



Staff Report

For City Council Meeting - 12/03/2017

Subject - New Business

Synopsis: Daniel Lane, Chairman of the Clubhouse Condominium Association has submitted a letter requesting a speed reduction on Gearhart Ln. Included with his letter is a petition signed by 33 people.

The portion of Gearhart Ln between Hwy 101 and the S. end of the corner where Gearhart Ln changes to Marion is a 35mph zone. The reduction request states many near misses have occurred in the corner portion of Gearhart Ln as vehicles enter and exit the Gearhart Green condominium driveway. Golfers crossing Gearhart Ln from the 1st green to the 2nd tee have also reported near misses

City staff has had internal conversations regarding this request and do not have any issues with reducing the speed on Gearhart Ln. The Gearhart Transportation Systems Plan mentions the benefits of speed reduction on Gearhart roads to increase safety and use for cars, pedestrians, and bicyclists alike.

Attached to this report:

- Letter of request and hand drawn map
- Petition
- Letter from Police Chief Bowman
- Transportation system plan notes

Recommendation: Staff recommends a speed reduction from 35 mph to 25 mph. Staff would also recommend that the condo association remove more of it's hedge to improve site distance. A motion to reduce the speed on Gearhart Loop from 35 mph to 25 mph is all that would be necessary to authorize the change.

Legal Analysis: N/A

Financial Analysis:

Respectfully submitted,
Chad

Daniel Lane

Chairman
Clubhouse Condominium
Association of Unit Owners, Inc.

1939 Gearhart Green Drive #606 P.O. Box 2106 • Gearhart, OR 97138
Phone: 360-606-5263 • Fax: 360833-9929 • E-Mail: dan@daniellane.net

Date: September 3, 2017

City of Gearhart
City Council

Dear Council members,

I've seen many close calls as a result of cars whipping around the blind curve right at our entrance. (See attached map • Gearhart Loop & Gearhart Green Drive) I have had a few close calls myself. I assumed the hedge created a blind spot. A good portion of the hedge has been removed by the city as a result of the current water main project. I expected to see improvement in safety as a result. I was surprised to see that it didn't seem to make much difference. Speed was apparently a much bigger factor. I didn't realize that the speed limit was 25 mph for most of Marion way all the way around back to PCH on Pacific Way where it's all straightaways. The speed limit leading into and around the curve at Gearhart Loop & Gearhart Green Drive is 35 MPH. Seems like as soon as drivers hit that 35 mile an hour zone they accelerate through that curve. I am asking for the city to consider extending the 25 mile an hour speed limit to include the curve. Many of my fellow homeowners of Clubhouse Condominiums and Gearhart Greens Condominiums have signed this letter in support of a change in the speed limit.

I emailed my concerns to Chad Sweet. He suggested I send a letter to the city Council in his reply :

Good morning Daniel,

I spoke to Chief Bowman about your 25mph idea. He really didn't have an issue with the change. If you're interested in a speed reduction you should start with the city council. I suggest submitting a letter to the council and attending a council meeting to answer any questions they may have.

All the best,

Chad

Sincerely,



Daniel Lane

Chairman
Clubhouse Condominium
Association of Unit Owners, Inc.

CURRENTLY 35 MPH

Gearhart Loop Rd

SAFETY HAZARD

CURRENTLY 35 MPH

Gearhart Golf Links

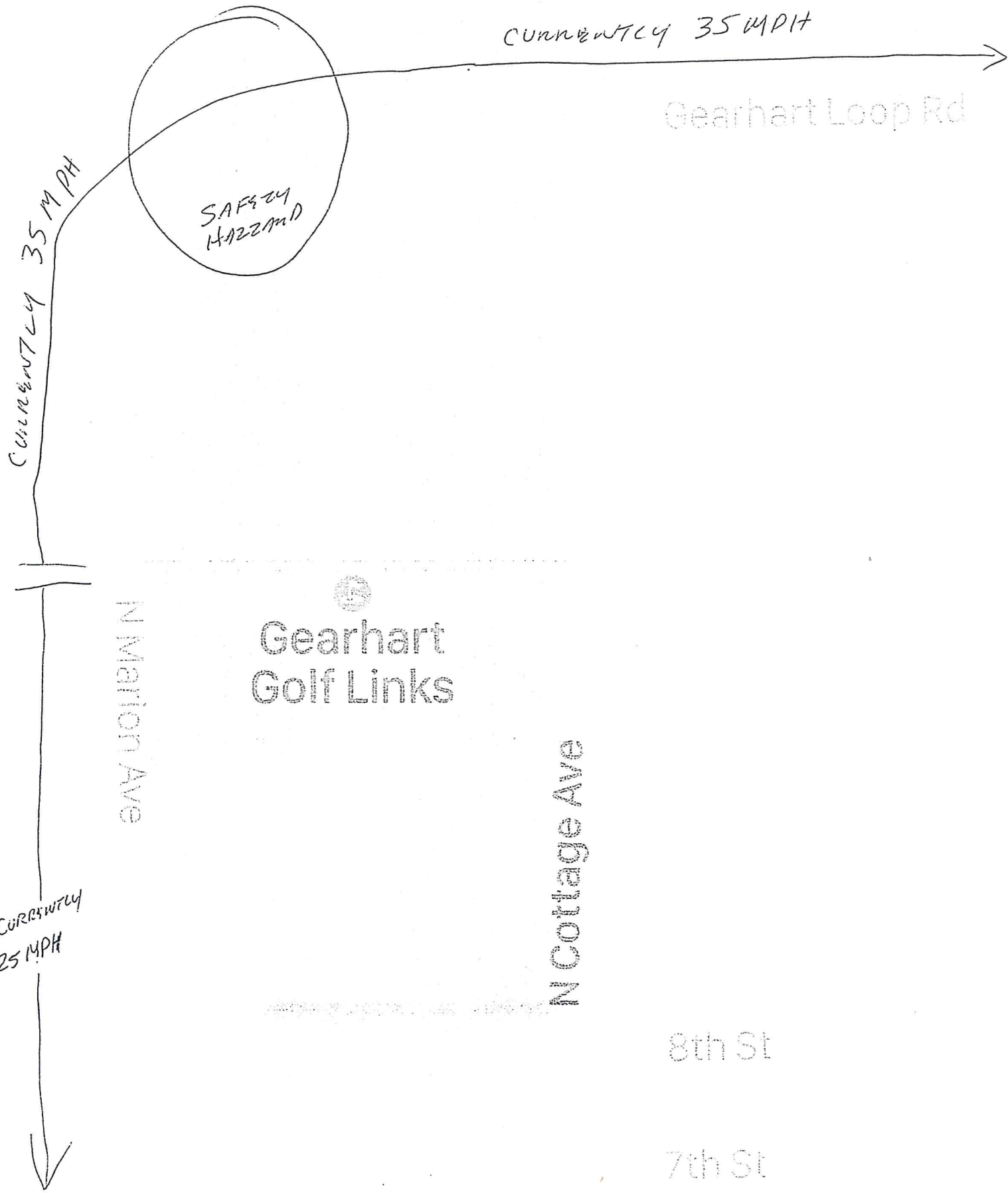
N Marion Ave

N Cottage Ave

8th St

7th St

CURRENTLY 25 MPH



Name(s)

Address

Signature

Name(s)	Address	Signature
BARRY & VIRGINIA RUSSEN	1987 Gearhart Green Dr 703	[Signature]
Glenn & Kathy Williams	1939 Gearhart Greens Dr 604	Kathy Williams
Dick & Karen Haltiner	1939 2011 Gearhart Greens Dr	[Signature]
SCOTT TAYLOR	1939 GEARHART GREENS DR	[Signature]
Betsy Fuller	1987 GEARHART GREENS	[Signature]
Cindy [unclear]	2011 Gearhart Greens Dr 900	[Signature]
BARBARA LING	1987 gearhart greens dr	[Signature]
ANNE & BILL SWINDELLS	1939 Gearhart Greens	J. Swindells
JUDY SCHECTOR	PO BOX 2666 Gearhart	[Signature]
MATTI PATTON	P.O. BOX 2129 GEARHART	[Signature]
Margaret Bate	P.O. Box 2485 Gearhart 511	Margaret Bate
Gail Wilhelms	425 1887 Gearhart Greens #519	Gail Wilhelms
GARY WILHELMS	1832 GEARHART GREENS DRIVE #519	[Signature]
Chris Folkes & [unclear]	1887 Gearhart Greens Dr #515	[Signature]
Pam Resink	1867 Gearhart Greens Dr #515	[Signature]
Loni Thurston	1729 Gearhart Greens Dr #506	[Signature]
GRETCHEN AMATO	509 1129 Green Park Dr #501	[Signature]
Noriko Nambu	1837 Gearhart Green Drive #521	Noriko Nambu
Barry Caplan	1867 Gearhart Greens Dr #516	Barry Caplan
Barbara Caplan	1867 Gearhart Greens #516	Barbara Caplan
Dick & [unclear]	1837 Gearhart Greens #518	[Signature]
Molly [unclear]	" " #509	Molly [unclear]
Susabz. Nice	509	[Signature]
Doug & Jan Carlson	" 510	[Signature]
Jack/Lynn Brown	" 508	[Signature]
Sune Tacyyer	" #522	[Signature]

Name(s)

Address

Signature

Kathy Martin
 Arlene Crawford
 Pam Lunde
 Ruxanne Hill
 Elizabeth Brooke
 Bayada Jason BARKER
 Forrest Goodling

2017 Gearhart Drive #802
 2017 Gearhart Green Dr. #803
~~2017~~ 1987 Gearhart Green #702
 1939 Gearhart Green Dr. #608
 1327 Barclay Lane
 694 Creekside Drive

K. Martin
 Arlene Crawford
 P. Lunde
 Ruxanne Hill
 Elizabeth Brooke
 Jason Bayada
 Forrest Goodling



698 PACIFIC WAY • P. O. BOX 2510 • GEARHART, OREGON 97138 • (503) 738-5501

November 8, 2017

TO: HONORABLE MAYOR MATT BROWN & COUNCIL MEMBERS

FROM: CHIEF OF POLICE

SUBJECT: REDUCED SPEED ON GEARHART LOOP RD.

Concerning the request for a "speed reduction" on Gearhart Loop Rd. made by the Clubhouse Condominium Association, I do not have an issue or any concerns with their request. Reducing the posted speed will slow down motor vehicle traffic some. It will make it safer for walkers, runners, bikers and golf course operation that cross Gearhart Loop Rd. at the curve.

The last traffic accident that occurred in this area was on 031516 and involved two (2) vehicles. Speed was NOT a factor in this crash. It was caused by a driver exiting Gearhart Greens driveway and failing to yield to a vehicle that was westbound. Speed isn't the only cause for these mentioned "close calls". It is drivers exiting or entering the driveway that fail to yield to traffic, being distracted or poor vision (hedge). The Clubhouse Condominium Association should consider removing the hedge along Gearhart Loop Rd. all together. This area was once a County Roadway with a non-posted speed of 55mph.

Should the council decide to lower the posted speed to 25mph in this area west of Cottage, extra signage will be needed. Due to the nature of this area, there is not a location that we can safely do stationary radar patrol. Maybe the Association would be willing to fund a Solar Radar Speed sign, should this area be reduced in posted speed.

Bottom line, reduced speeds allows drivers, pedestrians, bike riders and golf carts more time to correct (avoid) a collision. Reduced speed crashes reduce injuries and property damage.


Jeffrey T. Bowman
Chief of Police

Taken from: 2017 Gearhart TSP: Vol 1 p. 9 and p.48 August 2017

TSP p.9 Safety Concerns

The segment of US 101 around Gearhart Loop Road has been identified as a high collision location. With growing traffic volumes, this problematic area likely will persist, and may even become progressively worse. The safety across culverts (e.g., across Neacoxie Creek) and bridges (e.g., bridges along US 101 in Seaside providing the only direct link to Gearhart) is also of concern to the city given their role in facilitating the movement of people during emergency situations (i.e., tsunami evacuation) .

Pedestrian Network Needs

The quality of the pedestrian network depends on the presence of a sidewalk or path, a buffer zone (such as a shoulder, landscape strip, or on -street parking) , street lighting, traffic volumes, number of travel lanes and travel speeds along the adjacent roadway. The pedestrian quality analysis shows the extent to which the pedestrian network provides a level of comfort and safety for users.

TSP p. 48 The Improved Transportation System

Gearhart expects the following results from the TSP by 2040:

- Safer Streets: Added turn lanes, improved intersection geometrics and traffic control, and managed travel speeds will make roadways in Gearhart safer.
- Increased congestion on US 101: While streets in 2040 will have available capacity to support growth, traffic volumes will be higher, and congestion will be worse than it is now. That said, strategic improvements will make US 101 safer and more accommodating for all modes of travel.
- Enhanced transit stop amenities: Increased amenities at bus stops will enhance travel convenience and comfort via transit.
- More walking and biking facilities: More residents and visitors will be able to walk and bike to destinations in Gearhart on an expanded walking and biking network.
- Greater street connectivity: As areas of the city develop, new streets will provide increased motor vehicle, pedestrian, and bicycle connectivity.
-

Taken from: Draft TSP Vol. 2

Section C p. 54 Walking and Biking Routes

A network of family friendly walking and biking routes are envisioned to connect destinations and neighborhoods in Gearhart. These routes are shared roadways that modify existing low volume, low speed streets to prioritize the through movement of bicyclists and pedestrians while maintaining local access for automobiles. Walking and bicycling routes typically include wayfinding signage and pavement markings, as well as traffic calming features (e.g. diverters, speed bumps, etc.) that reduce motor vehicle speeds and volumes. Limiting vehicular speed not only improves residents' feelings of safety, but also promotes greater use of the public space.

Further enhancements may include features such as trees, and street furniture in addition to wider sidewalks and improved pedestrian amenities (e.g., bulb-outs and pedestrian-scale lighting). A network of walking and bicycling routes helps encourage active transportation by providing comfortable, low-stress routes between neighborhoods and local parks, schools, and shopping areas. Where these

facilities cross major roadways it is important to provide safe and comfortable pedestrian and bicycle crossings.

Street Crossings

Enhanced street crossings are generally required on roadways with high traffic volumes and/or speeds in areas with nearby transit stops, residential uses, schools, parks, shopping and employment destinations. These crossings should include treatments such as marked crosswalks, high visibility crossings, and curb extensions to improve the safety and convenience of street crossings. If the maximum block size shown in Table 1 is exceeded, mid-block pedestrian and bicycle access ways must be provided at spacing no more than 330 feet, unless the connection is impractical due to inadequate sight distance, high vehicle travel speeds, or other factors that may prevent the crossing (as determined by the City). Otherwise, the crossings should be provided consistent with the block spacing standards shown in Table 1.

Draft TSP Vol 2 continued DATE: August 1, 2016 p. 2 Driving

The four most common driver errors are responsible for nearly 70 percent of all crashes in Gearhart.

1. Did Not Yield Right-of-Way (31 percent)
2. Followed Too Closely (20 percent)
3. Speed too fast for conditions (12 percent)
4. Disregarded Traffic Signal (4 percent)

Draft TSP Vol 2 continued DATE: August 1, 2016 p.13

Functional Classification

To manage the street network, the city classified the streets based on a hierarchy according to the intended purpose of each (as shown in Figure 4). From highest to lowest intended usage, the classifications are principal arterial, collector, and local streets. Streets with higher intended usage generally limit access to adjacent property in favor of more efficient motor vehicle traffic movement (i.e., mobility). Local roadways with lower intended usage have more driveway access and intersections, and generally accommodate shorter trips to nearby destinations.

- **Principal Arterials** serve as the main travel routes through the city and serve the highest volume of motor vehicle traffic. The only roadway in the city classified as a principal arterial is US 101. Principal arterials are generally for longer motor vehicle trips with limited local access. Posted speed limits on the highway ranges from 40 to 55 miles per hour.
- **Collectors** connect many parts of the city and often serve traffic traveling to and from principal arterials. These roadways provide greater accessibility to neighborhoods, connect to major activity generators, and provide efficient through movement for local traffic. In Gearhart, portions of Gearhart Loop Road, Hillila Road, Pacific Way, F Street, G Street, Oster Road, Marion Avenue, Cottage Avenue, and McCormick Gardens Road are collectors. Posted speeds on collector streets in Gearhart typically range between 25 and 35 miles per hour.

Local Streets provide more direct access to residences without serving through travel in Gearhart. These roadways generally are lined with residences and are designed to serve lower volumes of traffic with a statutory speed limit of 25 miles per hour.