

To whom it may concern.

My comments are composed of a string of emails from 2018 to June 16, 2024 providing input to ODOT REGION 2 in Eugene Oregon about safety hazards created by poor signage, poor oversight, some arrogance as well as poor engineering on Highway 58 as well as Interstate 5 from Grants Pass to Eugene. It includes hazards created by inadequate signage, poorly placed passing zones on the crest of hills or through busy 3 way intersections, poorly placed turning and merging lanes with inadequate signage, and the lack of reflectors on the narrow Coast Fork River Bridge on Hwy 58 near Pleasant Hill. ODOT refuses to address any of them. I have CCed some of this to the Governor's office but I have not received a single response from the Governor's staff.

I have also provided input on a future passing lane proposed on Highway 58 about 2 miles west of Oakridge with an alternative passing lane proposed. Also included is input on a proposed turning lane onto Elliot Creek Road off Highway 199 in Josephine County which is no needed because it only a subsidy for logging and timber interests. I grew up off Hwy 199 so I know about every curve from the Oregon border to Grants Pass.

I have also provided numerous comments about the lack of speed limit enforcement upon truckers and the hazards this imposes on all users of Interstate 5 and beyond.

In addition, I have requested additional bicycle safety measures be implemented on Highway 101 as well as the Coast Fork River Bridge on Hwy 58. Further, I'd like the Committee to look into the excessive speed limit of 12 miles per hour for bicycle and E-bikes on multi - use paths in Eugene/Springfield parks as well as other city and county parks around Oregon which was implemented without thorough input from park users, bicycle commuters as well as Park Rangers.

Thanks for your time and consideration of numerous hazards unaddressed and ignored by ODOT and others as well as low cost measures to add protections to citizens who use non automobile transportation in their daily lives.

Shannon Wilson
Active Oregon citizen since 1980's thereof.

Begin forwarded message:

From: Shannon Wilson <tsuga@efn.org>
Subject: Re: I-5 and Hwy 58 Safety concerns. 2020 to 2024.
Date: June 12, 2024 at 12:06:36 PM PDT
To: FRANCIS Vidal T <Vidal.T.FRANCIS@odot.oregon.gov>
Cc: SULLIVAN Kali <Kali.SULLIVAN@odot.oregon.gov>

Hello Mr Francis.

Thanks for looking into these areas.

I don't have access to data like ODOT has. All I have is the experience of driving Hwy 58 three to 5 times a month for the last 25 years thereof. I drive a small lower to the ground vehicle which is much lower than most SUVs and especially the large new trucks. So the sight of view heading West over the hill at MP 18.90 thereof for a low profile sedan or sports car is very limited. Every time I drive west approaching this hill with a new car behind me I fear they will try to pass me on this blind hill and collide with an upcoming east bound vehicle traveling at speeds greater than 60 MPH.

Also, the crash data ODOT has does not reveal the increase in traffic as well as the increase in travel speeds with newer and more powerful vehicles.

The intersection at or near MP 9.4 has obviously seen an increase in use because more and more people have built new houses over the last decade in and around the roads that enter Hwy 58 at the 3 intersection as well as increases in use of the gas station/convenience store.

Again I think crash data only reveals so much. On site evaluation should take a higher priority than simple crash data. Evaluating such hazardous zones with a worst case scenario in mind is needed to save lives.

Speaking of which, at Mile Post 26 the west bound lane is cracking, giving away and possibly collapsing. I recently noticed this over the last month or so.

Thanks again for looking into these specific areas and considering my input.

Shannon Wilson

On Jun 7, 2024, at 11:11 AM, FRANCIS Vidal T <Vidal.T.FRANCIS@odot.oregon.gov> wrote:

Hi Shannon,

Regards

Vidal T. Francis, P.E., OPMA
AREA 5 MANAGER | ODOT REGION 2
Cell 503.400.4239

From: Shannon Wilson <tsuga@efn.org>

Sent: Friday, May 31, 2024 1:48 PM

To: FRANCIS Vidal T <Vidal.T.FRANCIS@odot.oregon.gov>

Cc: sen.floydprozanski@state.or.us; Heather Buch <heather.buch@lanecountyor.gov>; >; SULLIVAN Kali <Kali.SULLIVAN@odot.oregon.gov>

Subject: Re: I-5 and Hwy 58 Safety concerns. 2020 to 2024.

This message was sent from outside the organization. Treat attachments, links and requests with caution. Be conscious of the information you share if you respond.

Thanks for fixing the large gash in the middle of the most dangerous curve on Highway 58 near the railroad overpass at Mile Post 14 thereof.

I have been deliberately avoiding that ever widening gash in the middle of that sharp downhill curve for the last 2 to 3 years at least. Thanks for being on top of the numerous Highway 58 hazards.

Now what about the poorly placed passing areas that should be eliminated like on the blind hilltop at mile post 19 thereof and the east bound passing area through a 3 way busy intersection with Gas Station/Store, Wheeler Road, and Lost Creek bridge at Mile Post 9 thereof?

Sorry, I just don't seem to have built up much confidence in ODOT engineers after raising numerous concerns over the last 5 years and being blown off by ODOT every single time.

Shannon Wilson

On Apr 30, 2024, at 6:42 PM, FRANCIS Vidal T <Vidal.T.FRANCIS@odot.oregon.gov> wrote:

Greetings Mr. Wilson.

Thank you for your comment and concern. We appreciate and welcome feedback/or thoughts on how we are doing. I am happy to make reply to your comment as to why this location was considered for a passing lane.

The OR58 Passing Lane Project is to provide a westbound passing opportunity West of Oakridge. The project is one of several efforts under HB 2017 (reference: page 89 of the bill, SECTION 71d. (2)(b) (G) State Highway 58, to add passing lanes west of the City of Oakridge). The intent was to provide passing opportunity nearest to the City of Oakridge considering that there already exists a passing opportunity at milepost 22.6 (approx. twelve miles away). The current intended project location at

milepost 31.6 to 32.4, offered no additional required R/W and is directly west of the City of Oakridge.

As we work through the challenges of this project, I will concur that the most significant issue resides with impacts to the natural resources in that location. With these challenges we are working with regulators to find what works best for all. I would be happy to converse by phone if you desire further information.

Regards

Vidal T. Francis, P.E., OPMA

REGION 2 | AREA 5 MANAGER | PROJECT DELIVERY

Oregon Department of Transportation

2080 Laura St. Springfield, Oregon 97477

Office: 541.736.9611 | Cell 503.400.4239

vidal.t.francis@odot.oregon.gov

From: Shannon Wilson <tsuga@efn.org>

Sent: Monday, April 29, 2024 6:06 PM

To: FRANCIS Vidal T <Vidal.T.FRANCIS@odot.oregon.gov>; OBRIEN Lindsey * GOV

<Lindsey.OBRIEN@oregon.gov>; andrea.cooper@oregon.gov; CHATFIELD Rikkianne * GOV

<Rikkianne.CHATFIELD@oregon.gov>; SEVERE Constantin * GOV <Constantin.SEVERE@oregon.gov>;

FRANCIS Caine * GOV <Caine.FRANCIS@oregon.gov>

Cc: sen.floydprozanski@state.or.us; Heather Buch <heather.buch@lanecountyor.gov>

Subject: Re: I-5 and Hwy 58 Safety concerns. 2020 to 2024.

This message was sent from outside the organization. Treat attachments, links and requests with caution. Be conscious of the information you share if you respond.

REGARDING: New passing lane proposed for Highway 58 at mile post 32 thereof.

There is a much more need as well as a safer area for a west bound passing area with no residential driveways impacted at Mile Post 18 to Mile Post 19. The area has a 8 to 10 feet tall dirt bank and nothing else for about a mile. This area is used very frequently as passing area because the oncoming lane is an east bound passing lane but it can be hazardous many times if people misjudge oncoming traffic.

Why isn't this considered for a future passing lane instead of creating a safety hazard for more than 2 dozen residents along the other proposed passed lane at mile post 32?

Not to mention the area proposed for a passing lane at Mile Post 32 thereof is a very frequent elk crossing area in the spring and winter, will impact wetlands and residential front yards.

Concerned and involved citizen since the 1990's.
Shannon Wilson

On Apr 10, 2023, at 11:18 AM, Shannon Wilson <tsuga@efn.org> wrote:

To Mr. Vidal.

Ok.

Based on the many possible hazards I have requested some sort of simple mitigation like better signs, simple speed signs, improved bicycle and pedestrian infrastructure, or even simply larger and more reflectors on the Highway 58 Coast Fork bridge before Pleasant Hill as well as numerous complaints about construction zone safety warning inadequacies without any one of them being addressed, I quite frankly I do not have faith in ODOT's engineers.

What I have suggested to mitigate numerous safety issues is not rocket science nor nuclear engineering. It is more or less common sense and on the ground or "highway" real world driving experiences and all I attain from ODOT is "we are the professionals here and how dare you question our decisions" attitude. Until that changes I will continue to pressure ODOT any way I can to help rid ODOT personnel of this attitude of unaccountability and create safer highways for myself, my neighbors and all Oregonians.

I'd hoped things would have worked out more mutually beneficial between ODOT and myself.
Thanks for your time.

Shannon Wilson
Forester, energy conservation tech, and active Oregon citizen since 1980 (at age 15)

On Apr 10, 2023, at 8:13 AM, FRANCIS Vidal T <Vidal.T.FRANCIS@odot.oregon.gov> wrote:

Hi Shannon,

That is correct. Transportation infrastructure whether it is construction, maintenance, or operations is an industry that is heavily regulated by state and national standards. The Engineer's judgement helps us find that acceptable mean where we need to balance risk, public needs, safety, standards, etc. Moreover, because we receive and manage federal dollars, we are required to have Professional Engineers on staff. It helps ensure that the position(s) we take are defensible.

In the medical field people rely on doctors. In the legal realm, it is lawyers. For us in transportation, we depend on our engineers. I am cognizant that people will not always agree with our professionals, which is fine. I hope this helps.

Regards

Vidal T. Francis, P.E., OPMA
AREA 5 MANAGER | ODOT REGION 2
Cell 503.400.4239

From: Shannon Wilson <tsuga@efn.org>
Sent: Friday, April 7, 2023 1:11 PM
To: FRANCIS Vidal T <Vidal.T.FRANCIS@odot.oregon.gov>
Subject: Fwd: I-5 and Hwy 58 Safety concerns. 2020.

This message was sent from outside the organization. Treat attachments, links and requests with caution. Be conscious of the information you share if you respond.

Input in 2020. Again discounted because the “professional engineers know best”
Begin forwarded message:

From: Shannon Wilson <tsuga@efn.org>
Subject: Re: Safety concerns in
Date: December 24, 2020 at 6:13:33 PM PST
To: BRINDLE Frances * Frannie <frances.brindle@odot.state.or.us>

On Nov 24, 2020, at 11:32 AM, BRINDLE Frances * Frannie <frances.brindle@odot.state.or.us> wrote:

Hi Shannon,
I received this email about your concerns about traffic safety on Hwy 58 as it connects to northbound Interstate 5. We at ODOT do take traffic safety to be of the utmost of importance and do also appreciate hearing concerns from the traveling public.

Regarding the system issues that you have brought up, I offer the following.

We recently completed a paving project on Hwy 58 in this very area of your concern.

- 1) The existing striping has been changed with the paving project. The striping shortened the taper (making it more distinct with three right turn arrows in the lane (one at the beginning of the full width lane, one mid-way and one just prior to the intersection).
- Additionally, a "Right Lane Must Turn Right" sign was moved to the east so that it would be visible to oncoming traffic to make the decision to turn onto Seavy rather than to proceed to Interstate 5.

The signs are completely inadequate. The signs should be at least twice the size and use more adequate colors to demarcate caution or warning. Using just white background with black letters doesn't attain the attention from drivers as needed. Plus one sign is partially blocked with vegetation.

ODOT was able to accomplish these safety improvements as we had a funded project in process and these operational changes could be included while under contract.

As for the issue that you pointed out about Interstate 5 northbound and as the lane drops for 30th Avenue Exit, ODOT is interested in widening I-5 northbound to 3 lanes at least to the Glenwood Exit, however funding has not been forthcoming from the federal government which would be required to design and construct it at this time. What may appear to be an easy fix, actually involves a great deal of road fill and potentially structural work. The good news is that all of the improvements would be within the ODOT property so we would not have to impact private land owners. This project is on our identified on the "needs list" as we do see a large share of drivers using this exit and having a "drop" lane to this exit would alleviate merging traffic.

The only need is to continue **the northbound I-5 onramp "merging lane"** to a "turn lane only" onto the 30th exit. ODOT could easily do this without much of any new construction of overpasses or acquiring new right of way.

There is no need to build an additional third lane to Glenwood Blvd. I live in Glenwood and use the Glenwood exit (Exit 191) at least once a week and have done so for the last 25 years and have never had any serious issues or near mishaps at Exit 191.

As you may know, there are many upgrades needed to our state transportation system. That said, traffic safety is our most important role, however, safety projects must compete for funding as well. The project priorities are assigned to tackle the most pressing needs first, accomplished by addressing locations where serious injury and fatality accidents occur on the system. This area has not been identified as a "hot spot" for serious crashes, however, we do realize that improvements mentioned to extend the lane would improve the system operationally and could prevent potential serious accidents.

I am telling ODOT it is a "hot spot" even though no one apparently has been killed there yet.

I had to expose a "hot spot" on Hwy 58 at a dangerous Railroad Overpass before ODOT placed a flashing warning sign which by the way doesn't work more than half the time I drive by it (about every week).

Thank you for your concerns and interest in these projects. I can be reached for further information.

Your email:

To whom it may concern.

I've talked to one of your ODOT directors and Eugene area public relations person about a hazard that ODOT seems to be refusing to address.

On Highway 58 near the northbound on-ramp onto Interstate 5 there is a turn lane to Seavey Loop on the west bound lane of Hwy 58 where many drivers confuse it as an additional on ramp lane onto I-5. Again, this is a turn lane for Seavey loop. I and others I have ridden with have witnessed and avoided on many occasions drivers including heavy trucks entering this turn lane believing that Hwy 58 has an additional lane to enter the freeway. As they approach the Seavey Loop turn they realize it is not a new lane and end up abruptly entering the left lane often times narrowly missing other drivers, sometimes drivers including myself have to swerve to miss colliding with these drivers attempting to get back into the left on-ramp lane. Many others who mistakenly enter the right lane often times actually have to stop on the shoulder past Seavey Loop until it is safe to re-enter to I-5 on-ramp.

If you don't take my word for it ODOT should place some cameras there and determine how many times per day this occurs. It usually occurs at the peak traffic hours.

I believe this will become a many car and semi truck pile up where people will lose their lives.

I have requested that much larger signs replace the very inadequate small ones there and signs be placed at the very beginning of the turn lane. This has not been done even though ODOT has just finished repaving and some infrastructure work on this section of Hwy 58 through Pleasant Hill.

Please do what is necessary to address this situation before people are killed.

Thank you for your time and assistance in this public safety matter.

Shannon Wilson

PS. There is also serious safety issues with the long northbound on-ramp lane on I-5 from Hwy 58 that abruptly ends past the Goshen - Franklin/McVay Hwy Overpass. Again many drivers mistakenly think this very long merging lane is an additional lane (or 3rd lane) into the Eugene metro area and enter it. They soon realize it is not and sometimes swerve into the middle lane when it ends. Other drivers often times are passing others in the two left lanes at high rates of speed creating additional hazards for drivers in the far right 3rd lane attempting to merge back into the middle or left lane. This on-ramp or merging lane should be extended to the 30th Avenue off-ramp as a turn lane only. There is no physical barriers in doing such easily. In the interim bigger and better signs as well as slower speeds limit (60MPH) for these dangerous on and off-ramps would be warranted.

Frannie Brindle

Region 2 Area 5 Manager
Eugene Office 541-736-9611
Cell 541-228-8059

Begin forwarded message:

From: Shannon Wilson <tsuga@efn.org>
Subject: Re: OR58 Safety Questions from Shannon Wilson
Date: March 24, 2023 at 3:25:01 PM PDT
To: FRANCIS Vidal T <Vidal.T.FRANCIS@odot.oregon.gov>

To Mr. Vidal.

I didn't see a response from you but just saw a notice about an ODOT open house of sorts yesterday eve. I had just returned from driving Hwy 199 and Interstate 5 yesterday so I missed it.

FYI.

I looked at an ODOT proposal for a new turning lane on Elliot Creek road off Hwy 199 at a cost of \$3 million.

Btw, I lived off of Hwy 199 for about 15 years of my early life. I pretty much have auto-driving memory of every curve on the Hwy 199 from CA border to Grants Pass. I could safely say there are few residents, one could count the houses on one hand, which live up Elliot Creek road but a lot of logging going on. So, it appears big timber corporations will attain a 3 million dollar turning lane while my family who lives off of Draper Vally road in Selma along with hundreds of others get no safety mitigation measure like turning lane(s).

Another FYI or Complaint of sorts.

Also, when attempting to get onto the onramp of I-5 from Grants Pass (Exit 58 thereof) there was completely inadequate warnings that the entire lane was closed for construction and I had to swerve into traffic and figure where the onramp was by sight. I guess I was lucky it wasn't dark and the driver behind me saw I was stuck between him and concrete barriers. Par for course in Southern Oregon highway construction projects down in that Southwest Oregon region of Coos County, Douglas County and Josephine Co. Whomever is the administrator of such safety in construction zones in that region is incompetent. I have made several complaints over the last several years where I and others are not adequately forewarned about upcoming hazards in construction zones and Interstate 5 logging zones. To no avail. Nothing seems to change.

RE: Truckers Are Out of Control on Interstate 5.

As I proceeded north just about all truckers are driving dangerously and over the speed limit at almost every weather situation like sleet and hail. I saw a few truckers slow down when a state trooper was sitting on an off ramp just outside Grants Pass. (I was wondering why they slowed until I saw the trooper.) Other than that most truckers were all driving in excess of 65 mph. The truckers have become the most dangerous hazards on Oregon highways over the last 10 years. Maybe the State of Oregon could enforce speed limit laws for truckers someday.

Sorry, I wish I could be more upbeat and positive but I don't know who else to file such complaints with these days? Perhaps I should start higher up the food chain.

Thanks for your time and maybe we'll meet.

Shannon Wilson

Regarding Dangerous Sections of Interstate 5 on and off ramps.

To whom it may concern.

Beyond Highway 58 there is a very dangerous section of Interstate - 5 where Highway 99 (Umpqua Hwy?) north bound on-ramp enters Interstate 5.

Just before the Hwy 99 (Umpqua Hwy) north bound on-ramp drivers traveling north on the Interstate have to enter a sharp curve at the bottom of a fairly steep hill with no signs warning truckers or RV haulers to slow down to the speed limit. This in itself is a hazard because some people do slow down and others including truckers speed up to 70 MPH or more to pass those who slow down thus increasing collision risks.

To add to this hazard is the Highway 38 on ramp traffic merging just as Interstate drivers have finished exiting the sharp curve. There are rush hours like Sunday eves and holidays where there are many RV haulers entering the Interstate.

I would suggest some reduced speed limits for the sharp curve on Interstate 5 and better signage for the on-ramp area to reduce the amount of deadly accidents there.

For the record, if nothing else.

Shannon Wilson

Begin forwarded message:

From: Shannon Wilson <tsuga@efn.org>

Subject: Re: OR58 Safety Questions from Shannon Wilson

Date: August 2, 2022 at 4:33:23 PM PDT

To: GANUNG Julie E <Julie.E.GANUNG@odot.oregon.gov>, UPTON Dorothy J <Dorothy.J.UPTON@odot.oregon.gov>, LAFLEUR Christina L <Christina.L.LAFLEUR@odot.oregon.gov>

Sorry, but I have attempted to offer input about safety concerns regarding poor design and poor signage issues on Hwy 58 over the last several year and all I seem to get is the same old excuses and no action whatsoever ever.

Looking at ODOT Budget at around \$5 billion and some of ODOT Exec salaries between \$100,000 to \$400,000 not to mention PERS and other benefits I'd say ODOT has plenty of funds to help save lives by implementing low cost mitigation measures and to create a Public Relations Office within ODOT to take citizen's input seriously like myself when it comes to public safety and not just blow off citizens who have voiced serious concerns about public safety for all users.

Thanks and I hope to get some answers to address my concerns someday soon.

Shannon Wilson

On Jul 13, 2022, at 3:12 PM, Shannon Wilson <tsuga@efn.org> wrote:

To whom it may concern.

The bridge has no shoulder what so ever for pedestrians nor bicycles. You should try walking across it sometime around rush hour to get a feel for what folks have to risk just to cross the bridge on a bicycle or walking.

The passing lane at Mile Post 19 on Hwy 58 is a deadly head-on collision waiting to happen. The passing area should be removed for west bound traffic.

What if 2 lower profile cars traveling at say 65 mph meet up in a rather abrupt way at the crest of the hill?

I've been driving this route every week for about 20 years. I know where the most dangerous sections are by ingrained memory and it wouldn't take much beyond some simple mitigation measures to remedy them.

Thanks for your time and consideration.

Shannon Wilson
Community Advocate

On Jul 13, 2022, at 1:19 PM, UPTON Dorothy J <Dorothy.J.UPTON@odot.oregon.gov> wrote:

Julie,

Item 1 – ODOT does not have the staff or funding to install and maintain bicycle signals on every bridge/structure that may have narrow shoulders. Each location is looked at individually to consider the location, alignment, safety and other factors when considering their installation. The bridge at MP 2.46 is 440 feet long with 30 feet of width curb-to-curb with two 12-foot travel lanes that leave 6-foot (two 3-foot) for shoulders. The road segment is a tangent segment that is relatively flat, so line of sight is good for quite a distance on each approach. Your example of the Jasper Road site is different in that the bridge which is 750 feet long is between two horizontal curves with a vertical curve over the structure itself and the curb-to-curb width is only 26 feet. That bridge has less line of sight and is four

feet narrower between curbs. I also reviewed the crash data for the road segment 0.1 miles each side of the bridge (MP 2.35-2.55) and found that there were two reported crashes in the ten-year period (2011-2020) – both were eastbound – one was a rear-end crash on the west end of the segment and the other was a fixed object motorcycle crash which was on the east end. This is not a high crash location (for any vehicle) so that is not a factor. While I understand that the 600-700 feet that bicycles may have to take the lane in order to cross the bridge would be stressful, we have to balance the discomfort against our limited funding and staff and treat the entire system equitably.

Item 2 – Christy had the designer check the existing configuration and found that the distance from the beginning of the passing lane to the crest of the hill to be about 1100 feet where the required distance is 900 feet. So the current configuration meets our design guidance.

I hope this information helps for a response.

Dorothy J. Upton, P.E.

ODOT Region 2 Traffic Operations Engineer
455 Airport Road, SE Building A
Salem, OR 97301-5397
Office: 503-986-5761
dorothy.j.upton@odot.oregon.gov

From: GANUNG Julie E <Julie.E.GANUNG@odot.oregon.gov>
Sent: Wednesday, July 6, 2022 4:26 PM
To: UPTON Dorothy J <Dorothy.J.UPTON@odot.oregon.gov>; LAFLEUR Christina L <Christina.L.LAFLEUR@odot.oregon.gov>
Cc: tsuga@efn.org
Subject: OR58 Safety Questions from Shannon Wilson

Hi Dorothy and Christy,

I was hoping one or both of you could help respond to some traffic design and safety related questions and concerns from Shannon Wilson, a Eugene resident who drives OR58 regularly. I've cc'd Shannon on this email chain.

1. Could a bike signal be added to the narrow Coast Fork Willamette River Bridge between Goshen and Pleasant Hill similar to what we have on some US101 bridges or the Jasper Road Bridge nearby?
2. The eastbound passing lane between MP 18-19 has a dashed centerline for westbound passing as well. Shannon voiced concern that the westbound dashed centerline starts before the crest of the hill when you cannot see eastbound traffic. Should this be changed?

Thanks for your help.

Julie GaNung, P.E.

Resident Engineer – Consultant Project Manager
Oregon Department of Transportation - Region 2

Cell: 541-740-531

Hwy 58 & Interstate 5 North Bound On Ramp

To: safety@odot.state.or.us

Sept 20, 2020

To whom it may concern.

I've talked to one of your ODOT directors and Eugene area public relations person about a hazard that ODOT seems to be refusing to address.

On highway 58 near the northbound on-ramp onto Interstate 5 there is a turn lane on the west bound lane of Hwy 58 where many drivers confuse it as an additional on ramp lane onto I-5. This is a turn lane for Seavey loop. I and others I have ridden with have witnessed and avoided on many occasions drivers including heavy trucks entering this turn lane believing that Hwy 58 has an additional lane to enter the freeway. As they approach the Seavey Loop turn they realize it is not a new lane and end up abruptly entering the left lane often times narrowly missing other drivers, sometimes drivers including myself have to swerve to miss colliding with these drivers attempting to get back into the left on ramp lane. Many others who mistakenly enter the right lane often times actually have to stop on the shoulder past Seavey Loop until it is safe to re-enter to I-5 onramp.

I believe this will become a many car and semi truck pile up where people will lose their lives.

I have requested that much larger signs replace the very small one there and signs be placed at the very beginning of the turn lane.

It has not been done even though ODOT has just finished new repaving and some infrastructure work on this section of Hwy 58 through Pleasant Hill.

Please do what is necessary to address this situation before people are killed.

Shannon Wilson
Community Organizer, etc.

PS. There is also serious safety issues with the long northbound on-ramp lane on I-5 that abruptly ends past the Goshen - McVay Hwy Overpass. Again many drivers mistakenly think this is an additional lane (or 3rd lane) and enter it. They soon realize it is not and sometimes swerve into the middle lane when it ends. Other drivers often times are passing others in the two left lanes at high rates of speed creating additional hazards for drivers in the far right 3rd lane. This lane should be extended to the 30th

Avenue off ramp as a turn lane only. There is no physical barriers in doing such easily. In the interim bigger and better signs as well as slower speeds limit (60MPH) for these dangerous on and off ramps would be warranted.

Regarding Increasing Bicycle Safety on Hwy 101 and Excess Speed Limits on Multiuse Paths in Eugene and Springfield from 2022 to 2018, respectively.

Begin forwarded message:

From: Shannon Wilson <tsuga@efn.org>
Subject: Re: Some input regarding bike speed limit (20 MPH?)
Date: October 12, 2022 at 9:25:05 AM PDT
To: BERMAN Jenna <Jenna.BERMAN@odot.oregon.gov>

Hi Jenna.

Thanks for sending this along. Yeah, I didn't think it was legislated but being pushed/mandated by someone at ODOT. (Btw, I have been trying to get answers about this 20 MPH speed limit from Eugene bike and parks people for over a year now. I approached you when I found out this was coming from the State.)

Just about every speed in this thing is much too high unless one seeks to have collisions with pedestrians, kids, dogs and other cyclist on the paths. If cyclist had their own streets/boulevards without pedestrians those speeds would be safe and realistic.

Have these people every ridden a bike with a speedometer amongst pedestrians and kids?
Even 10 to 12 miles per hour is a high rate of speed on multiuse paths.

I have ridden for over 30 years here in Eugene and these speeds seem ridiculous.

I talked to a Willamalane Park Ranger who has ridden and even raced on bicycles and he is just as amazed that a 20 MPH speed limit would be allowed on multi use paths around his patrol area.

A real hard sprint on a bicycle on flat terrain one might reach 25 MPH.
E bikes will exceed this 20 MPH max speed limit just like everyone does when driving their automobiles.

These engineers need to either look to EU speed limits or go back to the drawing board on this one or more people will die or end up disabled.

Btw, now Eugene and Springfield is posting this 20 MPH speed limit on their multiuse paths. I suppose they are either getting the signs for free from ODOT or paying for it out of ODOT funds. It needs to stop.

Thanks again.

Shannon

On Oct 12, 2022, at 8:30 AM, BERMAN Jenna <Jenna.BERMAN@odot.oregon.gov> wrote:

Hello Shannon,

Thanks for reaching out. Because I did not have any immediate knowledge about what you were asking about, I put it out to the Active Transportation group here at ODOT. Here are some of the responses that I received...

- Portland Region Engineer: *I believe the AASHTO Bike Guide (v4) identifies a 20mph design speed for multi-use paths.*

- State Bike Design Engineer: *Bicyclist design speeds can range from 8 mph to 30 mph. See ODOT Highway Design Manual section 924.1 "Selecting an Appropriate Design Speed."*
- *The typical recommended shared-use path design speed is 18 to 20 mph for rural paths where there are less pedestrians.*
- *The typical recommended shared-use path design speed is 14 to 16 mph for urban paths where there are more pedestrians.*
- *The typical recommended design speed at intersection approaches is 10 to 12 mph.*
- *The typical recommended design speed at street crossings is 8 mph.*

- State Ped/Bike Program Manager: *I'm not aware of any proposed or existing legislation on this topic. You could refer them to the ped/bike regulations/statutes booklet on the website if they're interested in existing laws or check in with Gov Affairs if the person thinks it's proposed new legislation.*

- Additional comment:
- *Might he be talking about e-bikes? i.e. currently, e-bikes are precluded from going faster than 15 mph.*

Hope this helps.

Jenna

Jenna Berman

ODOT Region 2, Active Transportation Liaison

Cell: 971.719.6024

NEW EMAIL: Jenna.berman@odot.oregon.gov

Ped/Bike Resources: <https://www.oregonwalkbike.org/>

Begin forwarded message:

From: BERMAN Jenna <Jenna.BERMAN@odot.state.or.us>

Subject: RE: Bicycle Touring on Hwy 101. Input

Date: December 10, 2018 at 1:54:54 PM PST

To: 'shannon wilson' <tsuga@efn.org>

Shannon,

Thanks for the email and the great ideas. Your thinking is very closely aligned with our in regards to data collection/analysis and solutions like increasing signage/awareness in the areas with the narrowest shoulder. I also liked your blinking light concept for really tough spots. We have this on some of our bridges and have discussed this as another tool for really curvy, narrow sections. I had not thought about the solar light with a sensor, but I like it! Have you seen this before in Europe? I didn't think so, but thought I would ask just in case.

Your input was forwarded to our team and we have someone consolidating all of these valuable insights that we are receiving.

Thanks so much for taking the time to reach out to us.

Jenna

***New office schedule and location:** I am in Corvallis Tuesday-Friday and Salem on Mondays. Please call my cell phone (971-719-6024) to contact me and note my new primary office address below.

Jenna Berman
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Jenna.berman@odot.state.or.us

From: shannon wilson [<mailto:tsuga@efn.org>]
Sent: Monday, December 10, 2018 10:43 AM
To: BERMAN Jenna
Subject: Re: Bicycle Touring on Hwy 101. Input

Hi again Mrs. Berman.

My wife has rode HWY 101 a few times from Florence to Oregon/CA Border. She states the biggest issue she had with the Hwy 101 is there is no uniform "shoulder lane" width and many places where there is virtually no "should lane" at all.

Low Cost Interim Mitigation:

ODOT should survey, GPS, assess and add signage to the narrowest "shoulder lane" sections along HWY 101. If there is a very narrow or non existent "shoulder lane" then ODOT should place "Warning" signs adjacent and/or along these areas (depending on length) to advise motorist to look out for, grant safe and adequate distance, or even "right of way" to bicyclists.

Even better yet, a solar powered sign with flashing led "warning" lights that would detect via a sensor when a bicycle rode by it to set it off. This would give motorist notice that bicyclist are ahead on a narrow and dangerous section of shoulder. The Flashing LED light would be on a timer to keep it flashing for the average time it took for a bicyclist to get through that narrow and dangerous section.

This would save lives, decrease accident induced traffic jams, decrease law enforcement costs for car vs. bicycle investigations, and could be precedent setting in the U.S., probably not Europe.

Thanks for your work and please let me know if something happens on this front.

Shannon Wilson