Cycling in Coburg for Recreation, Transportation, and Tourism: A Visioning Process

Spring 2020
LTD

Nick Hart • Marc Schlossberg

PPPM 438/538 Bicycle Transportation

UNIVERSITY OF OREGON
LTD
SCI Sustainable Cities Institute
SCYP Sustainable City Year Program

Cover Image Source: Oregon Scenic Bikeways, Oregon State Parks

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Cycling in Coburg for Recreation, Transportation, and Tourism: A Visioning Process

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COLLEGE OF DESIGN

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About SCI

The Sustainable Cities Institute (SCI) is an applied think tank focusing on sustainability and cities through applied research, teaching, and community partnerships. We work across disciplines that match the complexity of cities to address sustainability challenges, from regional planning to building design and from enhancing engagement of diverse communities to understanding the impacts on municipal budgets from disruptive technologies and many issues in between.

SCI focuses on sustainability-based research and teaching opportunities through two primary efforts:

1. Our Sustainable City Year Program (SCYP), a massively scaled university-community partnership program that matches the resources of the University with one Oregon community each year to help advance that community's sustainability goals; and

2. Our Urbanism Next Center, which focuses on how autonomous vehicles, e-commerce, and the sharing economy will impact the form and function of cities.

In all cases, we share our expertise and experiences with scholars, policymakers, community leaders, and project partners. We further extend our impact via an annual Expert-in-Residence Program, SCI China visiting scholars program, study abroad course on redesigning cities for people on bicycle, and through our co-leadership of the Educational Partnerships for Innovation in Communities Network (EPIC-N), which is transferring SCYP to universities and communities across the globe. Our work connects student passion, faculty experience, and community needs to produce innovative, tangible solutions for the creation of a sustainable society.

About SCYP

The Sustainable City Year Program (SCYP) is a year-long partnership between SCI and a partner in Oregon, in which students and faculty in courses from across the university collaborate with a public entity on sustainability and livability projects. SCYP faculty and students work in collaboration with staff from the partner agency through a variety of studio projects and service-learning courses to provide students with real-world projects to investigate. Students bring energy, enthusiasm, and innovative approaches to difficult, persistent problems. SCYP's primary value derives from collaborations that result in on-the-ground impact and expanded conversations for a community ready to transition to a more sustainable and livable future.

About Lane Transit District

LTD provides more than 10 million trips per year on its buses and EmX Bus Rapid Transit line in Lane County, Oregon. Of Lane County's approximately 4,700 square miles, LTD's service area is about 480 square miles and includes the Eugene-Springfield metropolitan area, and the surrounding cities of Coburg, Cottage Grove, Creswell, Lowell, Junction City and Veneta as well as communities in the McKenzie River valley.

LTD is a special district of the state of Oregon and led by a seven-member board of directors appointed by Oregon's Governor. LTD also operates RideSource, a paratransit service for people with disabilities, and numerous transportation options programs to promote sustainable travel county wide, and Point2Point, an initiative that provides community members with the necessary information and resources to assist them in identifying opportunities to drive less by discovering transportation choices that meet their individual lifestyles. LTD continually explores opportunities to enhance regional mobility through its projects and partnerships with other agencies.

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Executive Summary

In collaboration with the Sustainable City Year Program and Lane Transit District (LTD), the city of Coburg set out to examine and explore possible solutions related to bicycle transportation. Students addressed: multi-use paths, ways to make auto-centric streets more bicycle friendly, safe routes to school opportunities, bicycle tourism (within Coburg and extending throughout the region), and marketing materials and campaigns related to bicycling.

In response to the topic of multi-use paths and improving auto-centric streets, student groups focused on the Coburg Loop Path, suggesting improvements at critical intersections. Additionally, students suggested developing a series of "bicycle boulevards" to enable path users to connect their destination or departure point to the Loop Path with ease.

The network of potential "bicycle boulevards" expanded as students considered ways to improve routes from neighborhoods around Coburg to the Coburg Community Charter School. Students highlighted several streets within Coburg that could receive treatments to encourage walking and biking to school. Suggestions for improving intersections near the school are included in this report. Such improvements could provide safer crossings for students during peak traffic hours.

In examining tourism and marketing opportunities for Coburg, student groups focused on the critical location Coburg holds along the Willamette Valley Scenic bikeway. Coburg is three miles from the southern terminus of the 138-mile route that follows the Willamette River from Portland's outskirts. The bikeway sees many riders every year and is heavily promoted by Travel Oregon, the state's tourism agency. By capitalizing on Coburg's location along the route, local businesses could benefit through increased bike traffic. Looking more locally, students outlined plans for a bicycle tour of Coburg's History, drawing inspiration from the Coburg historical homes tour and the pride residents displayed in their own history throughout visioning documents. As a balance between local and far reaching tourism opportunities, students looked to the Oregon Gran Fondo for inspiration in proposing a similar event centered around Coburg, the Willamette Scenic Bikeway, and neighboring small towns.

Introduction

Set just to the north of the larger cities of Eugene and Springfield, Coburg is a town of 1,200 residents. A downtown "strip" centers around Willamette Street, the locally operated Community Charter School, and industrial employment opportunities on the east side of town abutting Interstate 5. Coburg strives to maintain a quiet, rural atmosphere while providing a high quality of life for its residents.

Due to the COVID-19 pandemic, which saw students, city staff, and residents alike sheltering in place for the duration of the research period, students engaged with Coburg's staffers, planners, and residents through physically distanced means. Coburg and Lane Transit District staff provided valuable insights through online meetings with students. Additionally, students found valuable insights from community members and Coburg residents documented in the 2017 Coburg Community Visioning Project.

This report details the process students followed to develop an understanding of Coburg as a place and a community. Students examined Coburg's vision for its own future through both the work of planners and city staff as well as the visioning survey of Coburg residents. Next, students suggested projects in two categories: Community and Economic Development, and Transportation Infrastructure. While these categories are presented separately, there is often a relationship between the projects and ideas found in each category.

Coburg's Vision

City documents such as the 2005 Comprehensive Plan, the 2013 Transportation System Plan Update, and community feedback from the 2017 Rural Development Initiative all played a role in providing a base upon which students began to understand Coburg and develop ideas for future projects. The following section details the elements that students identified as supportive of their proposals, which lay out the framework student groups used to develop the ideas proposed later in this report.

COMPREHENSIVE PLAN

Beginning with the Coburg Comprehensive Plan, adopted in 2005 and amended in 2018, two of the City's goals (8, Recreational Needs; and 12, Transportation) provided the basis for a majority of student proposals, with transportation being the most widely cited.

Goal 8

As the objective for Goal 8: Recreational Needs, Coburg has committed "to guide City development so that homes and businesses are interspersed with attractive natural landscape and nearby parks in which persons of all ages may find a place for indoor and outdoor recreation" (City of Coburg 2005). Policies 3 and 4 directly include bicycle infrastructure in this goal, providing a basis of increased recreational opportunities for some proposed infrastructure developments:

- Policy 3: The City shall ensure that the need for bikeways is considered in the formulation of highway plans.
- Policy 4: To the extent that it has jurisdiction, the City will retain public access to recreational areas, state bikeways, and the Transportation Bicycle Pathway within the public domain.

Goal 12

Coburg's "Goal 12: Transportation" stems from the vision "to provide and encourage a safe, convenient and economical transportation system." Policies 3 and 4, "Aesthetic Improvements" and "Public Transportation," respectively, provide grounds for several student proposals found in this report. Additionally, Policy 5 establishes the necessity of bicycle transportation, legitimizing the bicycle as a mode of transportation in addition to recreational vehicles. Below are the relevant policies discussed here, as well as any applicable policy sub-headers.

- Policy 3: Improve the aesthetics of streets and streetscapes, especially at City entrance ways such as Interstate 5 interchange area. Aesthetic improvements may address: street design, trees, lighting, utility lines, sidewalks, park strips, noise abatement, etc.
  - 3.1 - Improve major through-fares [sic] with beautification and scenic amenities, coordinating with other agencies and jurisdictions as necessary.

- Policy 4: Continue to pursue improvements to the public transportation system (LTD) from Eugene to Coburg, to the industrial area and throughout the City (e.g., park-and-ride facilities, covered shelters).

- Policy 5: Establish a safe bicycle and pedestrian system that provides for connections and minimizes conflict to and from the local school and other significant activity areas, provides for connections between pocket parks, and provides a sidewalk plan in selected areas such as on Willamette and Pearl Streets.
  - 5.1 - Connect bikeways and pedestrian accessways to local and regional travel routes.
  - 5.2 - Plan and develop a network of streets, accessways, and other improvements, including bikeways, sidewalks, and safe street crossings, that promote safe and convenient bicycle and pedestrian circulation within the community.
  - 5.2 [sic] - Design and construct bikeways and pedestrian accessways to minimize potential conflicts between transportation modes.
  - 5.1 [sic] - Design streets to meet the needs of pedestrians and bicyclists. This may or may not include sidewalks or bicycle lanes.

(City of Coburg 2005)

TRANSPORTATION SYSTEM PLAN UPDATE

The overarching goal of the city of Coburg Transportation System Plan Update is to "establish a system of transportation facilities, services, and policies to meet long-range (20-year) local transportation needs." While many of these objectives are also covered under the Comprehensive Plan, the additional depth provided by the Transportation System Plan Update helped students develop a richer vision of Coburg and its future in lieu of being able to the visit the city physically (Metropolitan Planning Organization 2013, 1).

The goal "Connectivity for All Modes" addresses the issue of transportation as it relates to transit and bicycle usage most directly. Through a number of objectives, this goal strives to create a transportation network that includes cycling, public transportation, walking, and driving. This network should serve Coburg community members in all of their day-to-day needs, increasing the viability of non-automobile travel and thereby increasing choice for community members.

The following objectives outline the mechanisms by which the City seeks to meet this goal:

- Enhance multimodal connections east-west and north-south within Coburg and to destinations throughout the region.
- Address system gaps, increase bicycle and pedestrian connectivity, and increase transportation options for the community.
- Provide public transportation system connections between Eugene and Coburg, including supportive infrastructure within Coburg, such as park-and-ride facilities as well as bicycle and pedestrian access to transit stops.

(Metropolitan Planning Organization 2013 pages 4-6)

CITY OF COBURG COMMUNITY VISIONING PROJECT

In 2017 the Rural Development Initiative led a visioning process for the residents of Coburg to express their top priorities for city improvements. From these priorities, students visualized Coburg's residents interests beyond what city-sponsored planning documents.

While documents such as this are not perfect replacements for visiting the community and interacting with residents in person, given the constraints present during the term, students looked to the visioning documentation to provide something approximating community feedback on their proposals.

From the wide range of feedback provided by residents during this process, students gathered a variety of visions for Coburg's future. From these, they developed a foundation to build from for bicycle-related developments, directly or indirectly addressing community desires.

Throughout the process, residents had the opportunity to identify improvements or things they would like to see in Coburg in the future. Below is a selection of these suggestions that were incorporated into a number of student proposals.

- Better communication, community celebrations and events, and outreach to new citizens. More community events in general, community events, kids' activities, and places for kids to "hang out", casual less labor-intensive community gatherings like picnic dinners with games for kids.
- More community-based businesses; equitable development.
- Events posted on large signs, walking and running paths, improved roads, investments in parks, public art, and a centrally located information station; build Coburg Loop path, more crosswalks, re-route trucks around downtown, reduce speeding in town, and increase trees and plants.

(Rural Development Initiative and City of Coburg 2017, 6-11)

Bicycle Transportation Primer

When considering improving bicycle infrastructure and bicycle transportation within a community, it is often necessary to justify spending money on these objectives rather than other developments or programs. Drawing from the community feedback collected by the Rural Development Initiative, bicycle transportation and infrastructure developments seem ideal for Coburg residents' vision for their city.

The correlation between resident desire and city response is generally most clear in requests for improved infrastructure. Improvements to bicycle infrastructure serve the objectives above that call for investments in parks, more crosswalks, lower traffic speeds, and greater pedestrian services. The majority of these desires are addressed directly in suggested projects focused around the Coburg Loop Path, improvements to central Coburg, and the area around Coburg Community Charter School.

Bicycle and pedestrian improvements can also address residents' desire for more interpersonal connection, greater outreach opportunities for new residents, and equitable development. Studies show that streets that encourage residents to move through the community by means other than private automobiles increase the rate of social interaction between residents, contributing to and enhancing the welcoming and personable nature that Coburg has historically held (The State of Queensland n.d.).

As a final point, it may seem an unnecessary or unreasonable cost to improve bicycle infrastructure with the intent of growing cycling culture in Coburg. However, the prevailing logic with regards to this type of work is that of "if you build it, they will come." Protected bicycle lanes and other infrastructure improvements target a demographic of cyclists that are "interested, yet concerned," a term used to describe an estimated 60 percent of people who need the encouragement of safe infrastructure to become regular users of bicycle infrastructure (Alta Planning and Design 2017).

Community Building & Economic Development Through Cycling

COMMUNITY EVENTS

In looking to grow Coburg's community feel and presence as a cycling destination, students developed several proposals that range in scope from Coburg's youth to recreational cyclists from around the state.

Gran Fondo – "The Big Ride"

Due to Coburg's location at the southern end of the Willamette Valley Scenic Bikeway, a group of students proposed making use of Coburg's proximal location to the larger bikeway and easy access to open space to hold a Gran Fondo, an Italian phrase that means "The Big Ride." Rather than being timed race of high speeds, the Gran Fondo style of event takes a more inclusive, community-wide approach that encourages riders to challenge themselves at a variety of distances, riding socially and enjoying the environment in a new, more personal way.

South of Coburg, Cottage Grove is the host site for the Oregon Gran Fondo, an event that offers a variety of distances for riders and a potential example for Coburg when looking to engage residents, bring in cyclists from the surrounding communities, and increase the draw of Coburg as a destination for bicycle tourism ("Oregon Gran Fondo" n.d.).

The map shown in Figure 1 highlights a potential route that uses the Willamette Valley Scenic Bikeway to connect Coburg and neighboring Brownsville with a potential turn-around point or shuttle location depending on riders' chosen distance. The ride is 43 miles in length as an out-and-back route that begins and ends in Coburg and could potentially be supported by a shuttle from Brownsville for riders looking to shorten the distance, or extended into a loop for more experienced, ambitious riders.

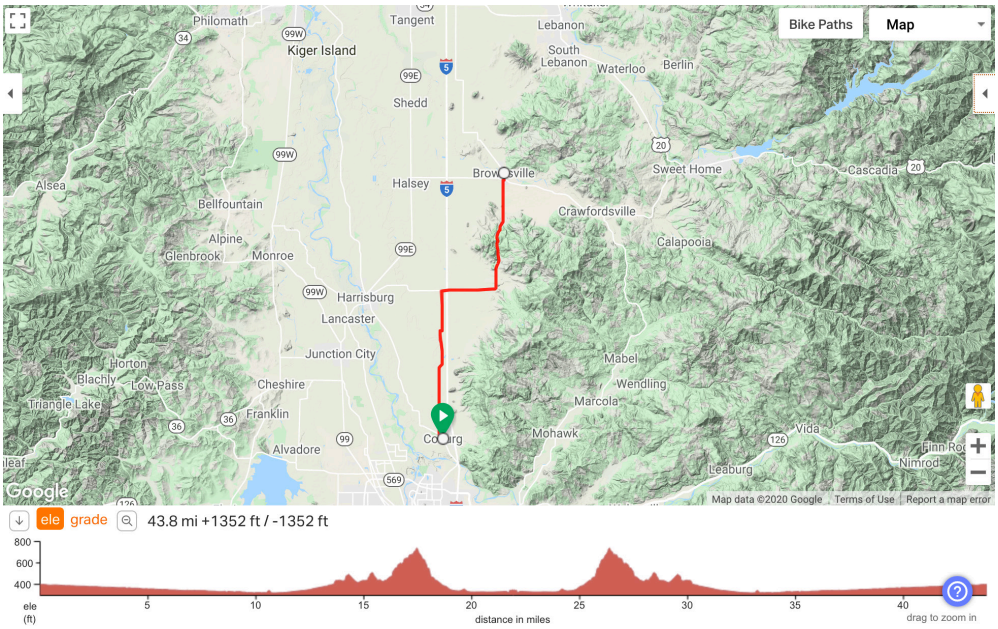


FIG. 1

Potential out-and-back route for Coburg Gran Fondo event

created with ridewithgps.com

Youth Focused Programming

During the visioning process of Coburg residents, several residents expressed a desire for opportunities for youth in the community. Student groups proposed a variety of potential options.

The Summer Cycling Program, proposed by one student group, would be a new community event that provides ample opportunity for collaboration and extension to existing and new events. By incentivizing cycling through a gameboard where progress requires time spent riding, the Summer Cycling program aims to bring Coburg's youth outside, interacting with the community, and exercising. Capped off with a potential prize raffle at one of Coburg's many community events, the Summer Cycling Program could appeal to parents and youth alike.

FIG. 2

A proposed gameboard demonstrating the Summer Cycling Program and its rules.

Other student groups found inspiration in youth-oriented programs found in other places around the country such as Anchorage GRIT (Girls Riding into Tomorrow), bike rodeos from Safe Routes to School, and basic bike mechanics classes put on by after school clubs and groups. After school groups such as these can alleviate burdens on parents who work, grow youth's confidence and biking ability, and provide social outlets beyond more traditional sports and clubs.

FIG. 3

A participant in Anchorage GRIT completing an overnight ride in the Alaskan wilderness.

("Anchorage GRIT" n.d.)

FIG. 4

A young participant in a bike rodeo put on by the Cascade Bicycle Club riding through a series of off-road trials.

("Bike Rodeo | Cascade Bicycle Club" n.d.)

BICYCLE TOURISM

In recent years, the state of Oregon and its tourism agency Travel Oregon have highlighted some of the incredible cycling opportunities within the state. The Travel Oregon website lists all of the state's scenic bikeways, including the Willamette Valley Scenic Bikeway, as well as the communities that serve cyclists along the route ("Willamette Valley Scenic Bikeway" n.d.).

The Willamette Valley Scenic Bikeway

One group of students suggested utilizing the position of Coburg, three miles from the south end of the Willamette Valley Scenic Bikeway route, to draw cyclists to Coburg's small businesses and restaurants. Students suggested that local businesses both directly on the route and in the community at large begin to advertise to travelling cyclists who may be looking to stop pedaling. Presently, Coburg is not listed on the Travel Oregon website, which is something to consider as a placement here could prolong the stopovers of many cyclists looking to enjoy Coburg's atmosphere and local shops.

FIG. 5

A group of bicycle tourists on the 138 mile Willamette Scenic Bikeway.

("Willamette Valley Scenic Bikeway" 2013)

Programs such as the League of American Bicyclists offer Bicycle Friendly Business certifications that assure traveling cyclists, who are often unfamiliar with the local area, that businesses will have ample bike racks or other amenities to make their stops more pleasant (League of American Bicyclists 2013). Additionally, certification through a program like the League of American Bicyclists elevates Coburg businesses as destinations, effectively allowing the local economy to be more effective in drawing in and capturing tourist dollars.

FIG. 6
Bicycle Friendly Business Image

The League of American Bicyclists certifies bicycle friendly businesses at three levels – Bronze, Silver, and Gold. Any level of certification signals to travelling and local cyclists that their business is welcome, and that they will find necessary amenities such as bike racks (Ibid.).

Coburg Heritage Committee

Coburg's residents are outwardly very proud of their small-town heritage and history. The City supports a historical homes tour, organized by the Coburg Heritage Committee ("Historic Preservation | The City of Coburg, Oregon" n.d.). Similarly, a group of students proposed a larger scale tour of Coburg's history.

Drawing influence from projects such as the 1:100,000,000,000 scale solar system on Eugene's riverfront that draws families, students, and other visitors ("Eugene Solar System Trail" n.d.), students began outlining a self-guided tour of Coburg's history.

While the final determination on points of interest will be left to the people of Coburg, many of the historic buildings within Coburg interested students. Additionally, the Coburg Loop Path became a candidate location for informational signs detailing the rich agrarian and industrial history of Coburg and the surrounding areas. Combined with wayfinding signage like that of the Coburg Loop Path (see the image below), a self-guided tour of Coburg's history could both deepen resident's appreciation of their home and enable travelers to learn more about the town's rich heritage.

FIG. 7
Coburg: Signage bearing the Coburg Loop Path Logo directing path users around the City
(Ingrassia 2018)

FIG. 8

Example signage for historical locations around

(Brennan 2016)

Bicycle and Transportation Infrastructure

CONNECTIVITY & ACCESS

In developing a safe and connected transportation network, individual streets and their connections are critical to delivering street users to their destinations. Student groups highlighted a number of potential projects that may help connect Coburg's residents to each other and the places they need to go. These projects could create a more pleasant and connected environment for all road users.

Central Coburg

Transportation infrastructure and the need to calm through traffic are present in Coburg's planning and visioning documents. At no place in Coburg is this more necessary than the city center, home to many local businesses and attractive streetscapes. In seeking to make this heart of Coburg more friendly to pedestrians and cyclists, student groups developed a number of proposals.

Central Coburg centers around Coburg Road/Willamette Street, which experiences relatively high traffic volumes due to through traffic on Coburg Road. Willamette Street currently includes sidewalks, bike lanes, and street lighting on both sides of the street. Coburg could improve comfort and safety for cyclists and pedestrians along Willamette Street by adding traffic calming measures to encourage drivers to travel at the posted 25 mph speed limit.

One measure Coburg might take to encourage this behavior is installing flashing speed indicator signs at both the north and south entrances to central Coburg. In these two locations, the speed limit decreases from 35 mph to 25 mph. These flashing signals would remind drivers to slow down when traveling through town.

FIG. 9

Example of flashing speed limit signs

(RadarSign n.d.)

Coburg could also use speed humps and crosswalks to calm traffic on Willamette Street. These traffic calming measures provide pedestrian crossing points while vertically deflecting vehicles and lowering vehicle speeds as they approach pedestrian intersections. A speed hump like the one depicted below also narrows the road, which prevents motorists from driving at high speeds (NACTO, 2013). This speed hump does not reduce speed for cyclists because it allows bicycles to go around the speedhump.

FIG. 10
Example of speed hump
(NACTO 2013)

Planting trees along a roadway has a number of potential benefits for road users and Coburg residents. First, trees and other plants placed alongside roadways creates an "edge effect," increasing the perception that the road is narrower and resulting in drivers self-selecting a lower speed. Second, incorporating nature in a developed landscape reduces stress levels, ultimately benefiting all who find themselves in central Coburg (Marritz 2011) (NACTO 2013).

FIG. 11
Example of natural elements
(Bay Journal n.d.)

While many trees are already planted along Willamette Street, an initiative to plant on property owned or maintained by the City as well as a potential incentive program for business and property owners could see the canopy within Coburg grow. A larger canopy would enhance the benefits of street trees highlighted above.

Industrial and East Coburg

When striving for connectivity within Coburg, it is helpful to consider how complete and cohesive the network of bicycle-friendly streets is. One area with room for improvement is the intersection of Pearl Street and Willamette Street. Pearl Street represents a primary connective artery for residents of Coburg and employees of businesses in east Coburg near I-5. Presently, cyclists entering Coburg from the east enjoy a bike lane on Pearl Street until N. Diamond Street. Here, the bike lane ends, leaving cyclists in a shared lane with fast moving automobile traffic including large vehicles entering Coburg from the Interstate.

A suggestion from one student group attempted to remedy this problem. Improving the connection between central and industrial Coburg could include condensing traffic lanes in the last block before Pearl Street reaches Willamette Street, creating one lane that allows turning in both directions. The space freed up in this design could then be repurposed for buffered bike lane and small traffic island, improving safety for cyclists turning right onto Willamette Street. Cyclists who wish to turn left onto Willamette Street could perform what is called a "Dutch" or "Hook" turn, the practice of proceeding straight through an intersection and only turning once reaching the other side, effectively staying out of vehicle traffic while navigating the intersection.

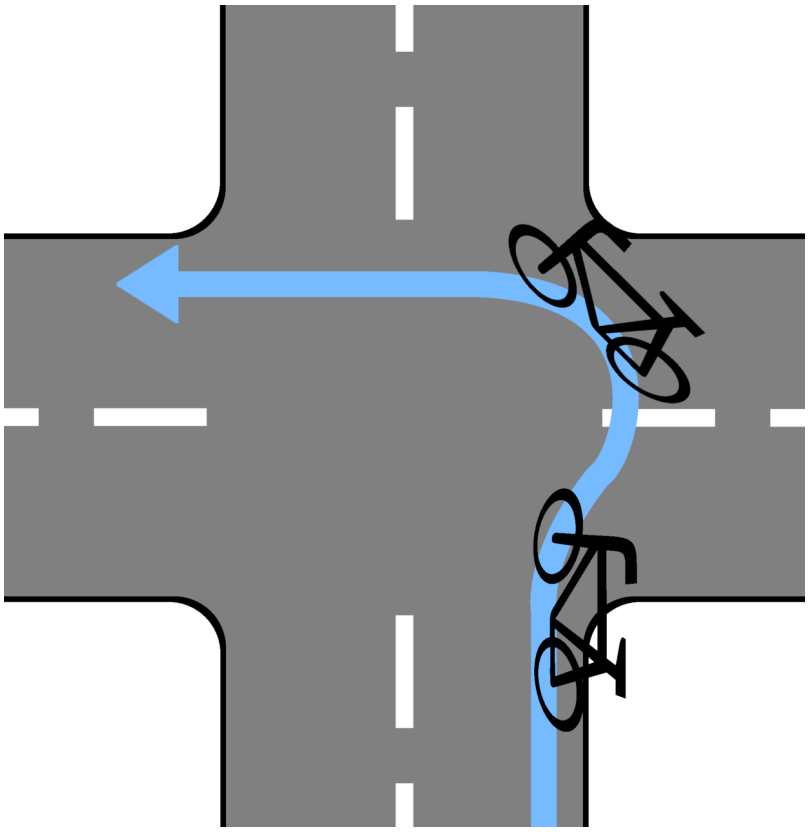


FIG. 12

Example of a "Dutch" or "Hook" turn

("Hook Turn" 2020)

The small traffic island limits the turning radius of cars turning right onto Willamette Street. This reduces turning speed, reducing speeds in the center of Coburg, and creating a protected turning space for cyclists. Additionally, this design alleviates cyclists' concerns of being cut off by drivers taking the turn into Coburg aggressively and at speed.

FIG. 13

top: Looking northeast from Willamette Street bottom: looking west from Pearl Street

FIG. 14

Proposed changes to Willamette and Pearl Streets

The images above show the proposed changes to the intersection of Pearl Street and Willamette Street. Note the buffered bike lane in the second image that uses a wide painted stripe to provide a buffer between cyclists and vehicles. (images courtesy of Google Maps).

Coburg Community Charter School

Because traveling to and from school is a twice-a-day occurrence for students, it represents significant number of daily trips made by some of the most vulnerable residents of Coburg. Coburg's primary school is the K-8 Coburg Community Charter School (CCCS), located on Coburg Road at the north end of the city.

Approaching the city of Coburg from a bicycle transportation perspective, students found that creating infrastructure that serves the CCCS addresses the needs of school-aged youth. Student designs show potential for decreasing automobile traffic around the school during pick-up and drop-off times and begin to address the desire for equitable development outlined by Coburg residents through their visioning process.

One potential avenue for expanding cycling rates within the school age population is a partnership between

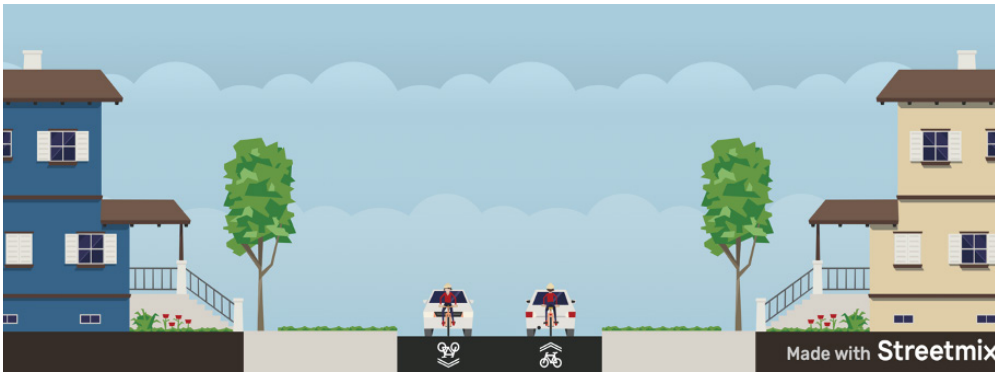
the CCCS and Safe Routes to School, a nationwide nonprofit that organizes safety and skills classes for school-age youth. Currently, CCCS does not promote bicycle safety despite interest for bike safety classes among 4-6th graders. Action has begun to bring Safe Routes to School programming into Coburg.

Multiple student groups formulated potential infrastructure projects that could address the safety concerns of students and parents alike. The map below displays a potential network of connected bicycle boulevards that would lead students from Coburg's residential neighborhoods to parks and the school property (image courtesy of Google Maps).

FIG. 15
Potential network of connected bicycle boulevards

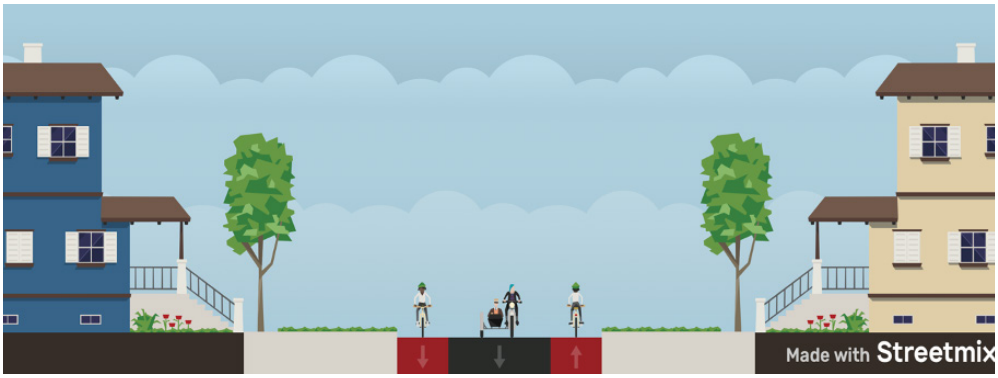
Bicycle boulevards, sometimes called neighborhood bikeways or greenways, are neighborhood streets where bikability is prioritized. While Coburg's streets are often empty and generally experience little through traffic, some treatments may be appropriate to assuage parental concerns about safety and remind drivers to share the road. Students selected a few choice examples that Coburg's residents may draw inspiration from. Ultimately, it remains up to the community to choose the treatment level warranted by traffic and safety considerations.

FIG. 16
Street section with sharrows



The streetscape illustrated above shows what a potential street could look like for drivers and cyclists using "sharrows," road decals that catch drivers' attention and encourage diligence in looking out for other road users, namely cyclists (image created with Streetmix).

FIG. 17
Street section with advisory bike lanes



Another potential neighborhood bikeway is known as an advisory bike lane. While not necessarily a separate traffic lane as seen on larger roads such as Willamette Street, advisory lanes give bicycles priority on roadways and restrict vehicles to a single, two-way traffic lane. Vehicles must yield to cyclists when passing (image created with Streetmix).

Intersections are very important in designing safe and connected transportation networks. Of particular concern for parents, school age youth, and planning students alike is the intersection of Coburg Road, North Coburg Road, and W. Van Duyn Street near CCCS.

Students suggested several treatments to increase safety at this intersection. One such suggestion takes cues from Dutch-styled intersections, prioritizing the "hook turn" outlined previously and allowing cyclists to navigate around the intersection. In this manner, cyclists reach CCCS without weaving through fast moving traffic. The brightly colored paint suggested to delineate bike lanes is not essential, but does call drivers' attention to cyclists' presence and has been shown to decrease the odds of collision when compared to unpainted bike lanes (NACTO 2013).

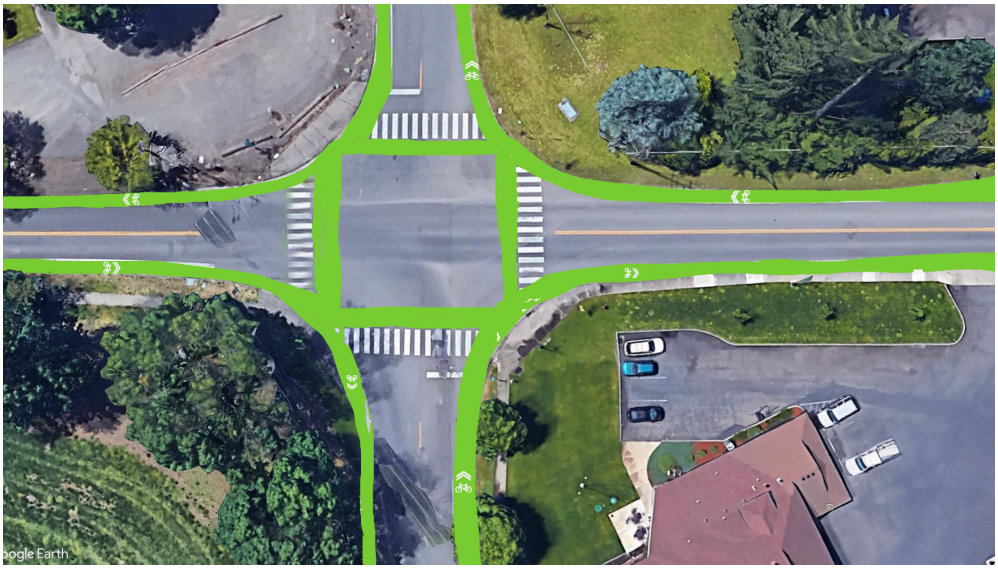


FIG. 18
Painted intersection

The intersection shown above utilizes brightly colored paint to decrease the likelihood of a collision while giving students better access to the school through pedestrian crossings and hook turns for cyclists. Additionally, a crosswalk at western fork of the intersection better serves those walking to school (image courtesy of Google Maps).

A different student group favored an alternative design that incorporates a single large crosswalk closer to the school. The suggested design includes signage alerting drivers to the school and the presence of crossing children. The design could be expanded to include flashing lights triggered by crossing buttons, increasing visibility of pedestrian actively in the intersection while remaining undisruptive when the intersection remains empty.

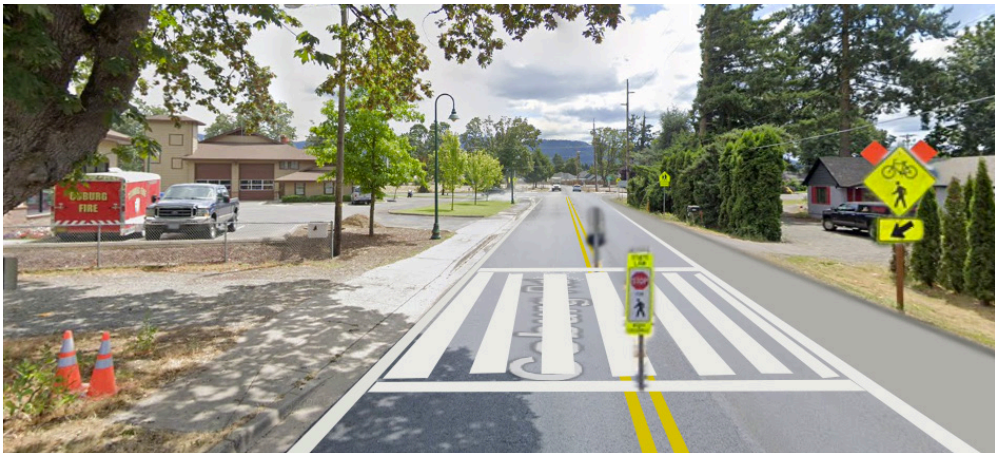


FIG. 19
Example of alternative intersection crossing accessing the school
(image courtesy of Google Maps)

The Loop Path: From Recreation to Transportation

Coburg's Loop Path represents a tremendous recreational resource for Coburg residents, providing a paved path off of major roadways for cyclists, runners, and walkers. In assessing Coburg's potential for better bicycle transportation, many student groups found tremendous potential in the Loop Path for further inclusion into Coburg's transportation network. The city of Coburg can help create a safe, comfortable, and efficient bicycle network by completing the Loop Path and investing in additional cycling infrastructure to increase connectivity.

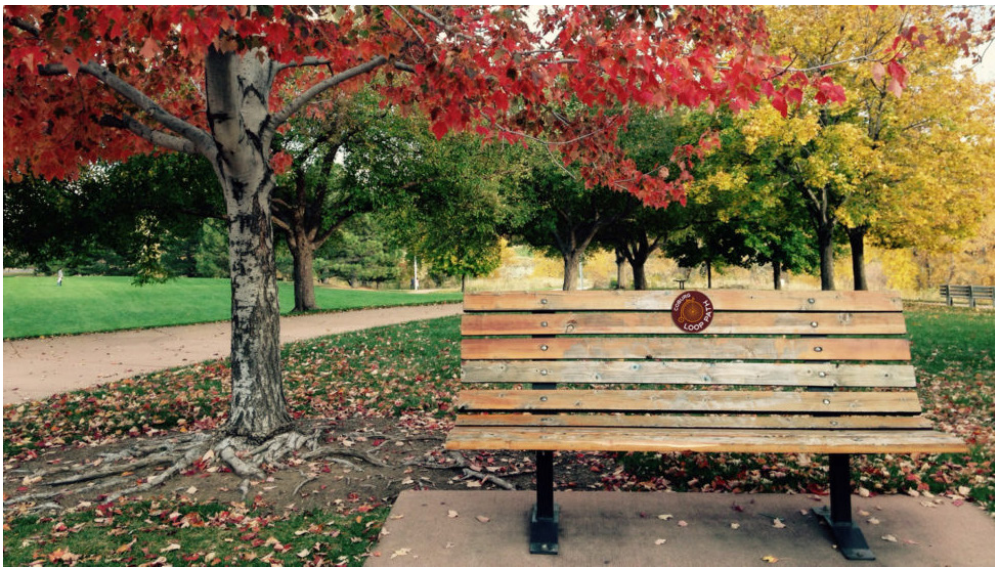


FIG. 20
A bench along the Coburg Loop Path
(Ingrassia 2018)

Roads

As students considered the most effective corridors for improving connectivity to and from the Loop Path, they found a surprising amount of overlap with proposals from other groups looking to improve connectivity to activity hubs in Coburg. Many of these projects are minimally intrusive, consisting primarily of bicycle boulevards and neighborhood greenways that allow safer street access to and from the Loop Path. The map below illustrates one vision for a completed Loop Path, shown in green, and includes a small network of bicycle boulevards to improve the Loop Path's transportation utility (image courtesy of Google Maps)

FIG. 21
Potential completed Coburg Loop Path

Given the traffic variation on different streets in Coburg, a variety of treatments may be appropriate. A street's location and how it functions in the larger system will generally dictate the treatment required, though an element of resident choice remains. Several examples are included in this report to indicate the range of possibilities and best suited treatment for multiple street types.

Coleman Street is one of the longer proposed bicycle boulevards, stretching the full north/south length of Coburg. It provides a nice alternative to riding along the much busier Willamette Street. One student proposal highlights Coleman Street as an ideal candidate for the advisory bike lane treatment mentioned above. In this treatment, the middle lane is for two-way vehicle traffic. Vehicles travel in both directions in the center of the road. When two vehicles encounter each other, they slow down and merge into the bike lanes on either side to pass. This is a very effective way to creates an effective two-way rural bikeway.

For N. Harrison Street, students proposed a higher intervention level in the current right-of-way. This street is a common location for speeding

vehicles. Drivers leaving Dari Mart speed through the neighborhood to avoid the traffic light at Willamette and Pearl Streets, increasing traffic speeds on what should be a quiet neighborhood street.

FIG. 22
Mockup of proposed street treatment
(Image generated with Streetmix)

The treatment shown in Figure 22 converts N. Harrison St to a northbound one-way street for vehicle traffic so that vehicles can no longer take the Dari Mart short-cut. The southbound lane becomes a two-way buffered bike lane. The parking on both sides remains, though vehicles parking on the west side of the road must carefully cross the bike lane.

Intersections

Beyond treating roads, there are multiple places where the Loop Path crosses busier roads in outer Coburg. One such location crosses Coburg Road at the south edge of Coburg. At this junction, vehicles are still adjusting to the City's slower speed limits, so a formalized crossing would protect both path users and Coburg's downtown from through traffic. The pedestrian crossing markup shown in Figure 23 creates a safer intersection for path users while also creating a visual signal to drivers that they are entering Coburg and should slow down.

FIG. 23
Potential improvement at the intersection of Van Duyn and Coburg Road

The intersection of Van Duyn and Coburg Road near CCCS could be another potential area for improvement. Suggestions for this intersection can be found in the section above detailing improvements to the school's connectivity.

TRANSPORTATION HUBS AND CONNECTIVITY

Bicycle and transit hubs provide a centralized location for non-automobile transportation. They include a variety of features, including from stops with bike racks, weather shelters, small cafés, "DIY" workshops, and public pavilions among others. Students selected Pavilion Park as a location for a bicycle and transit hub, taking advantage of its location near the center of Coburg and already prevalent role as a community gathering space.

FIG. 24
A student rendering showing the potential for a Pavilion Park bicycle and transit hub.

Bicycle and Transit Hubs

Many students found Coburg's current LTD bus stops to be lacking, identifying a number of potential concerns including a lack of rainwater canopies, minimal protection from the street, and a lack of both short- and long-term bicycle parking. One group of students modeled a potential mobility hub with flexibility to range from a simple weather shelter and bike rack to a more all-encompassing workspace replete with resources for community members and travelling cyclists. The larger design for a mobility hub includes a fix-it station for DIY bike repair, tables, and community message boards, all under a shelter designed to protect from the elements. A pared-down design follows the same principles as its larger counterpart but without extra seating and space in favor of a more compact footprint.

FIG. 25

Larger mobility hub design

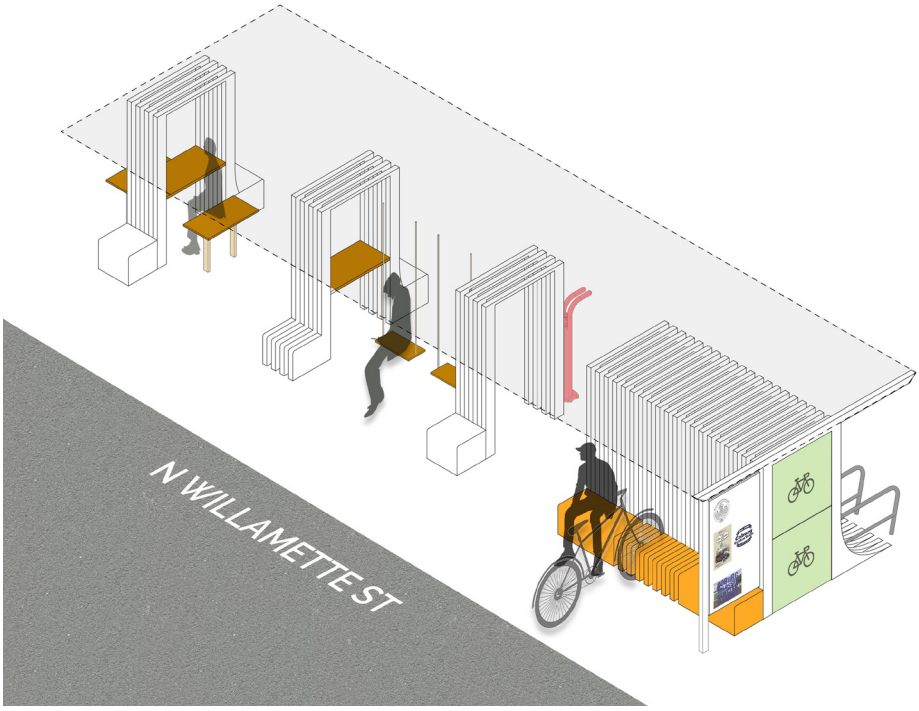
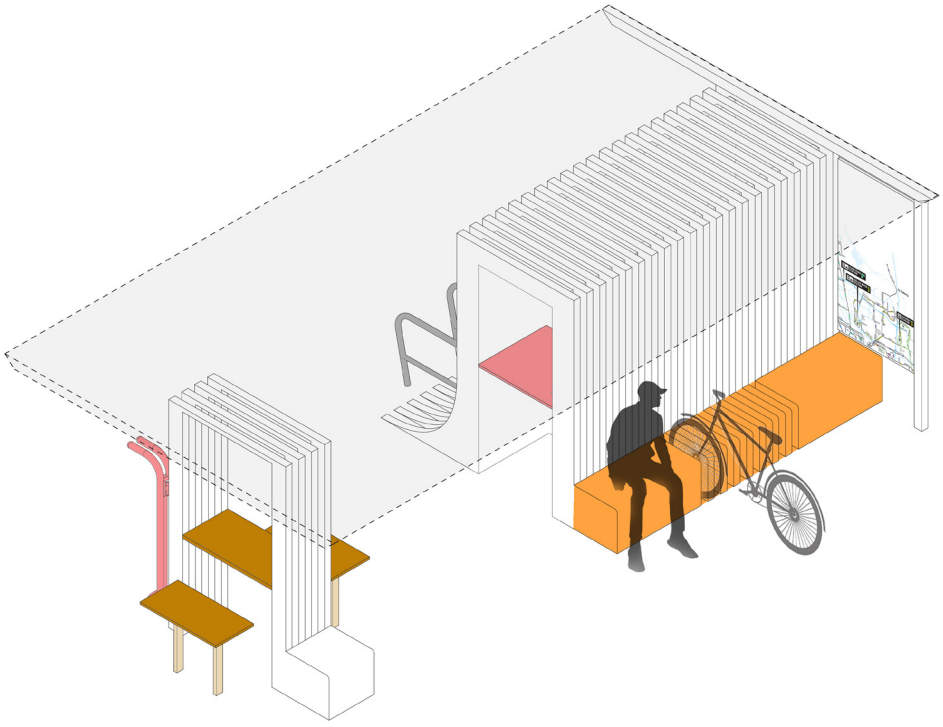


FIG. 26

Smaller mobility hub design



These mobility hub designs provide short-term bike storage for those waiting for connecting busses as well as long-term locked bicycle storage. Long-term parking provides park-and-ride functionality for those who wish to leave their bicycle in Coburg and proceed on foot through surrounding communities. The following cross section of the proposed bike and transit hub shows the short- and long-term parking options that could be available to Coburg residents.

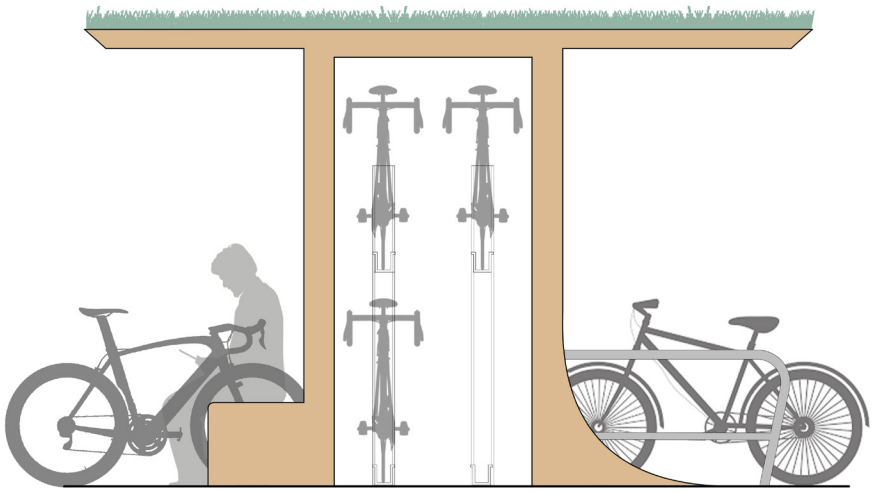


FIG. 27
Short- and long-term bicycle parking options at the proposed mobility hub

To create a successful interchange between transportation modes, existing bus stops would need to be moved to service the new mobility hub. Lane Transit District (LTD) has expressed willingness to entertain suggestions from communities, especially more rural ones, on how they can better serve them. By moving some of the existing bus stops within Coburg to service the new mobility hub (particularly the stop on Pearl Street), riders could see an improvement in their overall transit experience.

Bike Parking

Throughout Coburg, students noticed a lack of apparent bicycle parking. A cheap and simple way to improve bicycle transportation within a community is by providing ample parking for cyclists.

Among the many benefits bike parking can provide, bike parking is more cost effective than car parking. Other benefits of bike parking include:

- Promotion of local bicycle trips and visits to local businesses
- Safer storage for residents' bikes as they visit local businesses
- Positive use of space otherwise occupied by largely empty parking lots
- Prioritizes active transportation

(Alta Planning and Design 2020)

Student groups were eager to point out that bike parking does not have to remain limited to the simple bike rack design many are familiar with. There are many opportunities for bicycle parking to become functional public art.

FIG. 28
Example of a unique, artistic bike rack

Some student groups highlighted the way current community events such as Concerts in Pavilion Park may benefit from increased bicycle parking at the event itself and at surrounding local businesses. By ensuring residents feel comfortable and safe biking to community events, Coburg stands to foster a culture of localized bicycle riding within the community. By increasing cycling in Coburg, the City can put more people on the streets to support local businesses and decrease the burden of automobile traffic.

Conclusion

As Coburg continues to grow, retaining a small-town atmosphere is one of residents' principle goals. By encouraging bicycle-friendly development within the City, Coburg stands to maintain and improve the small-town atmosphere it has developed by encouraging more residents to use streets, fostering community organically through bicycle-related events.

While residents may make the decision to ride bikes through the community on their own, the City can support them and others (such as the "interested but concerned" riders) by creating streetscapes, events, and infrastructure that are safe and inviting to both new and experienced riders.

Beyond creating a positive local atmosphere, an increase in bicycle-focused planning and development in Coburg could increase support for local businesses, both through tourism benefits and increased local traffic. A refreshed focus on biking could see Coburg grow in new and exciting ways that benefit residents, business owners, and travelers alike.

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