Beavercreek Road Design

November 12, 2019 City Commission Work Session

Beavercreek Background

Project Purpose- Implement the Beavercreek Concept Plan by adopting new Zoning and Comprehensive Plan Maps and creating development code to implement vision of the plan

Grant- Department of Land Conservation and Development (DLCD)

Build upon existing public process that adopted the Concept plan in 2008 and readopted in 2016

Public Comments Spring 2019- 11 years later a fresh look may be needed to see if the adopted 3-lane design of Beavercreek Road reflected the community vision

- Presented initial findings
  - DKS Associates-all potential road configurations met the requirements for rezoning, including the Transportation Planning Rule (TPR)
- City Commission asked for additional information on Holly Lane Extension projects, roundabout design and lane costs
- Staff reached out to the public with Beavercreek Road Design Survey and mailed information to abutting property owners
- Staff ready to present additional information-looking for broad direction on design approach.

August 13, 2019 City Commission Worksession

City Commission Direction

How many lanes should Beavercreek Road be within the Concept Plan corridor?	What type of intersections should Beavercreek Road have within the Concept Plan corridor?
• 3 lanes • 5 lanes • A transition from 5 lane to 3 lanes at either Meyers or Loder Roads.	• Traffic signals • Roundabouts • Both

City Commission Direction

Should the City renegotiate with ODOT to revise the Alternate Mobility Standard by removing Holly Lane connection projects from the Transportation System Plan (TSP)?
• No • Yes

Should Beavercreek Road along the Concept Plan corridor be constructed by developers incrementally as development is built or pursued as a capital improvement project all at once?
• The roadway should be constructed incrementally as development occurs. • The City should create a funding mechanism for building the roadway as a single project.

What We Learned

COST IMPLICATIONS

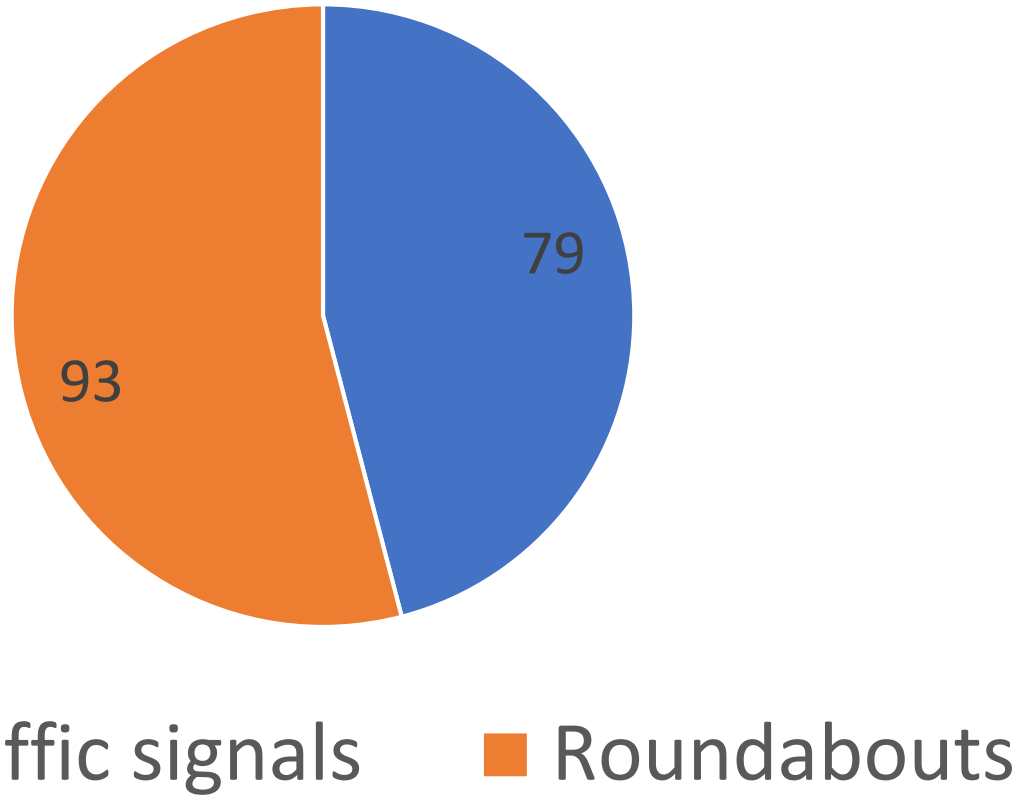
NEIGHBOR IMPACT

PROCESS TO BUILD

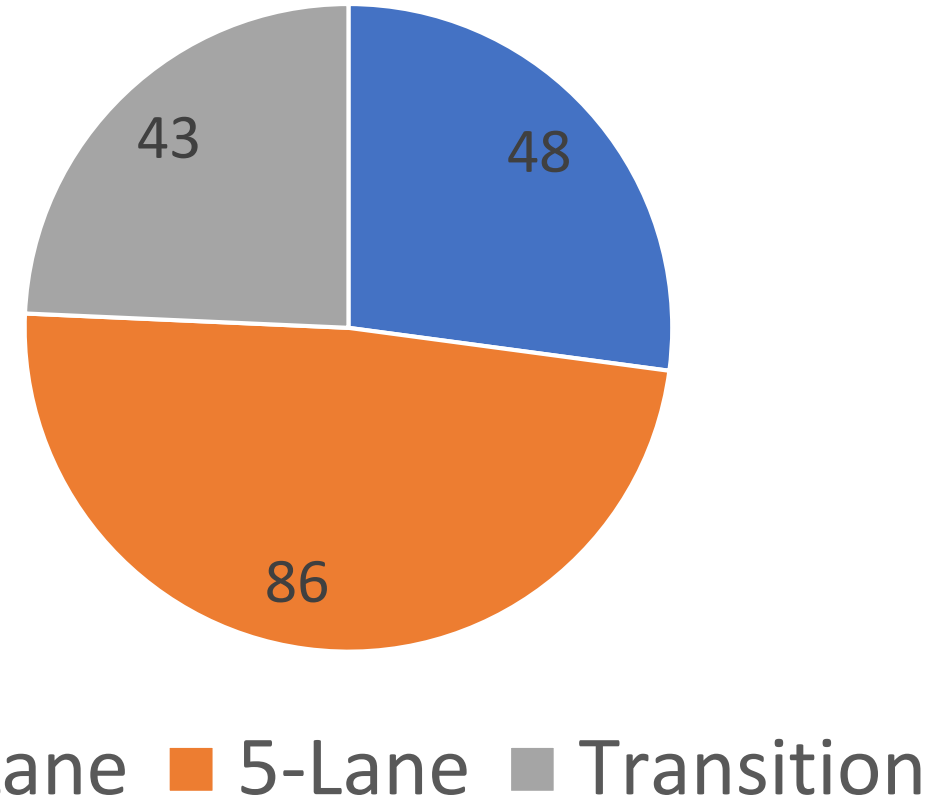
Survey Results

October 24, 2019 to November 11, 2019

Would you prefer using roundabouts or traffic signals along this section of Beavercreek Road?



Would you prefer seeing a 3-lane section, 5-lane section or a transition from 5-lanes to 3 lanes along this section of Beavercreek Road?

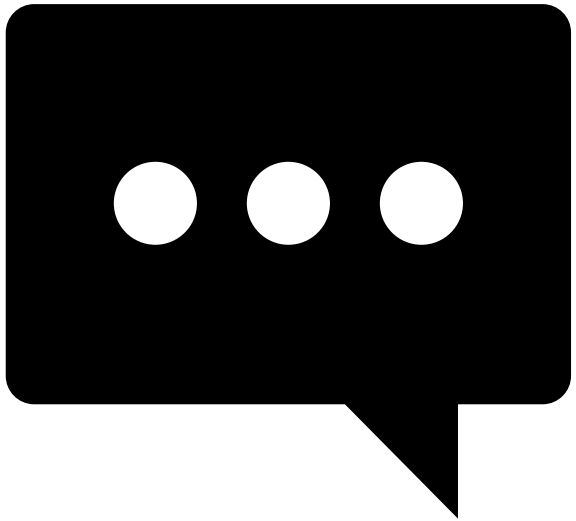


Transportation decisions often involve tradeoffs, knowing that price may be a limiting factor, what elements of Beavercreek Road are important to you?

	Very Import	Somewhat Important	Important	Not Important	Not Important At All
Pedestrian safety	106	20	32	4	3
Bike safety	77	30	37	11	8
Aesthetics/creating a sense of place	36	36	51	30	6
Reducing vehicle congestion	121	31	15	3	1
Ease of long-term maintenance	54	44	56	10	2
Ease of crossing Beavercreek Road	70	39	37	12	4

Selected Comments

- “Move the traffic and make it happen. Roundabouts work great, people just need a little time to figure them out.”
- “Traffic signals will allow for safer pedestrian and bicycle traffic. Will also allow for safer methods to cross Beavercreek Rd. especially in the school zone at the high school.”
- “OC is not going to stop future growth along BC Rd. There are no other access roads to get to 213 from Beavercreek due to topography and existing housing. This road will only get busier. Build it out for the future, not just for today.”
- “It sounds as if the traffic studies completed do not recommend a 5-lane cross section. This seems overkill, especially given the future transportation projects mentioned above. I do feel that the posted 20 mph speed limit during 7-5 p.m. on school days is one of the major causes of congestion.”
- “Mostly DON'T want a transition from 5 to 3 lane since it creates such a bottleneck and as a resident of the area already have to deal with that on 213 which is most unpleasant.”



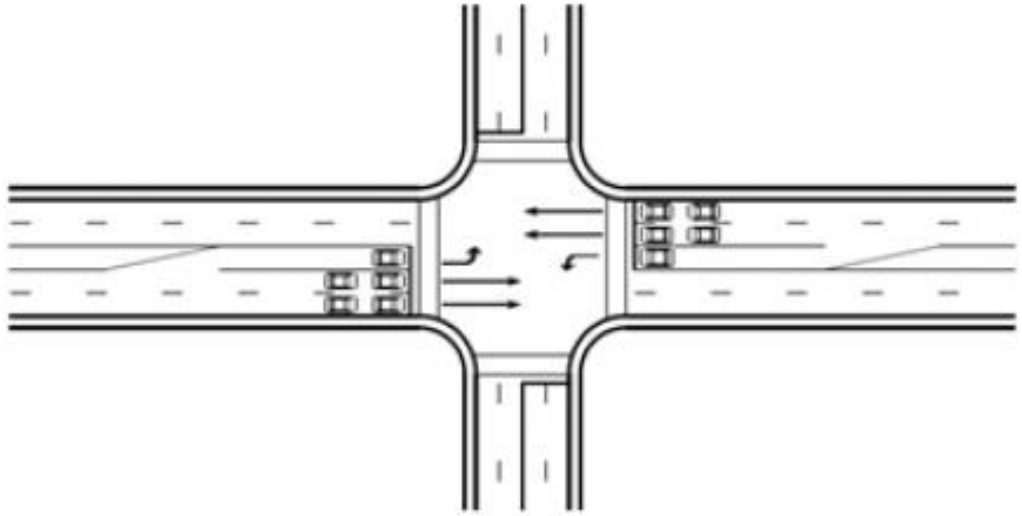
Considerations

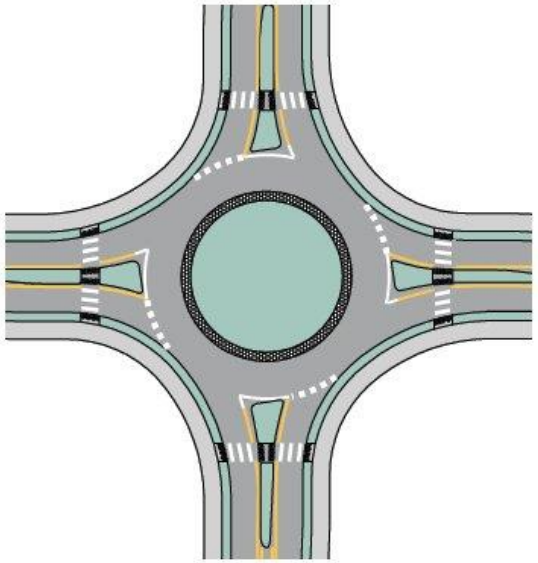
Tradeoffs – Number of Lanes

Addressing Future Growth

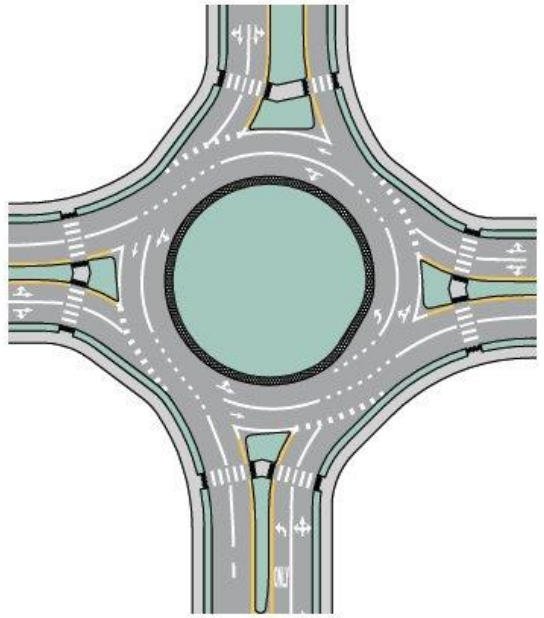
Future Major Transportation Projects

Intersection Control



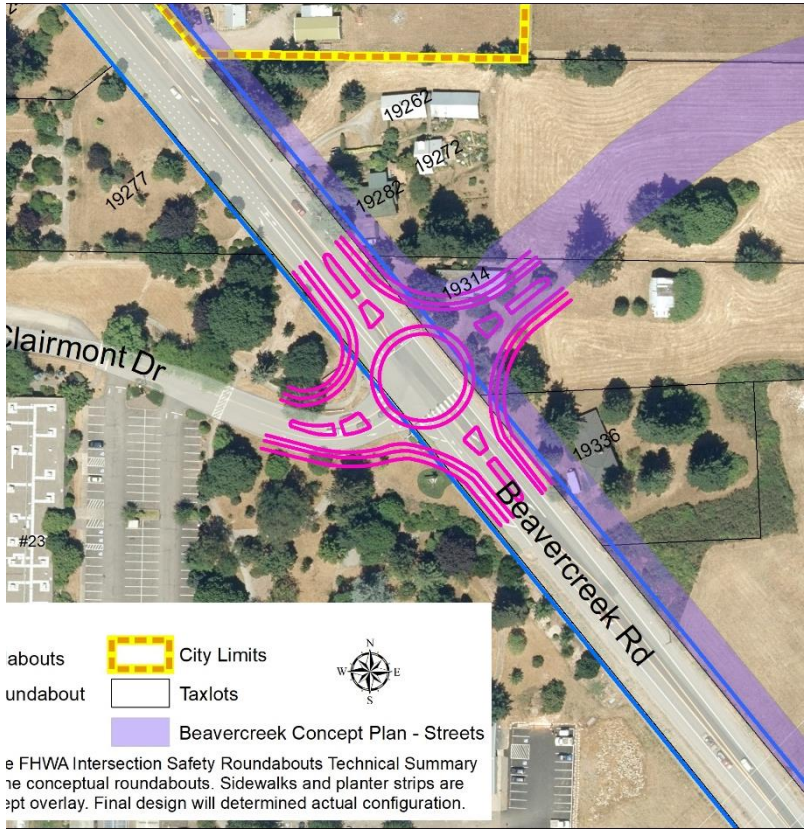


3- LANE ROUNDABOUT

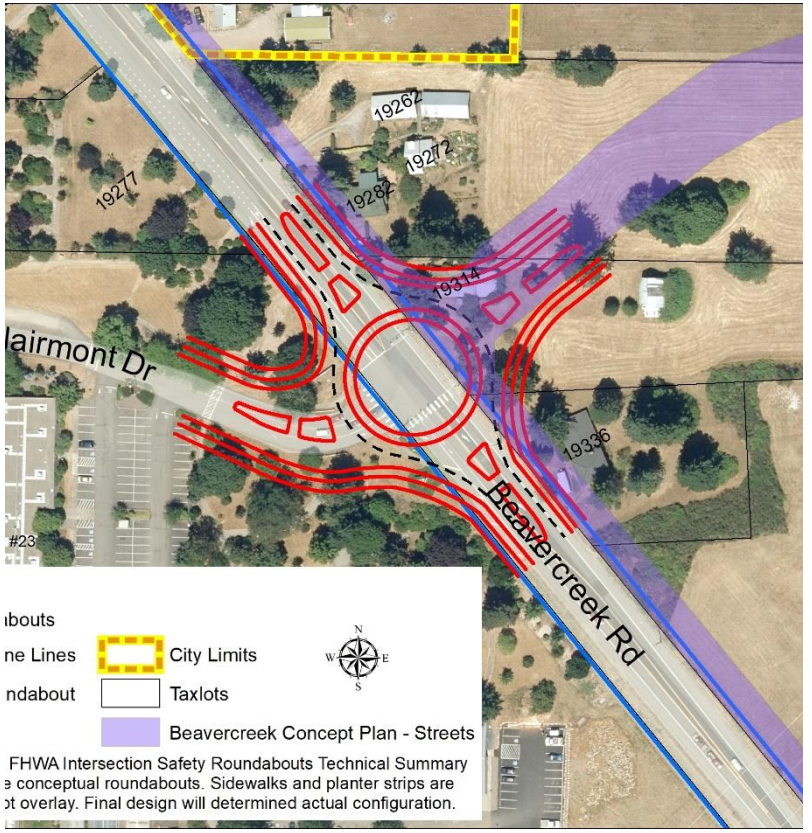


5-LANE ROUNDABOUT

Existing



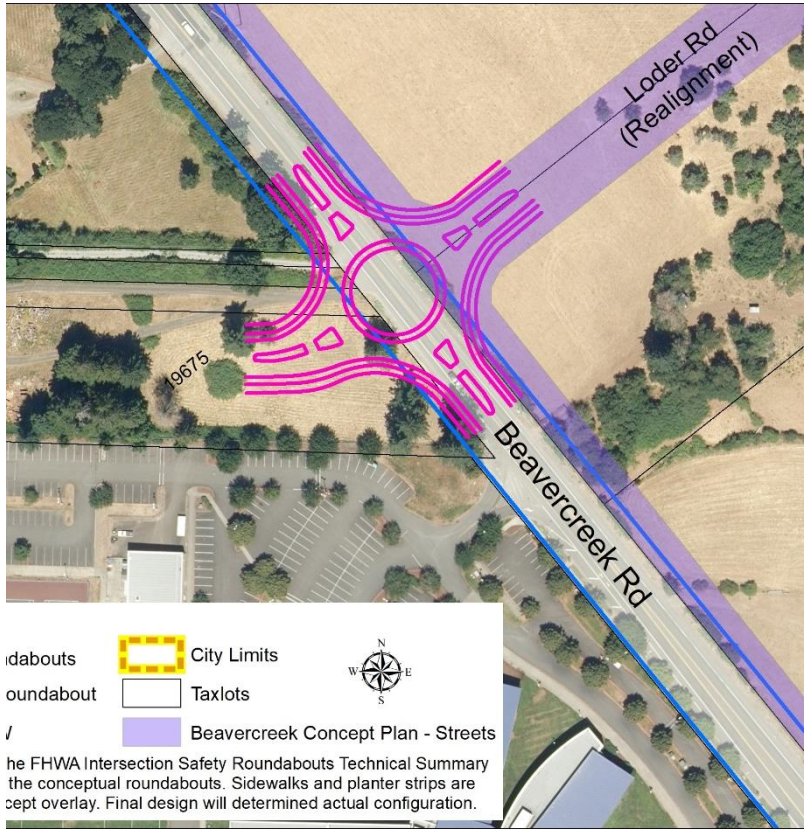
3-Lane



5-Lane

Clairmont Drive and Beavercreek Road

Existing



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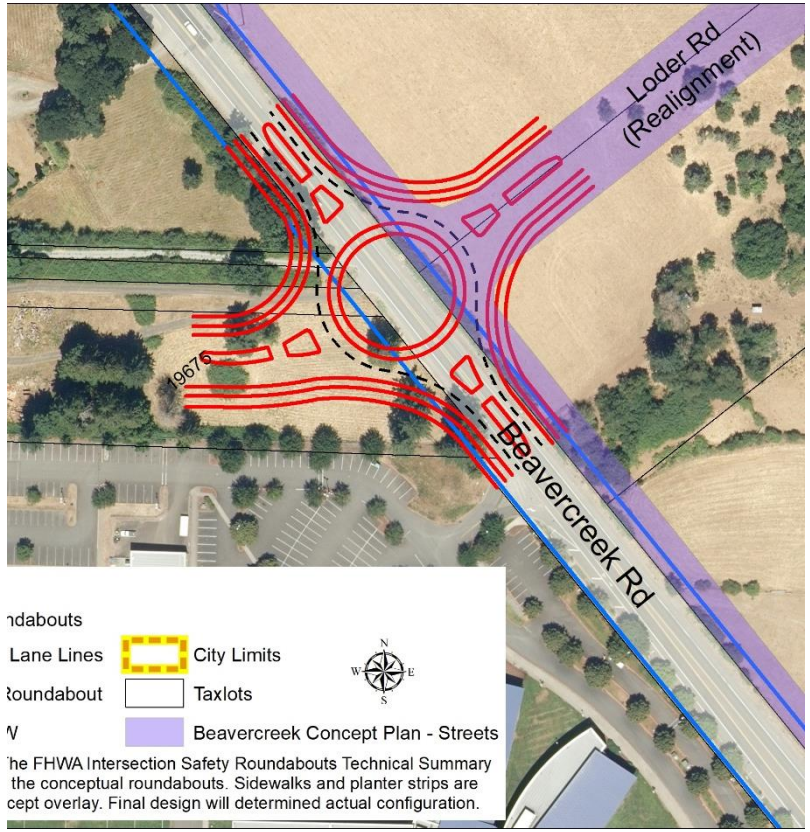
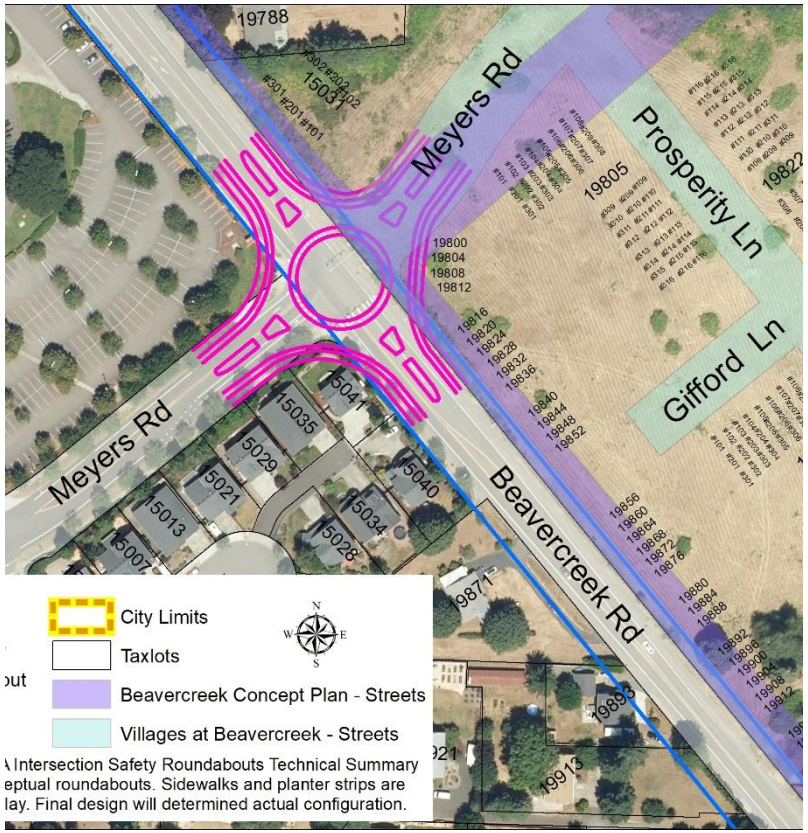


5-Lane

Loder Road and Beavercreek Road

Existing



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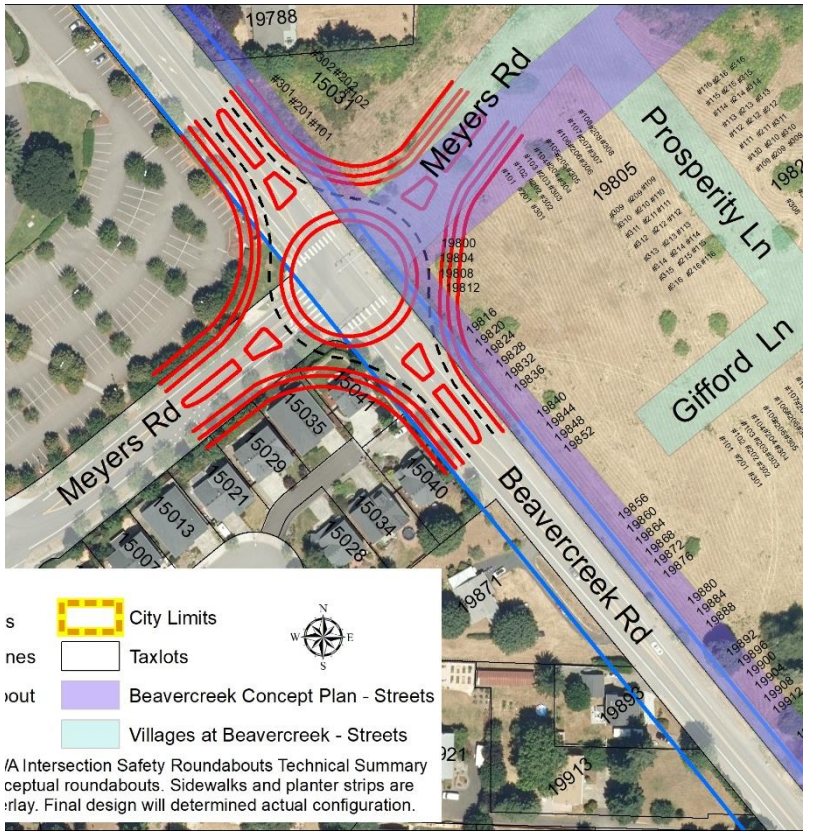
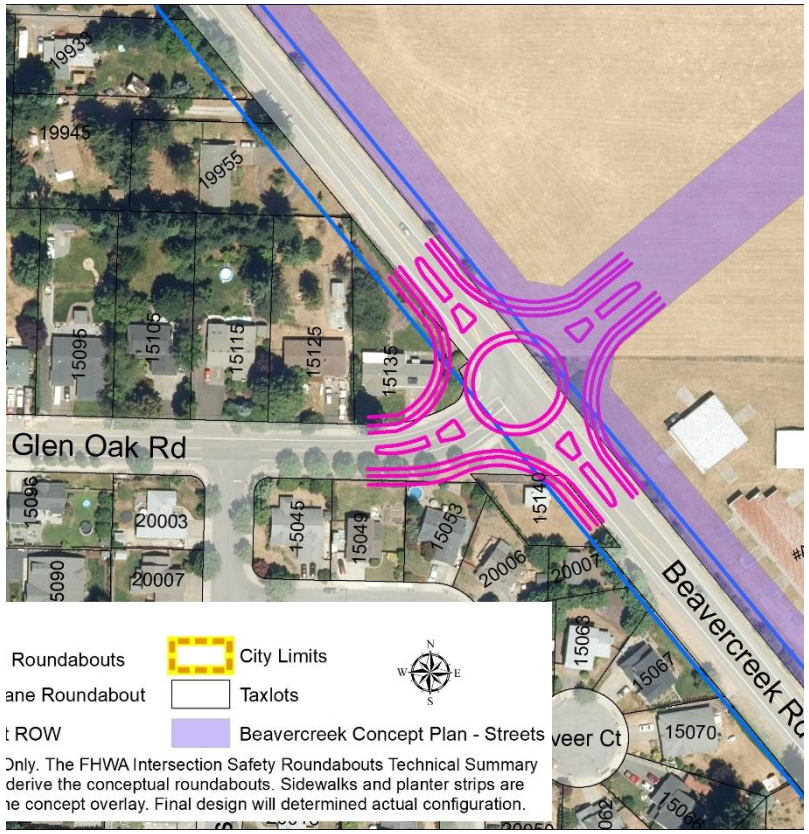


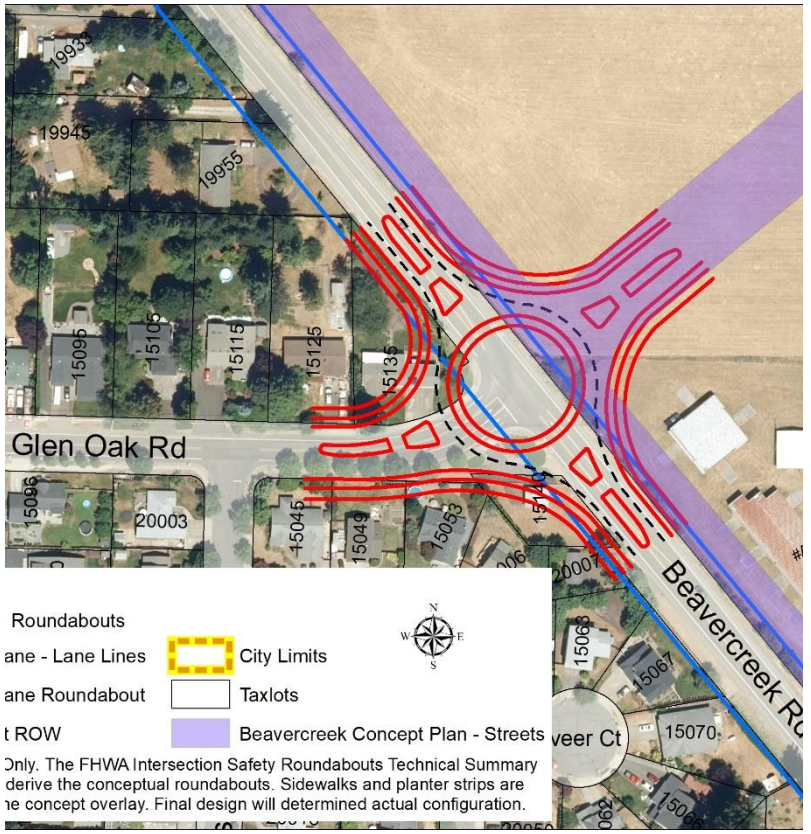
5-Lane

Meyers Road and Beavercreek Road

Existing



3-Lane



5-Lane

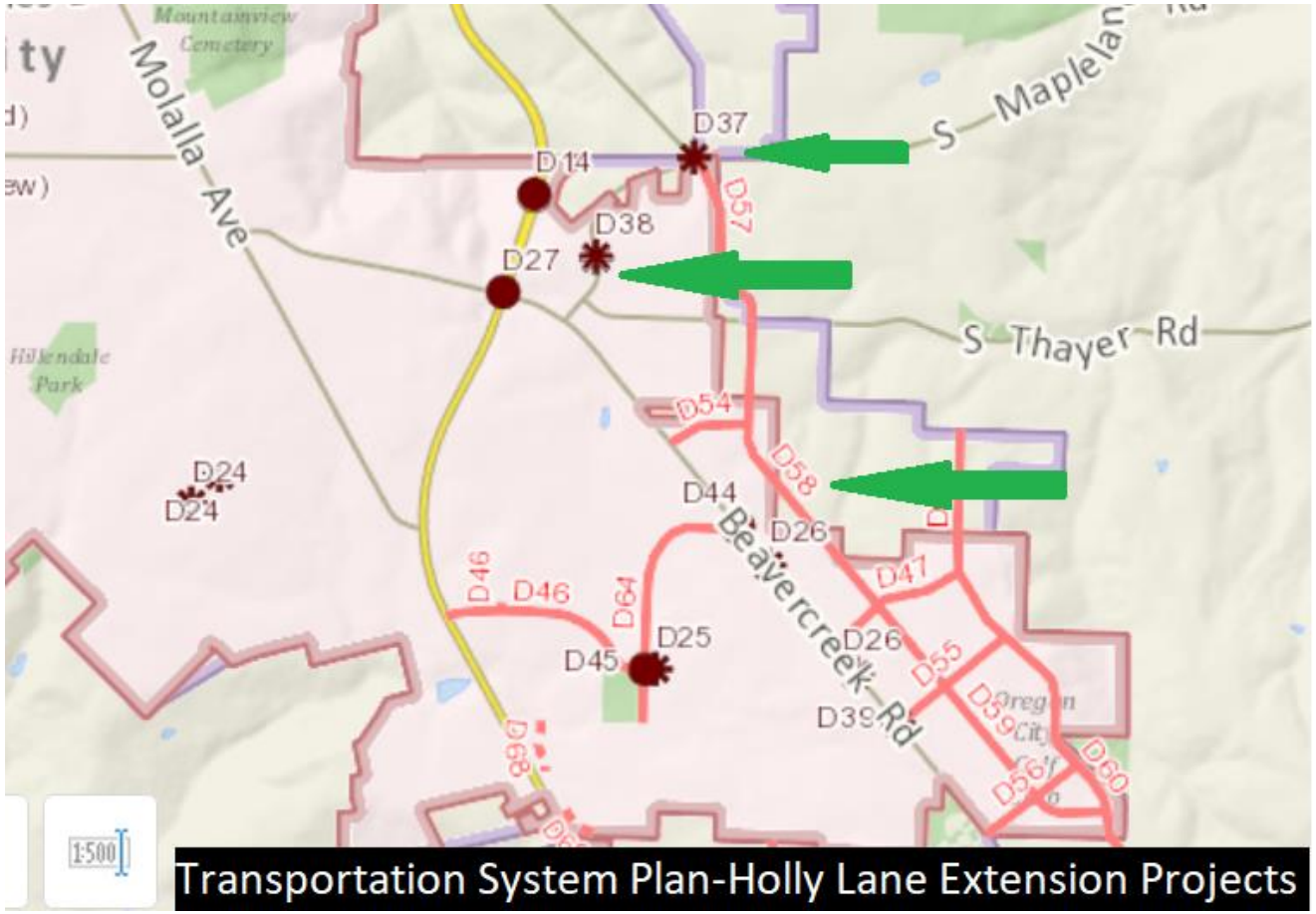
Glen Oak Road and Beavercreek Road

Conceptual Cost Estimates

Beavercreek Road Options	Adopted 3-Lane 90 feet wide ROW	Optimal 3-Lane Roadway 76 feet wide ROW	Optimal 5-Lane Roadway 100 feet wide ROW
Signals	$26M	$22M	$34M
Roundabouts	$32M	$29M	$48M

Holly Lane Extension- Alternate Mobility

- Removing Holly Lane extension projects from the TSP would require the City to revise the alternate mobility target and provide an alternate project that meets or exceeds the benefit of the Holly Lane extension.
- Staff is currently unable to identify an alternate project which is affordable and has not allocated funding or staff time towards the creation of such an alternative.
- The city must continue work with Clackamas County on the implementation of the Holly Lane connection and believes that the project is an important alternate route to the system to ease congestion in this area.



D37- roundabout at Maple Lane and Holly Lane
D83- Holly Lane -improve cross-section from Redland Road to Maple Lane
(joint County TSP project)
D57 & D58 new collector road

Funding Large Scale Improvements

- Developer Funded
- Local Improvement District (LID)
- Urban Renewal
- Grants
- Area-specific Transportation System Development Fee (SDC).
- Jurisdictional Transfer

Staff Recommendation

How many lanes should Beavercreek Road be within the Concept Plan corridor?

A transitional section extending the existing 5 lane section near Maple Lane and transitioning to a 3- lane section at Loder Road.

Staff Recommendation

What type of intersections should Beavercreek Road have within the Concept Plan corridor?

Traffic signal

Staff Recommendation

Should the City renegotiate with ODOT to revise the Alternate Mobility Standard by removing Holly Lane connections from Transportation System Plan (TSP)?

No

Staff Recommendation

Should Beavercreek Road along the Concept Plan corridor be constructed by developers incrementally as development is built or pursued as a capital improvement project all at once?

The roadway should be constructed incrementally as development occurs.

Questions and Next Steps