



May 21, 2013

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**1. CALL TO ORDER AND ROLL CALL**

The Transportation Advisory Committee meeting of **Tuesday, May 21, 2013**, was called to order by Vice-Chair Johnson at 6:01 PM in the Commission Chambers at Oregon City Hall, 625 Center Street, Oregon City, Oregon.

Committee members present included Vice-Chair Steve Johnson, Bob La Salle, Bob Mahoney, Betty Schaafsma, John Anderson and Scott Failmezger. Chair Blane Meier, was absent.

Staff members present included John Lewis, Public Works Director; Martin Montalvo, Operations Manager and Kathy Griffin, Administrative Assistant. Also in attendance was John Replinger, Replinger & Associates LLC.

**2. APPROVAL OF THE MINUTES**

**Bob La Salle moved to approve the minutes of April 16, 2013. Betty Schaafsma seconded the motion and it passed unanimously.**

**3. CHAIR REPORT**

A report was not provided.

**4. AGENDA ANALYSIS**

No changes were made to the agenda.

**5. CITIZEN COMMENTS**

No comments were received.

**6. NEW BUSINESS/DISCUSSION ITEMS**

**A. Intersection Analysis at Glen Oak Road and Tharp Court/Coast Redwood Avenue**

Mr. Montalvo introduced John Replinger who prepared the traffic analysis for the intersection of Glen Oak Road/Coast Redwood Avenue/Tharp Court.

Mr. Replinger touched on highlights of his report and noted that his analysis was based on industry standards. He added that he contracted out traffic and volume counts in order to provide a spot analysis of the situation.

In response to a request for painted crosswalks, he noted that crosswalks existed on each approach of the intersection whether they were marked or not. He was not in favor of painted crosswalks because existing transportation studies showed that on two-lane roads, the presence of a marked crosswalk alone at an uncontrolled location had no difference in the pedestrian crash rate than that of an unmarked crosswalk. He added that the City needed to be cautious about giving people an unwarranted sense of security by marking crosswalks. Additionally, there was minimal pedestrian activity at the intersection and marked crosswalks required maintenance and an unnecessary expense for the City.

He noted that 85<sup>th</sup> percentile speeds on Glen Oak Road were just over 30 mph so the 30 mph speed limit was appropriate. Bob Mahoney asked if the intersection was in a school zone and Mr. Replinger replied that it was not although there was one two blocks to the west at High School Avenue where there was also a raised crosswalk/speed bump. He added that school speed zones were not recommended as often near high schools as they would be at lesser aged schools.

He recommended that the NE and SW quadrants of the intersection be marked as no parking for a distance of about 50 feet from the intersection in order to improve sight distance.

Bob La Salle asked why it wasn't recommended to mark no parking on all four quadrants of the intersection and Mr. Replinger responded that it was an option but the angles were different because the traffic would be coming from the right providing acceptable sight distance. Mr. La Salle felt that it would be better to have it posted no parking on both sides. Mr. Replinger explained that he was trying to carefully balance the needs of all residents by making the intersection safer but saving as many on street parking spaces as possible. He added that on street parking does make people slow down more than if there wasn't any on street parking. Mr. Lewis agreed that the City could not continue to reduce on street parking in all situations.

Steve Johnson wondered whether people would be more inclined to park on Tharp Court if parking spaces were eliminated on Glen Oak Road.

Martin Montalvo indicated that he had City staff visit the site and perform pedestrian counts. During one time period, they counted 17 pedestrian crossings and he asked how many pedestrian crossings warranted a marked crosswalk. Mr. Replinger said there were lots of variables including the age of the pedestrians (school age or elderly), proximity to bus stops, the speed of traffic, etc. Generally, 40 to 70 crossings was a good number to start thinking about marked crosswalks.

Mr. Montalvo reported that his crews already ordered no parking signs and he would have his staff install them where recommended by Mr. Replinger. He added that he did some research and determined that a "dead end" sign was more appropriate than a "no outlet" sign so a full-sized diamond shaped dead end sign would be installed on Tharp Court. He also contacted the police department and Glen Oak Road was added to their schedule to receive a turn with the mobile speed

limit radar trailer but the request was several streets down on the list.

**Sean Kriloff, 20029 Tharp Court, Oregon City 97045** was concerned with the speed and volume counts because the monitoring range was only about 24 hours. Mr. Replinger explained that it was only a sample count and the City already has existing counts for Glen Oak Road.

He was also concerned about the dead end sign vs. a no outlet sign and was told that the dead end sign was the appropriate sign for the situation and was just as effective if not more so.

**Erika Stardig, 20037 Tharp Court, Oregon City** testified that she was strongly in favor of a marked crosswalk at the intersection and was disappointed in the decision as it stood.

She said that the traffic counts on Glen Oak Road were done east of the intersection which had lower counts than the west end of the intersection. She was also concerned that the report could have been biased given the working history Mr. Replinger has with Oregon City. She said the posted speed limit was okay except that no one ever followed it.

She added that just the past weekend, there was an accident where a woman coming from Coast Redwood Avenue was hit pulling out onto Glen Oak Road. She noted that she too had almost been hit numerous times.

She was concerned with parking obstructions in front of the fire hydrant and noted that the two houses at the end of the street already had fire sprinklers because of their distance to the fire hydrant.

**Sharon Lanz, 20038 Tharp Court, Oregon City** wanted to know where the dead end sign would be installed and Mr. Montalvo indicated that it would be installed at the entrance to Tharp Court.

She advocated for no parking within 50 feet of the intersection because it was difficult to pull out because of sight obstructions. She added that she did contact the high school to find out what they could do to assist in mitigating school related nuisances such as littering and felt they were very responsive.

**Tim** indicated that he too saw the accident last weekend where a woman on Coast Redwood Drive was creeping out onto Glen Oak Road to see to her east and hit an SUV.

Mr. Lewis understood the neighborhood wasn't getting all it wanted and hoped to see the discussion end in a positive way. He suggested a compromise by restricting parking on the NE and SW quadrants by 50 feet and on the NW and SE quadrants by 25 feet. He added that he would have the police report pulled to find out what happened to cause the accident.

**John Anderson moved to accept the consultant's report with the addition of two, 25' no parking areas on the NW and SE quadrants of the intersection. Bob La Salle seconded the motion and it carried** with John Anderson, Bob La Salle, Steve Johnson, Robert Mahoney and Betty Schaafsma voted yes. Scott Failmezger voted no.

**B. TSP Mobility Standards**

John Lewis discussed the new mobility standards which were included in the TSP update.

**C. Clackamas River Drive & Washington Street Speed Zone Study Request**

John Lewis provided an update.

**D. Molalla Avenue Enhancements, Phase III**

The committee was reminded to take an on line survey for the grant application to increase the City's chances of receiving grant funding.

**E. Pedestrian Crossing on 7<sup>th</sup> Street at John Adams Street**

Mr. Montalvo indicated that the neighborhood was okay with the pedestrian crosswalk but wanted the equipment powder coated black to match existing street furniture. John Lewis would also be finding out if the HRC was okay with the crosswalk treatment.

**F. Oregon Passenger Rail**

A stakeholder meeting was recently held and the information was included in the agenda packet.

**G. Construction Projects**

Construction updates were included in the agenda packet. Mr. Lewis mentioned that City staff was reconsidering the striping on Clairmont Way so that it had parking on the south side only, two bike lanes and two travel lanes. The other, less desirable alternative was to have sharrows.

Martin Montalvo mentioned a collaborative effort between Oregon City and Gresham to share equipment resulting in the use of Gresham's milling machine by City staff to prepare Holcomb Boulevard for a chip seal. He added that they had also purchased a "Curve Ahead Sign" with LED activated lights for the corner at the bottom of the hill on Holcomb Boulevard.

Mr. La Salle thanked City staff for the completion of striping on the Redland Road on/off ramp. He also noted that he hadn't seen any busses parked in front of Kentucky Fried Chicken lately although City staff indicated that they were not

responsible.

Scott Failmezger requested that the brick tree wells on 7<sup>th</sup> Street in downtown Oregon City be fixed soon as they were a trip hazard.

John Anderson noted that the traffic lights on Redland Road at Abernethy Road don't line up with the lanes. He thought it was just a signal head alignment issue and he asked that the City have the County look into fixing it.

**7. FUTURE AGENDA ITEMS**

Steve Johnson requested looking into the bike lane on Washington Street as it ends at 12<sup>th</sup> Street with a curb extension and then starts back up.

**8. ADJOURNMENT**

There being no further business, the meeting adjourned at approximately 8:02 p.m.

Respectfully Submitted,

Kathy Griffin  
Administrative Assistant