

Transportation Safety Ad Hoc Committee

Final Recommendations

Purpose & Objectives

The Transportation Safety Ad Hoc Committee was created by the Mayor and Council in October of 2023 to analyze a variety of pedestrian, bicycle and vehicle safety issues identified and presented by staff and review and make recommendations to Council on preferred mitigation actions for staff to pursue and implement. Issues included pedestrian crossing and general safety on N Willamette and Pearl Streets, pedestrian lighting, vehicle speed limits throughout the community, the N Willamette and Van Duyn curve/intersection and traffic calming opportunities.

The Ad-Hoc Committee was tasked to complete their work within a six-month window from January to June of 2024 and successfully did so with five committee meetings culminating in the following recommendations.

Recommendations

As part of the review, deliberations and formation of recommendations, the committee was informed of a variety of potential regulatory obstacles to various individual recommendations but was encouraged to take that into account but not temper the desired recommendations due to possible regulatory limitations or processes as that would be addressed by staff as the final Council approved recommendations began to be implemented.

Similarly, while most recommendations are relatively inexpensive to implement, staff encouraged the committee to not make estimated costs a deterrent to the selection of recommendations. As with the regulatory issues, cost and budget availability would be addressed by staff at the Council level.

The resulting recommendations were carefully considered by the committee and many individual recommendations become more impactful when coupled with other recommendations resulting in a strong sentiment for as many of the recommendations as possible to be implemented as concurrently as possible to maximize the benefits and impact of the recommendations as a whole.

Pedestrian Crossings

1. [Pearl at Coleman Street](#) – Lighted, push-button flashing beacons and crossing markings

Purpose: Provide a safe means of crossing Pearl Street for north/south connectivity improving access to residents on the south to City Parks and alternate school routes

Implementation Issues and Timeline: Pearl Street is a Lane County facility and may require data acquisition to gain approval. Costs are expected to be similar to the system installed at N Willamette & McKenzie (\$20,000)

2. [N Willamette at E Mill Street](#) - Pedestrian crossing markings at south side crossing
 3. [N Willamette at E Delaney Street](#) - Pedestrian crossing markings at north side crossing
 4. [N Willamette at E Dixon Street](#) - Pedestrian crossing markings at north side crossing
 5. [E Mill Street](#) - Pedestrian crossing markings parallel to N Willamette St on east sides of intersection
 6. [E McKenzie Street](#) – Pedestrian crossing markings parallel to N Willamette St on west and east sides of intersection
 7. [E Delaney Street](#) - Pedestrian crossing markings parallel to N Willamette St on east sides of intersection
 8. [E Dixon Street](#) - Pedestrian crossing markings parallel to N Willamette St on east sides of intersection
- Purpose:** Improve pedestrian safety along Coburg’s primary downtown commercial corridor, both for crossing this corridor and for side streets that feed N Willamette St

Implementation Issues and Timeline: N Willamette Street is a Lane County facility and may require data acquisition to gain approval. Costs are dependent on how the work is completed (City staff, County Staff, contracted) as well as how many of the crossings are approved. It is possible that some may receive approval quickly while others may require more time for review/approval and could be grouped into phases for budgeting purposes.

N Willamette/Van Duyn Intersection

1. [Replacement and relocation of “curve ahead warning signs”](#) at both ends of the intersection
Purpose: Decrease average speeds approaching the intersection with increased visibility of warning signs with newer “neon” yellow-colored signs and relocation of signs to improve sightlines of signs and improve driver awareness of curve and need for reduced speed

Implementation Issues and Timeline: N Willamette Street is a Lane County facility and may require data acquisition to gain approval. Costs are dependent on how the work is completed (City staff, County Staff, contracted) and current sign replacement costs from Lane County. Sign location alteration may be limited by regulatory standards.

2. [Re-painting of all intersection pavement markings](#)
Purpose: Restore visible awareness to vehicles of traffic lane boundaries and ensure bicycle lane boundaries are visible. Desired result is reduced speeds through intersection and increased bicycle mode safety.

Implementation Issues and Timeline: N Willamette Street is a Lane County facility. Costs are dependent on how the work is completed (City staff, County Staff, contracted)

3. [Enhanced painting](#) to highlight bike lanes and driver lane awareness*
 * (see speed limit section for speed related recommendations for this intersection)
Purpose: Improve visible awareness to vehicles of traffic lane boundaries and ensure bicycle lane boundaries are visible. Desired result is reduced speeds through intersection and increased bicycle mode safety.

Implementation Issues and Timeline: N Willamette Street is a Lane County facility. Costs are dependent on how the work is completed (City staff, County Staff, contracted). Final markings will be subject to regulatory standards (color, stripe vs. solid, text on surface, etc) Staff will work with Lane County to maximize final design.

1. [N Willamette Street - Speed reduction](#) at south entrance extend further south (extend 40 MPH south, begin 25 MPH south of Vintage St)

Purpose: Ensure 25MPH zone extends to City limits line (or beyond if possible). Desired result is reduced speeds entering/exiting Coburg and moving the vehicle “speed ramp-up” outside of City limits.

Implementation Issues and Timeline: N Willamette Street is a Lane County facility. Costs are dependent on how the work is completed (City staff, County Staff, contracted). If approved, limited to sign/post relocation only.

2. [Van Duyn Street - Reduce 35MPH limit to 25MPH](#) from N Willamette St intersection through N Coburg Rd intersection

Purpose: Create speed limit consistency between the two intersections to be more compatible with residential zoning and uses. Also reduces speed changes from school zone limit to standard limit. Desired result is reduced and consistent speeds throughout this residential, inside City limits corridor.

Implementation Issues and Timeline: N Willamette/VanDuyn Streets are Lane County facilities. Costs are dependent on how the work is completed (City staff, County Staff, contracted) and are limited to sign/post relocations.

3. [Consistent school zone speed reduction limits/rules and improved signage](#) on Van Duyn St, N Coburg Rd and Bottom Loop Rd.

Purpose: Current school zone signage on N Coburg is different than on Van Duyn.

- Request standardization and use of 7:00 AM – 5:00 PM for enforcement rather than “when children are present.
- Request improved signage for flashing units during the 7:00-5:00 times.
- Request relocation of school zone signage to maximum legal distances from school to increase school zone speed limit area.

Implementation Issues and Timeline: N Willamette and Van Duyn Streets are Lane County facilities. Costs are dependent on how the work is completed (City staff, County Staff, contracted). Expect costs to include signage/post relocation, new/replacement signage and custom signage (flashing – solar)

4. [Designate N Willamette Street as Business District](#) to allow speed reduction to 20MPH within maximum area of Lane County/ODOT district definition

Purpose: Desired result is reduced speeds through as much of the downtown/commercial corridor as allowed by Business District designation/definition, which enhances pedestrian safety and overall human experience of downtown, enhancing economic development and community satisfaction.

Implementation Issues and Timeline: N Willamette Street is a Lane County facility. Costs are dependent on how the work is completed (City staff, County Staff, contracted) and may involve data acquisition as well as signage replacement.

5. [No reduction in local street speed limits \(remain 25 mph\) *](#)

Purpose: Speed reduction to 20 MPH creates a requirement for significant installation of signage on all City streets that negatively impact the utilization of the rights of way for parking, access, etc and are not likely to have a material effect on average speed limits.

*Recommend City staff continued and increased utilization of speed trailer in strategic locations to obtain data to trend and support future transportation safety decision making.

Implementation Issues and Timeline: Coburg Police Department is fully supportive of increasing the utilization of the speed trailer and the City Administrator and Police Chief will develop a data collection and reporting communication process to ensure the data collected is available to Council and the community.

Other Recommendations

1. Development and implementation of formalized safe routes to school maps, signage and promotion utilizing the neighborhood street system to minimize crossings on major streets/intersections and funneling pedestrian and bicycle traffic to controlled intersections to maximize the safety of the route
2. Further research the regulations and potential strategies to reduce the current 35 MPH speed limit on Pearl Street between N Willamette and Coleman Street at a minimum and further east if possible.
3. Develop and implement tree trimming maintenance schedule for tree branches and vegetation overhanging travel lanes, bike lanes, sidewalks, traffic sign visibility and vision clearance areas.
4. Research the viability and potential for the installation of a pedestrian crossing on Pearl Street at the intersection of Pearl and Finney Street.
5. Evaluate appropriate traffic marking tools to improve the safety of W KcKenzie (grade change + S-curve)

Process Plan (next steps)

This document, once formally approved by the Ad-Hoc Committee, will be presented to Council by staff at the July 9, 2024 Council meeting. Committee members are invited to attend and participate in the presentation if desired.

Discussion points with Council will include cost estimates, timelines and prioritization of recommendations. Upon approval of final recommendations with any adjustments from Council, staff will begin working on the priority recommendations and will develop a regular reporting format for Council and community tracking of progress.

Acknowledgements

The success of this process was made possible by the creation of the Ad-Hoc committee by Mayor Bell, the enthusiastic support of the committee from the City Council and most importantly by the informed and engaged time and effort of the committee members who took a minimum of ten hours of their personal time to dedicate to the review, deliberation and formation of the recommendations described within this document.

Community involvement and engagement in topics and issues that shape the community and its safety and livability are critical elements of good governance and provide Council and staff with invaluable perspective and ideas to more fully shape future plans and actions. Thank you to committee members listed below:

Transportation Safety Ad-Hoc Committee Members

Brian Hamburger
Brandon Rhodes
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