

LEG 19-0003

Beavercreek Road Concept Plan Zoning and Code Amendments

Topic: Beavercreek Road Design,
Transportation analysis, Speed Zones

November 25, 2019 Planning Commission
Meeting



Hearing Topics



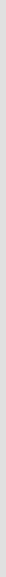
1. Beaver creek Road Design



2. Beaver creek Road Concept Plan- Transportation Analysis



3. Speed Zones within the Concept Plan

A thin vertical black line is positioned to the left of the text, extending from the top of the word 'Design' to the top of the word 'Beavercreek'.

Beavercreek Road Design

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

August 13, 2019 City Commission Worksession

1

Presented initial findings

- DKS Associates-all potential road configurations met the requirements for rezoning, including the Transportation Planning Rule (TPR)

2

City Commission asked for additional information on Holly Lane Extension projects, roundabout design and lane costs

3

Staff reached out to the public with Beaver Creek Road Design Survey and mailed information to abutting property owners

4

Staff presented additional information-requested broad direction on design approach.

What We Learned



COST IMPLICATIONS

NEIGHBOR IMPACT

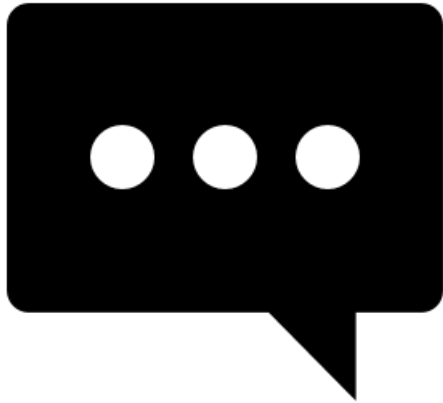
PROCESS TO BUILD

Survey Results

**October 24, 2019 to November
11, 2019**

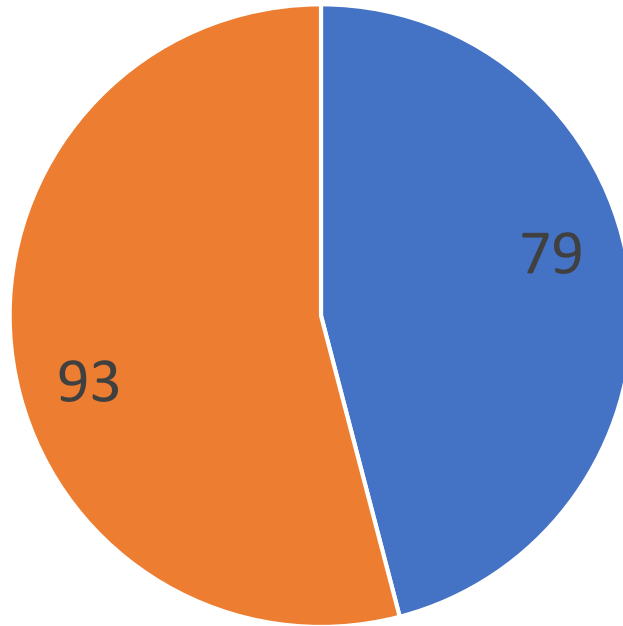


Selected Comments



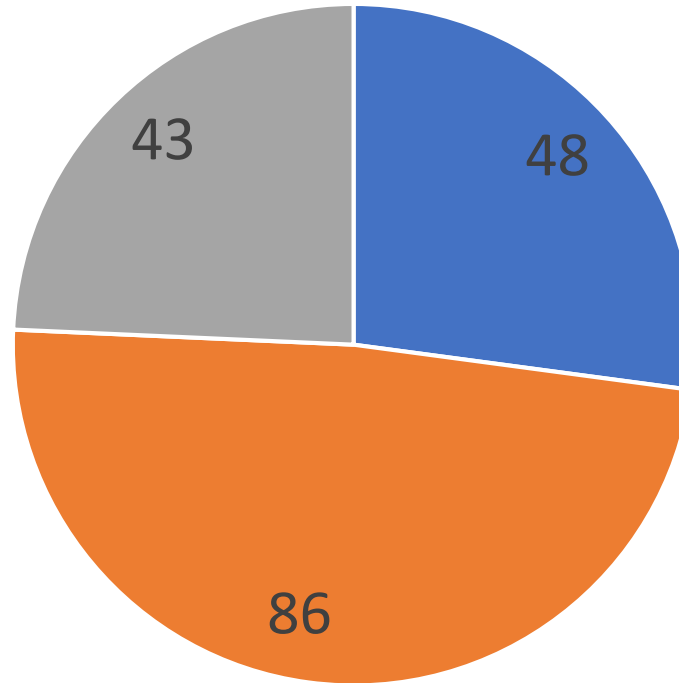
- “Move the traffic and make it happen. Roundabouts work great, people just need a little time to figure them out.”
- “Traffic signals will allow for safer pedestrian and bicycle traffic. Will also allow for safer methods to cross Beaver Creek Rd. especially in the school zone at the high school.”
- “OC is not going to stop future growth along BC Rd. There are no other access roads to get to 213 from Beaver Creek 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.”

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



■ Traffic signals ■ Roundabouts

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



■ 3 - Lane

■ 5-Lane

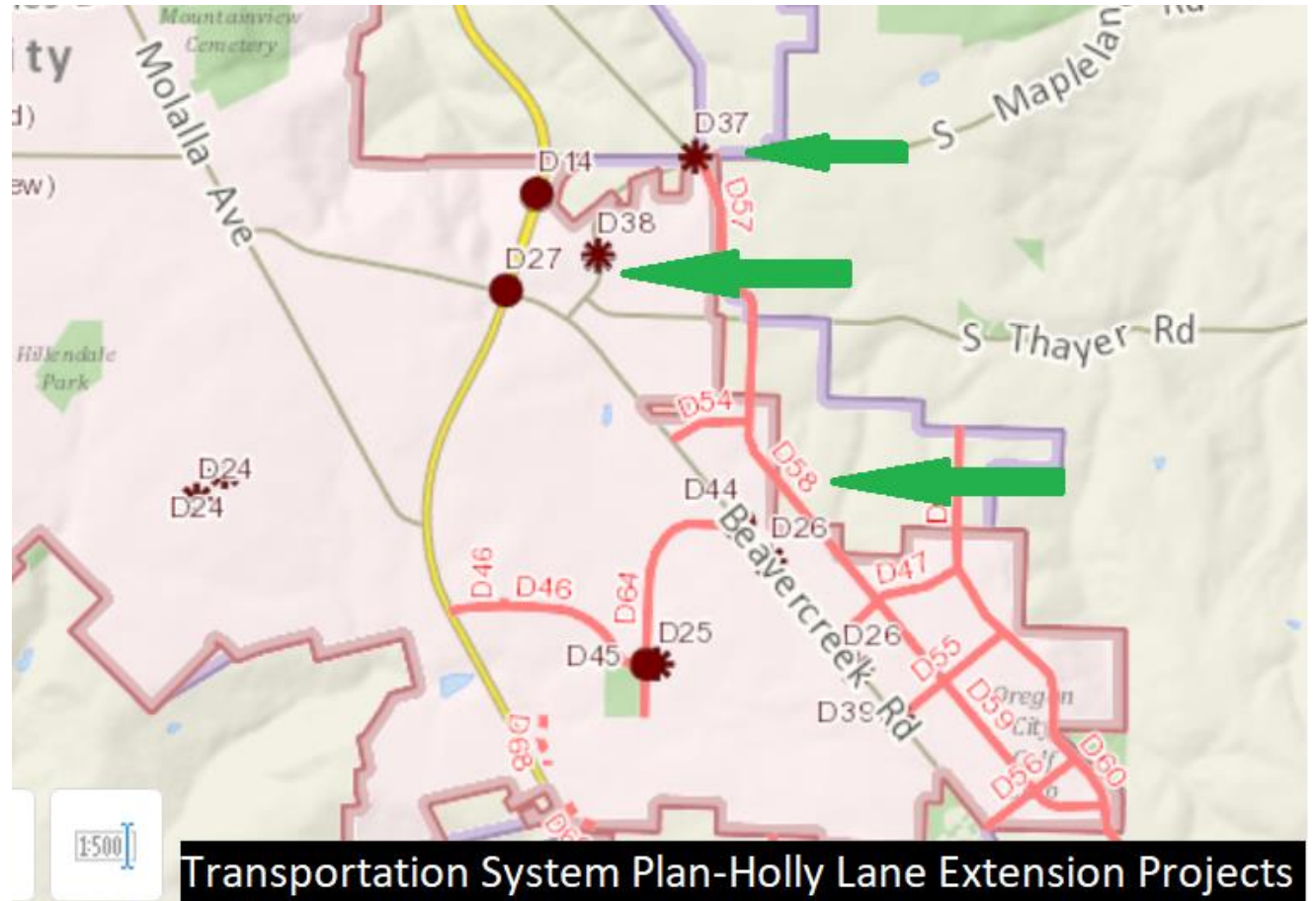
■ Transition

Transportation decisions often involve tradeoffs, knowing that price may be a limiting factor, what elements of Beaver Creek 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 Beaver Creek Road	70	39	37	12	4

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.



Transportation System Plan-Holly Lane Extension Projects

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

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

City Commission Direction

November 12, 2019 City Commission Work Session

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

- A transition from 5 lane to 3 lanes at Meyers Road

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

- Traffic signals

City Commission Direction

November 12, 2019 City Commission Work Session

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

Should Beaver Creek 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 city should investigate if a city-lead capital improvement project is feasible. Staff should return to a future meeting to review funding opportunities.

Beavercreek Road
Concept Plan-
Transportation Analysis



John Replinger, PE
Replinger and Associates

When Transportation Analysis Are Performed



Plan amendments and zone changes



Specific developments, including individual buildings and subdivisions

Transportation Analyses for Plan Amendments and Zone Changes



Focus on long-range impacts (matching the planning horizon of the Transportation system Plan)



Must address the Transportation Planning Rule (state law)

DKS Analysis for the Beavercreek Concept Plan Area



Updates prior analyses
undertaken earlier



Focuses on the difference between development assumptions
from the TSP (2013) and Beavercreek Concept Plan (2008, 2016)

(750 additional housing units and 4,095 additional employees)

Conclusions of DKS Analysis



The projects in the Transportation System Plan will provide adequate capacity/meet mobility standards to accommodate development in the Beavercreek Concept Plan area.



Adding more lanes on Beavercreek Road or using roundabouts or signals also meets the transportation zone change requirements.

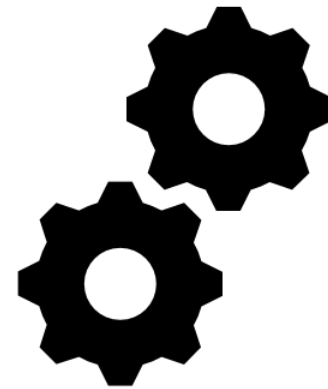
DKS Transportation Study Review

ODOT

CITY'S
TRANSPORTATION
CONSULTANT

Future Actions

Development occurring within the Beaver Creek Concept Plan area will still need to comply with transportation analysis requirements with project specific studies at the time of each development.





Speed Zones within the Concept Plan

Senate Bill 558



Allows all cities and counties the authority to establish, by ordinance, a designated speed for a right of ways under their jurisdiction.



Specifies that the designated speed must be five miles per hour lower than the statutory speed



Located in a residential district and not an arterial street,



Provide appropriate signage of the designated speed.



Senate Bill 558 passed the Legislature and was signed by the Governor on June 27, 2019. It goes into effect January 1, 2020.

HIT BY A VEHICLE
TRAVELING AT:

20
MPH



9 out of 10 pedestrians survive

HIT BY A VEHICLE
TRAVELING AT:

30
MPH



5 out of 10 pedestrians survive

HIT BY A VEHICLE
TRAVELING AT:

40
MPH



Only 1 out of 10 pedestrians survives

Planning Commission Recommendation

If the Planning Commission wishes to pursue 20 miles per hour signage on local residential streets in the Beaver Creek Road Concept Plan boundary and the Glen Oak Main Street, they should include it in the formal recommendation to the City Commission.



Planning Commission Direction

Questions for Staff



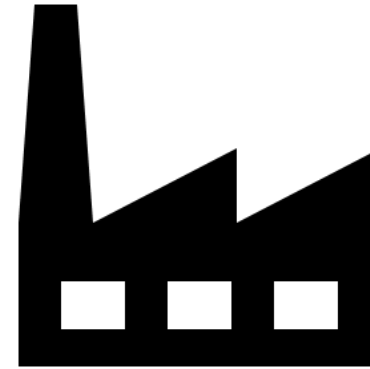
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November 25, 2019

Planning Commission Meeting

Topic: Transportation

December 16, 2019

Planning Commission Meeting
Occupation/Cottage Industry

Topic: Initial Planning Commission Recommendation, Parks, Upland Habitat, Home

January 13th or 27th, 2020

Planning Commission Meeting

Topic: Formal Planning Commission Recommendation