas they have already improved, like Mill Street, McKenzie, and by Blue Valley Bistro because those changes alter the dynamics of the

areas. They are looking forward to the improvements on Harrison, Macy, and N Willamette to see how that will function with modernizing of storm facilities, new asphalt surface, some tree removal, speed bumps, and some designated off street parking. That street project will act as the foundation to how they continue to improve streets based on how it flows and functions.

NEXT MEETING

- April 25, 2024 Transportation Safety Ad-Hoc Committee Meeting #4
- May 23, 2024 Transportation Safety Ad-Hoc Committee Meeting #5
- June 27, 2024 Transportation Safety Ad-Hoc Committee Meeting #6

ADJOURNMENT

Ms. Bell adjourned the meeting at 5:31 pm.

APPROVED by the Heritage Committee of the City of Coburg on this _____ day of _____, 2024.

Nancy Bell, Chair

ATTEST: _____
Sammy L. Egbert, City Recorder

