



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