



City of Oregon City

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Staff Report

File Number: 13-350

Agenda Date: 5/21/2013

Status: Agenda Ready

To: Transportation Advisory Committee

Agenda #: 6a.

From: Public Works Director John Lewis

File Type: Report

SUBJECT:

Intersection Analysis at Glen Oak Road and Tharp Court/Coast Redwood Avenue - DECISION

RECOMMENDED ACTION (Motion):

Accept and implement the recommendations proposed by Replinger & Associates LLC and agreed to by City staff in the traffic study for the intersection of Glen Oak Road and Tharp Court/Coast Redwood Avenue.

BACKGROUND:

At the March 19, 2013 meeting of the Transportation Advisory Committee, the TAC heard testimony from residents on Tharp Court who were concerned about the safety of their neighborhood. An excerpt from the minutes outlining their concerns is as follows:

Erika Stardig, 20037 Tharp Court, Oregon City 97045 requested that a crosswalk be installed on Glen Oak Road between Tharp Court and Coast Redwood Avenue. She was also concerned with the on-street parking situation on Glen Oak Road. She indicated that vehicles were parking too close to Tharp Court and impeding their vision. She indicated that high school traffic was also a problem because although they don't necessarily park there, they use Glen Oak Road heavily and are less experienced drivers.

The Committee asked what she recommended as a solution and she indicated a crosswalk on Glen Oak Road at Tharp Court, maybe a flashing light and preventing vehicles from parking too close to the cross streets.

Janis Keller, 20014 Tharp Court, Oregon City 97045 testified that Erika covered most of the issues. She added that she crosses the street twice daily and that vehicles never stop for her.

Sean Kriloff, 20029 Tharp Court, Oregon City 97045 added that the speed limit on Glen Oak Road is 35 mph but cars are going much faster. He suggested that a speed radar sign would be helpful as it would let drivers know just how fast they are going. He agreed that they almost have to pull out into the cross traffic just to see to pull out of Tharp Court.

He said that when he and his neighbors moved onto Tharp Court, there were four

multi-plexes across the street. Now the subdivision is almost completely built out, most tenants are renters and there isn't enough parking so the residents park on Glen Oak Road and obstruct their sight lines.

Erika Stardig added that they would also like a "no outlet" sign installed. One other concern she had was that the fire hydrant was located at the beginning of Tharp Court and she was concerned with fire trucks being able to access the fire hydrant with all the cars parked on Glen Oak Road.

Sharon Lanz, 20038 Tharp Court, Oregon City noted that the cars parked on the north side of Glen Oak Road were partially blocking the bike lane.

City staff committed to reviewing the situation and getting back to the Tharp Court residents with its findings. At the TAC meeting of April 16, 2013, staff reported back to the TAC and additional comments were received as follows:

Mr. Montalvo recapped events explaining that at the last meeting, Tharp Court residents requested a few traffic control and traffic calming devices. He noted that he had visited the site and because of the unique situation including new development and the high school nearby, City staff made the decision to bring on a traffic engineering consultant to review the intersection.

The consultant will be performing traffic counts, a pedestrian analysis and looking at entitlement issues relating to parking for neighboring developments. Once the City receives the formal recommendation, it will be presented to the TAC and the neighborhood in order to determine what the City could implement.

In the meantime, Mr. Montalvo said he would see about having the Police Department's speed radar trailer dispatched to the location or having the Public Works Department's portable post mounted speed radar signs installed on the roadway.

As for the "No Outlet" sign, staff noted that Tharp Court wasn't even a cul-de-sac and it didn't seem like the sign would be warranted.

Sharon Lanz, 20038 Tharp Court, Oregon City requested that the traffic counts and observations be taken at the time school is released. She said that they need the no outlet sign because people turn around daily on Tharp Court.

Mr. Mahoney asked whether the neighbors had spoken with school district staff about the speeding issues and Ms. Lanz indicated they hadn't and also didn't know how much control the school had over students once they left school grounds.

Mr. Montalvo said that it wasn't normal City practice to pay to have special traffic investigations done but he conceded there were extenuating circumstances on Glen Oak Road.

Erika Stardig, 20037 Tharp Court, Oregon City noted that after they purchased their house, the property ownership across the street changed and a new developer came on board. She wasn't sure if the development changed as a result.

Mr. Montalvo explained that the approved development plan was site specific and that site was planned and approved for high density development with limited on-site parking.

The traffic study prepared by Replinger & Associates LLC is attached for review by the TAC. In addition, John Replinger will be present at the meeting to discuss his findings and respond to any questions the TAC and neighbors might have.