



City of Oregon City

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Staff Report

File Number: PC 19-120

Agenda Date: 11/12/2019

Status: Agenda Ready

To: City Commission Work Session

Agenda #: 3b.

From: Public Works Director John Lewis and Community Develop

File Type: Planning Item

SUBJECT:

Beavercreek Road Concept Plan: Beavercreek Road Design

RECOMMENDED ACTION (Motion):

Broad direction on the following items:

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?

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

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

BACKGROUND:

The city is currently updating the Comprehensive Plan and Oregon City Municipal Code (OCMC) to allow planned housing and mixed-use development in the Beavercreek Road Concept Plan area. Development of each newly zoned parcel will be based on market conditions, which could take many years to build out fully. Transportation impacts will be addressed at the time of each development application, which requires compliance with the Concept Plan and city development standards. More information can be found at www.orcity.org/Beavercreekroadconceptplan

However, staff and City Commissioners were hearing from the public that 11 years after Concept Plan adoption, a fresh look may be needed to see if the adopted 3-lane design of Beavercreek Road (roughly Old Acres Road to Clairmont Road) reflected the community vision compared to a 5-lane section and the type of intersection control (roundabouts or traffic lights) along the corridor should also be reviewed.

At the August 13, 2019 City Commission work session, the City Commission requested that staff return at a future work session with more detail about the cost and design impacts of roadways width and intersection control for the area of Beavercreek Road that abuts the Beavercreek Road Concept Plan boundary as well as more feedback from the public.

The following memo and attachments will provide additional background on the different approaches to the road design of Beavercreek and provide options for next steps on this issue and public responses to an online poll will also be provided at the meeting. Staff is looking for

general direction from the City Commission on the following:

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

- 3 lanes
- 5 lanes
- A transition from 5 lane to 3 lanes at either Meyers or Loder Roads.

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

- Traffic signals
- Roundabouts
- Both (Should the City further investigate roundabout designs at specific intersections?)

Should the City renegotiate with ODOT to revise the Alternate Mobility Standard by removing Holly Lane connection projects from 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.

Depending on the design approach, an additional work session focused on funding strategies may be needed. Once the preferred cross-section and intersection control are identified, the Transportation System Plan (TSP), Transportation Capital Improvement Project list (CIP), and the Beavercreek Road Concept Plan will be amended to include the preferred projects.