



Beavercreek Road Concept Plan- Beavercreek Road Design Survey

October 24, 2019 to November 11, 2019

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

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

Traffic signals 79

Roundabouts 93

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?

3-lane section the length of the Concept Plan boundary (Clairmont to southern golf course boundary) 48

5-lane section the length of the Concept Plan boundary (Clairmont to southern golf course boundary) 86

A transition from a 5-lane section to a 3-lane section somewhere along the length of the Concept Plan boundary (Clairmont to southern golf course boundary) 33

Tell us some information about you (click all that apply).

I am a resident of Oregon City	120
I am a resident of Clackamas County	116
I am a resident of the Caufield Neighborhood	38
I have a child enrolled in the Oregon City School District	49

(*Please note that the 1st 25 respondents were unable to chose more than once option)

Can you let us know what factors led to your decision (# of Lanes)?

The 5 lane transition would be a nightmare in congestion at the transition point. Oregon City residence have yet to absorb the zipper concept as you can see on Hwy 213 at Meyers.

Beavercreek needs a full 5 lanes for current and future traffic. Traffic only backs up when transitioning to fewer lanes. Learn from ORE 213.

Transition from 5 lane to 3 lane at Glen Oak. Most of the traffic on Beavercreek goes to the school and Glen Oak. If there is a round a bout at Glen oak and it transitions down to three anes going forward from glen Oak that would make the most sense. Trying to transition down to two lanes at the southern end by the gulf course would cause a major backup with the light at Henrici.

Overall traffic congestion improvements, including high school, CCC and daily commuter flow

Minimize the adverse impact that the overall Plan will have to traffic.

Due to the present and anticipated traffic volumes, vehicle left turns off of Beavercreek will be a problem. Referencing the experience with Molalla from Warner Milne to Division, when it was four lanes (with no center turn lane) rear end accident rate was high. The three lane section reduced that rate.

Also with 4 travel lanes it encourages drivers to "lane shift" to maintain a higher overall velocity.

1. The solution should respect the pre-existing through traffic that predates this concept plan proposal and even predates much south Oregon City development. Staff has on occasion called slowed traffic a solution -- the public does NOT agree; both neighborhood and regional traffic does not like wasting time nor wasting carbon dioxide in an inefficient transportation system. Slow downs also affect emergency vehicles like police, fire and ambulances and put people's lives in danger.
2. Cost should not be a factor as it is in the introduction "Every year there are more projects than budgeted funds." Really this statement means that the governments being discussed have not properly adjusted their System Development Charges for local and regional road improvements although Oregon law provides for both. Adjust the System Development Charges so that the road system is NOT degraded by this development. Growth should pay its own way. It should be a net benefit to the city. It should not require the subsidies and the life deterioration of the city's residents.
3. A 5-lane road, when needed, can have a "sense of place", a sense of beauty and tranquility e.g. if the landscaping is so construed.
4. If road speeds make bicyclists uncomfortable, as stated, (and many unwilling to bike), then the bike lane separation needs to be increased (whether by a greater distance or by a hump or curb or whatever it takes) especially in this area where cycling is supposed to increase.
5. Ordinary speakers of English interpret the City Comprehensive Plan and Code to require that "livability" in the city is protected; this potential development should not make life more inconvenient nor time-consuming or hazardous or frustrating or unpleasant for road way users.
6. Road way users should not have the continuous feeling that the road is over-crowded, over-capacity, that

they are put upon, that life is annoying frustrating, a headache, that the city staff didn't do their job, that they should throw them all out. The traffic experience should not even be noticeable "livable" so the person can focus on the rest of their day.

7. The Oregon City Code provides for 5 lane roads for major arterials for a reason and that reason is valid here. Unless necessary I don't see the need for five lands across the entire plan. If the traffic demand increases I would expect the plan to be expanded to be all five lanes. Having five lanes I would expect to have less congestion as there's no flow restriction other than the traffic light.

Reduce speeding

I am fine with either a 3 lane or 5 lane as long as the idea is also for long term growth in that area and the ability to allow cross streets like Glen Oak to be able to turn and sidewalks for pedestrians.

I used to live near a four lane road. That one was changed to one lane in each direction, a center turn lane (and bike lanes.). Traffic, surprisingly, moved better after that change as the left turners were out of the way.

I would not like to see Beaver Creek become a high speed highway.

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. I also think that a traffic study that is 11 years old, should be revisited and refreshed before making a decision. Perhaps the High School speed zone can be reevaluated when the study is revisited?

It seems like it would be confusing to transition the lanes from 3 - 5 lanes.

There would be better visibility with 3 lanes, and less potential for accidents. The current traffic loads at 630a-8a and 3p-5p can be significant between 213 and Henrici and if more traffic is going to be dumped in this area more lanes are needed

I have a bias toward prioritizing bike and pedestrian facilities and safety. 3 lanes is ideal for a safe road that is a real destination rather than a stroad.

Too busy as it is right now. Traffic congestion will increase shortly

traffic is already a problem by the high school to 213. The number of vehicles joining the traffic flow from the new development will make it impossible to get to 213 in the mornings without several more lanes including merging lanes onto 213.

from OCHS to Hwy 213 needs 5 lanes with all the growth planned in that corridor.

Having to wait 30 - 45 seconds for traffic to clear during morning commute hours and having to be in long lines of cars and missing traffic lights (chiefly at Meyers Road). And I remind you, that this is BEFORE any development of businesses or retail stores in the Thimble Creek Business Park. Why did Kruse Way in Lake Oswego have to be 5 lanes? I submit that it was because it was a main throughway from I-5/Hwy 217 into Lake Oswego. Beaver Creek Road is a similar throughway.

Build for the future not the next 10 years.

Less land used and less traffic

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. If a protected ped/bike lane is incorporated and other improvements are actually made such as the free flow right turn lane, this might be enough.

I don't think 5 lanes are necessary the entire distance given the increased speed issue stated in your concerns above and with the Myers Rd adjustment, there should be alternate routes to get where you want to go. I am all for promoting walking and biking!

Traffic is already at a standstill during main commute hours

Please see my additional comments. I am concerned that there is little language in your plan thus far to include making the area a neighborhood that is not only safe but enjoyable to walk and bike around. With the parklike setting of CCC and the high school fields, you should consider ways to provide community walking access across beavercreek road.

Making a compromise between traffic congestion and the cost of construction and maintenance

This section of Beavercreek has substantial backups in peak hours due to the lack of lanes. This could prohibit freight along this corridor. A 5 lane section will provide opportunity for freight. It may be reasonable to transition to a 3 lane road at some point depending on projections that a traffic consultant could provide.

Increase density with apartment, truck traffic, bike and walking paths

I guess I need to leave that to the traffic experts.

Threat of even more than current congestion.

Consistency seems to help the flow

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.

Since I drive daily on Beavercreek Road and time my driving to avoid school congestion, I believe the road from Clairmont to Glen Oak really must be five lanes wide. South of Glen Oak towards Henrici there should be a transition to three-lanes. The right-of-way there seems to be adequate for future expansion if it become necessary. The 20-mile-an-hour speed limit in front of the High School during school days significantly hampers traffic on Beavercreek Road. The bottlenecks on Beavercreek Road occur at Meyers Road during school hours (7am to 5pm) September-June, and at Marjorie Lane north of Clairmont due to stacking at Maple Lane and Highway 213 in the mornings, from 7:00 to 9:30 am all year. I have lived here for twelve years and do not witness excessive speed on Beavercreek Road, except when school lets out and the teenagers are turned loose.

A 3-lane section could reduce the amount of total traffic that uses Beavercreek Rd. A 3-lane section will also allow for more space for sidewalks and bike lanes improving the overall safety of the corridor.

Do not want more people driving along here. Want pedestrian, bike safety (alternate transportation than cars) to be safe. Would like better shoulder especially by the golf course but not more lanes. More lanes are much more dangerous for pedestrians and bikes.

As a cyclist and pedestrian, a 3-lane section is safer for me than a 5-lane section. The 3-lane section is also safer for all other road users. While motorists may think widening the road to a 5-lane section will speed up their trip, induced demand has shown repeatedly that the long-term result of widening the road is a similar or worse level of service. Please do not widen the road to 5 lanes!

Whenever there is lane merge/reductions traffic congestion's and if we can mitigate the reduction more smoothly traffic will flow better.

Building for the future, not for right now

Seeing what works

I don't want to see any more left hook pedestrian fatalities. They are life changing events and we can not have any more simply because people fear change.

Construct as 3-lane but allow room for future 5-lane development as growth increases.

the transitions can be tricky for traffic backup....ie, the "Zipper" on 213.

This is a busy road and congestion is a problem.

This is a busy road and congestion is a problem.

I would prefer that any roads be over-built for the plan rather than having to be redone in 10 years so my initial thought was the 5 lanes all the way but it seems silly to go from 5 lanes to two so a gradual transition seems best.

Plan for the future! As the area develops be prepared for the increased traffic/congestion

Agree that more lanes, while convenient, would lead to more people choosing that route. Let the new upcoming road connectors take care of the congestion.

Because the more lanes the better. Transition lanes just creates back up and bottlenecks. OC is already getting crowded.

Portland epitomizes how to underlane development. Thats all the evidence needed. Take a look at Division st, Holgate Blvd, and so manyother examples. Don't do that.

Beavercreek Road is already very busy and traffic is horrible around the time I pick up my high school student. Having more lanes would help with the congestion of cars.

I would like to see more consideration on Hwy 213 improved flow. If Beavercreek Road is changed to a 5 lane road then it will become the desired route instead of Hwy 213.

I think 5 lane at least to the high school. Traffic decreases south of Myers Road, so could go either way from there.

The new developments in the BCDP will lead to higher population density in the planned area. In addition, Beavercreek Hamlet is also increasing in size with new developments. This section of road will be utilized heavily in the coming 10 years and we should reduce overhead of continued expansion projects by getting the appropriate intersections and lane sizing correct during this initial project. I believe a 3 lane or 5 to 3 lane convergence will need to be upgraded in less than 10 years and the overall cost at that point will be larger than just doing it now.

No feelings.

Provides opportunity for dedicated left and right turn lanes to allow through traffic to be maintained.

Growth will happen, plan for it now.

The area is already congested and backs up from the light at 213 in the morning. More lane options would allow better flow.

this would likely cause more congestion than 5 lanes, but would slow people down and make it faster to cross at crosswalks.

If you go 5 lanes, then it's going to be a bottleneck at the golf course to go back down to less lanes. I live in Beavercreek and would prefer not to have that.

More road and possible bike lanes

Property backs to Beavercreek road in the noted area. Preference to not reduce green spaces between home and road

The 5 lane section will help the most busy area which would allow traffic to better flow through. However, The city has to account for the new business park to get a lot more traffic. Commercial as well as the new residential building on the golf course will warrant 5 lanes.

Speed! Traffic rips along Beavercreek now, I can only imagine how it would be with 5 lanes. How would 5 lanes impact the 20 mph at the High School. Doesn't sound again very bike or pedestrian friendly.

Merging into less lanes causes accidents and slows traffic down even more.

I visualize future grow down Beavercreek Road and if not now, in the future a need for a 5 lane road. If we reduce the road to three lanes at the end of the golf course it would be expectable and future expansion could be added when and if it becomes necessary in the future.

hope to avoid bottlenecks like the one at Meyers and 213 which is a daily occurrence

Traffic is getting heavier and needs more lanes.

It seems to often cities start with the 3 lane, and down the road they need to add lanes. the community is growing fast, development in the proposed corridor, plus the growth outside the city limits warrants a need to move more traffic from point A to point B with less congestion and back up of traffic during rush hours. Single lane with turn lanes backs traffic up for blocks, which tends to irritate drivers and make at times for unsafe conditions.

We need to create enough capacity in the Beavercreek Road Design Plan, that eliminates any and all justification for directing traffic (incidents of travel) in any way to Holly Lane. Holly Lanes cannot be improved to meet the standards of a major arterial, going through multiple known landslide areas. Additionally, incidents of travel are growing exponentially fast east of the Beavercreek Plan area at this time, where a 3 lane Beavercreek Road would have an inadequate capacity as soon as it was built. I have been on the Clackamas County Transportation Commission as part of creating their TSP.

More lanes just make things more complicated

Want to keep traffic flowing but do not want to induce demand for more traffic on an already congested road. An very worried that reading will increase to the point that area becomes unlivable. Do not want to lose the rural/natural areas of Beavercreek road.

I don't want to see Beavercreek road speed up.

No note, just opinion

Expected volume of traffic

Volume of vehicles at slow "School Zone" speeds.

Turning left from a street that isn't at a light is way better with 3 lanes than 5. As long as cars can pull to middle to wait to turn left, it would be better than current.

Traffic congestion currently.

the definitions of roundabouts and number of lane explanations.

Traffic is already heavy along Beaver Creek Road. 5 lanes with traffic signals would move traffic well.

Long-term costs. It will only be more expensive to expand from 3 to 5 lanes in the future.

While more complex, I have seen them in place in other areas of Portland and they are functional while allowing more traffic.

Better traffic flow and works with existing roads near 213.

Volume forecasts for Beaver Creek Road, especially south of Clairmont, do not warrant a five-lane cross-section, which would significantly reduce safety and ensure the long tradition of car-centric neighborhoods in Oregon City. There are schools and parks west of Beaver Creek that should be accessed by families that walk or bike from the new neighborhoods in the concept plan area.

Less pavement is better.

Take a drive on a school day at 7:45am on Beaver Creek rd starting at the college and driving south. Let me know what you think. It would be great to have that insight when planning your design. Don't let a builder go in and permit him to design a parking lot like OC Point. The parking spaces are too cramped.

I've experienced near accidents in 5-lane section roundabouts and think that the 3-lane would be safer and more cost effective all around.

Creating a large shoulder for five lanes would be a happy medium to allow for future expansion to five lanes and start with three lanes the entire length to see how it goes and lower initial investment cost of improvements. Plan for a 5-lane section regardless in terms of right-of-way. Build a 3-lane section where possible if cost is a factor.

Build to road you need for the future today vs going back and widening it later when the Hamlet of Beaver Creek becomes the next area to boom.

5 lane has to be very expensive. They would encourage high speeds.

It would add unwanted congestion if traffic went from 5 to 3 lanes...example is the 205 congestion's OC bridge! at th

Hopefully, a transition back to three lanes would be help to some extent to keep development from spreading further towards Beaver Creek.

as stated above.

Traffic flow is important.

My kids going to OCHS. Traffic is already bad there at drop off and pick up. I don't want my kids sitting forever in cars waiting to get to and from school.

"the great intellectual black hole in city planning, the one professional certainty that everyone thoughtful seems to acknowledge, yet almost no one is willing to act upon."

3 lanes is just going to extend the morning backup that already exists from 213 back to CCC each morning.

The increased speed issue is more important than the congestion issue.

There is sooo much traffic using that corridor now that a round about would not necessarily, in our opinion, allow for merging in a timely manner to facilitate movement of the less than main traffic flow. And the pedestrian/bike traffic would not necessarily be safer using this area.
Necking down lanes only backs up traffic needlessly.
Ease of driving

We need to think we'll into the future. 5 lanes are needed. If there's a transition then there will be bottle necks.

Obviously with what is planned, Beaver creek will need to be widened, but it should be done incrementally with development and structured to impact the fewest current residents.

For the amount of construction/congestion being proposed, a 5 lane will be needed in order to keep traffic moving... THAT IS ONLY IF THE HWY 213 AND BEAVERCREEK ROAD INTERSECTION IS FIXED WITH A GRADE SEPARATION. Otherwise 5 lanes will go to a bottleneck and not be helpful at all.

I think consistency is important and reduces confusion.

Can you let us know what factors led to your decision? (Intersection)

There is too much traffic passing through on BC Road and the round about is going to cause congestion. Beaver creek Rd has far too much traffic and delays already, only to install more traffic signals that back up traffic more than it is already.

More traffic lights on beaver creek will not ease congestion, will only make it worse.

Continuous flow of traffic; better flow on stretch between Henrici and Clairmont intersections

Constantly moving traffic.

pedestrians and bikes are slower and need more thought to allow their movement safely across and along the streets.

Roundabouts are not good for this area because 1) they seem more for local traffic as they slow things and they don't respect pre-existing through traffic; 2) make the travel distance longer which people-powered transportation cares about; 3) this area is supposed to increase walking and bicycling; 4) they are confusing and unsafe for pedestrians and bicyclists and the pedestrian feels lost and wants to walk the shortest distance (across the island) and many people are kept from biking by the thought of having to mix with traffic.

I find roundabouts to be effective at reducing congestion and increases driver alertness to yield and look for cars as well as pedestrians.

Roundabouts, as used in Oregon, appear to reduce congestion and are more pleasant than traffic signals. However, for very high traffic flows, roundabouts appear to increase congestion in my experience. Roundabout also are more aesthetically pleasing and encourage a greater sense of community.

I am having a hard time visualizing the roundabouts along Beaver creek with so many driveways. Also, there is so much traffic on Beaver creek that there are times that I can't turn in either direction (also slightly hard to see cars coming from high school towards Henrici because of where the stop line is) for quite some time. If Beaver creek is backed up because of the High School, no one will be able to turn left from Glen Oak to Beaver creek with a round about. Also, there needs to be more of a connection sidewalk for pedestrians. I have seen groups of

High Schoolers running along Beaver creek for track or cross country training and there is no sidewalk or safety space.

Experience with roundabouts. Lights are safer for pedestrians and bikes and easier for drivers when traffic is heavy. If we add the number of people in the plan area to what we already have, we will have heavy traffic...at least at certain times of the day.

Creating a sense of place and 'parkway' feel to Beaver creek Road would be desirable via a roundabout instead of traffic lights. I do have concerns about how pedestrians and bicycles are safely incorporated into a roundabout design. It almost seems as if these two components should be separated from a roundabout design by providing a wide, multi-use path/trail that stretches from the southern extents of the concept plan (S Old Acres Ln) to at least Hwy 213. It could connect to the future Newel Creek Canyon, to other amenities and natural areas within the City, eventually to downtown and the Willamette Falls Riverwalk via the Oregon City Loop Trail!

In some ways the roundabouts seem safer.

the current traffic loads at 630a-8a and 3p-5p can be significant between 213 and Henrici.

I have a general belief that roundabouts are more effective all around. I would defer to experts though. There is presently very little to no pedestrian or bike traffic. Driver ease is better with traffic lights. roundabouts require very more concentration of surrounding traffic.

really might need both what with all the school bus traffic around OCHS.

This is a main throughway (along with Hwy 213) for residents living beyond Henrici Road. Roundabouts are fine on feeder or back road intersections, but not on main throughways - they slow down traffic way too much.

TIMED lights would be appropriate. Keep them few, but of longer length (i.e., only 2 or 3 main intersections with lights, but make them so many cars could get through at the rush hour peaks); If you have 5 lanes (with a turning lane) commuters should be able to use the turning lanes without impeding traffic flow.

Future growth and inclusion of urban reserves first to UGB and then to the city to the south of Beaver creek concept plan will only increase traffic flow through the concept plan. Build for the future not now. Roundabouts take up more land.

I would like to see both. Pedestrian safety by the high school is hugely important and roundabout would not address this, but may be better for traffic flow. If current signal at Meyers Rd is kept for busses and residents of Glen Oak to get in and out but put roundabouts at other road crossings Roundabouts keep traffic flow moving and I would like to see more infrastructure encouraging walking and biking.

in your own words:

"In general, multi-lane roundabouts are not recommended in areas with high levels of pedestrian and bicycle activity because of safety concerns of multiple threat crashes for pedestrians, especially those with visual impairments, and bicyclists."

with the high school adjacent to Beaver creek Rd there will be a large number of pedestrians and bicycles along the roadways during school hours especially if the new complex will house restaurants and coffee shops.

We have got to plan ahead beyond the next ten years towards a time when more and more people will need to walk and bike places. Pedestrian safety is our future, but also our present. I am a daily walker, jogger, who often must cross traffic at bad spots or be on the road without a sidewalk or bike lane. Please plan for people

like myself, and plan for the future and make this a neighborhood area that will attract people who want to live and walk and bicycle here!

Safety for non-motorized travelers is important to me.

A roundabout will negatively impact freight which is necessary for economic development and jobs. Beaver Creek is a road that should have as much through traffic as possible without delays. With the amount of crossings that may occur between potential residential, school and jobs - pedestrians will have safety issues with roundabouts whereas they will have signalized safe opportunities if signalized. Roundabouts do not provide proper safe crossings for bikes or pedestrians especially in heavy traffic volume or speeds which Beaver Creek will have.

Power outages and maintenance

Need to slow traffic at intersection

Safety - though you can't put a crosswalk on a roundabout, can you?

Clarity of a signalized intersection is needed for safety especially considering inexperienced High School-age drivers ... in cars & on bicycles; & pedestrians, too.

5-Lanes on Beaver Creek Rd is absolutely needed to address congestion of future area development growth, College & High School traffic, & much more attractive to prospective buyers of commercial property in this Beaver Creek Rd Concept area.

More attractive and has a community feel

Roundabouts allow for ease of traffic and reduce speeds. Pedestrians will still be able to use the crossing at Meyers Rd to get to/from HS and any shops across the street.

I drive regularly up Stafford Road through the roundabout at Borland Rd. I very rarely encounter excess vehicle stacking at that site. However, the roundabout at Stafford and Rosemont seems to be always difficult to negotiate. At peak times between 3:00 pm and 6:00 pm the traffic headed north on Stafford Road can be stacked up past Johnson Road to the south. This occurs because the majority of traffic coming south on Stafford from Lake Oswego/High School area has priority traveling west to Rosemont and the West Linn housing/business area. Traffic going north on Stafford simply sits waiting for a break. I see this exact problem happening on Beaver Creek Road at /Henrici/Glen Oak/Meyers/Loder if roundabouts are used. My driveway onto Beaver Creek Road is between Meyers and Glen Oak. I sometimes have to wait up to 4-5 minutes to get a break to turn north. Without the traffic lights moderating the flow, I might never get out. With a roundabout at Glen Oak, I am assuming there will be no option to turn north out of my driveway and I will be forced to turn right to go around the roundabout in order to continue north. This would be exactly the problem at the Stafford/Rosemont roundabout.

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.

I do not like roundabouts. I don't think it would work very well on Beaver Creek Road because there is too much traffic.

A well-designed roundabout can improve safety, operations and aesthetics of the intersection.

Roundabouts work better.

Roundabouts are much more efficient for vehicle traffic and would reduce congestion
Roundabouts work very well in Central Oregon

It is already congested Trying to go from 213 to Glen Oak on Beaver creek Road. We need more lanes to help the congestion. Need more lights, especially a light or a roundabout at Glen Oak road. It is going to be difficult to get out with the increased traffic

As a world traveler I see first hand the tremendous safety inherent to roundabouts. They all but eliminate fatalities both traffic related and pedestrian. There is a misconception of confusion associated with roundabouts but they are quickly adapted to. Fear and an anxiety should not be factors associated with road design. The citizens need good leadership and part of that is designing what's best for the citizens.

A 5-lane roundabout seems confusing and would create accidents.

They work well in western Washington County and in the Bend area.

Close to High school, so less need to slow down traffic in addition to school zone. Do need access to Beaver creek to Glen Echo signaled for safety.

Traffic signals I feel are a better option. They're less confusing and people usually know how to navigate them.

It's bad enough when people run stop signs and signals. Can you imagine what they'll do when faced with a roundabout!?! The average driver is not accustomed to roundabouts, so be ready for more accidents than normal.

It would really depend on what type of building there will be across from the high school and CCC. If there will be only houses, then most people will use their cars to get places and roundabouts would be better. But if it is going to be mixed use buildings ie mostly houses but some businesses, small stores, fast food places, then lights would be a better option because of the pedestrian traffic from the schools and houses.

roundabouts keep traffic moving reducing backups
Experience driving that road, and experience with roundabouts in other areas.

When people know how to use roundabouts they ease waiting and keep the flow going. It's just a steep learning curve and with a lot of new drivers along Beaver creek due to the HS some community education needs to happen.

Because there is always flowing traffic. Beaver creek Rd & 213 get too backed up ie signal lights. In my whole driving life I have never seen a backup through a roundabout. I have also never seen a crash at a roundabout. They are safer.

Roundabouts are remarkably efficient and convenient. Traffic flows constantly by design as opposed to lighted intersections. Having driven through western Europe, I am a roundabout fan.

Roundabouts are confusing sometimes on which way you can turn. That could slow down traffic even more on Beaver creek Road.

The traffic now on Beaver creek road is very congested in the AM and PM commutes. The right turn lane from Beaver creek Rd to Hwy 213 should have a lane to merge which would reduce congestion in the area. Also the left turn from Hwy 213 onto Beaver creek Road is dangerous in the commute as the left turn onto Maple Lane backs up onto Hwy 213. These items should be addressed before adding additional traffic on Beaver creek Road. The Loder Road area is currently unsafe and if additional traffic is added it will need to be addressed with a stop light and turn lanes. Also, many people use Beaver creek Road as Hwy 213 between Clackamas Community College and Myers Road due to the traffic on Hwy 213 which is heavily congested during commute hours. If the lane that ends at Meyers Road were extended out to Leland Road your traffic flow would be much better and reduce the need to use Beaver creek Road. If you choose to increase the number of lanes on Beaver creek Road then careful consideration needs to be made around the High School area. I have witnessed too many close calls

with Pedestrians as people do not adhere to the school zone in that area. Additionally, it is dark in that area during the Winter and visibility is poor.

Pedestrian and bicycle safety. There are many kids in the neighborhoods along Glen Oak and also more coming with the new apartments that will be built across the street from the high school.

Roundabouts provide a smoother flow of traffic, are easier to maintain long term, and are more aesthetically pleasing. Additionally, roundabouts REDUCE the types of crashes where people are seriously hurt or killed by 78-82% when compared to conventional stop-controlled and signalized intersections, per the AASHTO Highway Safety Manual. Given these statistics and my priorities, roundabouts make the most sense for Beaver Creek road.

There will be no broadside impacts since all the traffic will be going in the same direction. I like the idea of landscaping. Traffic flow will have to be slower too.

It doesn't seem that development will have frontage focused on the highway. While peds and bikes will use Beaver Creek Rd., this area is not really a town center, even with the High School, that would generate an abundance of ped traffic.

You have young teen drivers in the area getting to the High School. Traffic lights are less confusing which would then make them safer.

I've experienced the positive effect of roundabouts. I think they are the best choice.

Flow of traffic is more efficient and there is already so much congestion near the High School. Less waiting around with a roundabout.

I have used roundabouts and have found them to provide smoother traffic flow.

You get such crazy people that don't understand roundabouts and they don't yield correctly. I think it would cause more accidents, especially the two lane ones.

Roundabouts are so successful in Europe and I would love to see more here
Smoother transition

I feel that this section of Beaver Creek Rd is way too busy for a roundabout. I would be very concerned about pedestrian safety and cyclists on the road.

I believe there is too much traffic on Beaver Creek Road for a roundabout. I usually turn left from Glen Oak onto Beaver Creek. It would seem that the roundabout would only take one car at a time entering the roundabout to turn left. That car would have to wait for traffic before entering Beaver Creek Road. I think there would be a back-up of cars on Glen Oak. Also this is supposed to be a bike and pedestrian friendly development, but roundabouts are not friendly for them.

More signals mean more traffic back up! Roundabouts makes traffic move better.

Pedestrian traffic crossing Beaver Creek Road safely is a real concern with the development of a downtown area across from Glen Oak. I see many on the West side of Beaver Creek Road walking to this downtown area and I believe a signal would be a safer crossing. Other intersections may work better with Roundabouts.
long term maintenance and power outages affecting signals

Ease of travel.

I agree that traffic signals will move more traffic at a given time and with heavy traffic people tend to be confused with roundabouts, there not sure when to yield, stop, or go, which then creates a slow down or back up.

Roundabouts are far too expensive, take up too much land on critical corners and reduce their value and ability to develop them. New traffic lights are becoming more affordable and more reliable. Traffic Lights work better and are less problematic for emergency vehicles. Pedestrians have a better and safer route crossing intersection with traffic lights.

There is already so much vehicle congestion and the use of roundabouts can help eliminate that traffic.

Roundabouts improve traffic flow

We lived overseas for four years and roundabouts keep traffic moving. (One is needed at Glen Oak onto Beaver creek. I don't know how those residents get out at that intersection)

The teenage drivers and community college young adults are not mature or experienced to responsibly operate roundabouts, additionally it poses a risk to pedestrians. My husband also added the the high schoolers will probably make a game of the round about practicing drifting and other reckless maneuvers

Expected volume of traffic

There is already a school zone for the High School, so traffic is already slowed. 5 lanes would be preferable.

I was originally thinking a light at Glen Oak would be better, but I think a light would back traffic up even more so. Exiting Fairway Downs subdivision is going to be difficult enough without a line of cars. Maybe a roundabout will keep traffic moving. I do think that the morning commute and the evening after work drive is going to be especially affected.

For pedestrians, this is a no brainer. Intersection for sure. I wouldn't allow my preteen to cross a roundabout by himself!

i have a current high school freshman and an incoming freshman in 2 yrs. They will be traveling on Beaver creek a lot.

Lots of high school kids walk home on Beaver creek Road -- needs to be safe. Traffic signals seem safer for the kids.

It is contradicting to say that roundabouts are more aesthetic with landscaping, although large trucks have to drive through the center area. I think this is a nightmare for large trucks. Also, many people do not stop at a roundabout and it is dangerous for the car behind you as they may hit you if you cant get in (having to yield) also, during high traffic periods, it could become very difficult to get into the round about.

1. Safety
2. Environmental impacts; air quality, fuel consumption, etc. not mentioned above.
3. Long-term costs

Roundabouts remove the 'straightaway' where cars race up and down Beaver Creek road today. With the existing signals I believe they could be synchronized. and take up less land.

I would not make a blanket recommendation for one or the other at all major intersections along the route. Selection should be location-specific.

Do less transportation planning for cars and more planning for people and bikes. Roundabouts keep traffic moving but also tend to be fairly pedestrian friendly when designed with pedestrians in mind.

Experience.

Put a school traffic light on beavercreek rd like the light on molalla ave by carus grade school slowing traffic to 20mph in the morning when children are arriving and afternoon when they're departing. The old high school had many drop off sites on every side of the building and never a wait to drop off students. The current high school has always been a congested mess when dropping off or picking up students and is the main problem of congestion on beavercreek rd. More entry and exit choices around the school and a driving route thru ccc from beavercreek rd to ochs for student drop off and pickup. Take some of the lawn out between beavercreek rd and the high school and add additional space for cars to pull in to drop off students

Roundabouts cause traffic because of unfamiliar with merging.

To encourage free-flowing traffic and fewer delays.

Long term vision is important to me. If there are fewer lanes to begin with, can we plan for the additional lanes in the future with ease of making improvements?

Aesthetics are important as visual appeals brings pride in community and creates a culture of positive reinforcement. Safety for pedestrians and bicyclists can be achieved with great visual appeal.

Roundabouts are a better long term solution with better aesthetic appeal and no left turn safety concerns. A roundabout also requires less maintenance than timing traffic control devices.

Roundabouts keep traffic moving and does not hold up vehicles unnecessarily.

Move the traffic and make it happen. Roundabouts work great, people just need a little time to figure them out.

Traffic flow, less major crashes, safety

I feel round abouts lessen congestion and do keep speed down

Prior experience with roundabouts

It will allow ease of traffic during peak times of student release from CCC ond OCHS. Also possibly reduce the speeding of teen drivers which is very common.

I believe the cons outweigh the pros

Better flow

Experience.

Roundabouts will be too expensive and will require the city too condemn property that is integral to the land use component of the concept plan.

Lights cause unnecessary delays.

Because of the high school, there are MANY first and second year drivers using this exact section of Beaver creek road daily. Any changes to the area need to take student safety and ease of navigation into consideration.

I feel much more safe on single lane roundabouts than I do the double lane roundabouts.

I feel the roundabouts are much safer than traffic signals.

Roundabouts, hands down handle traffic congestion better than traffic signals. Traffic lights only back up traffic, in some cases to the point of traffic grid lock. Case in point, Beaver creek Rd & HW 213 intersection.

Roundabouts do not work. Look what happened to the 213 road at the bottom of the hill leading to the hardware store. Heavy traffic and people afraid of the situation of using a roundabout. Not the way to go.

Have you driven this section of road at peak volume? A Round-about will slow things down you say. There needs to be a solution that relieves this traffic congestion, not creating more.

There are a number of pedestrians, particularly students from the high school and college who walk on that road. It is already unsafe.

Personal preference

I have seen many accidents in round about a. I don't believe they are safe. Beaver creek rd is already backed up at times. With more traffic there is a definite need for more lanes.

Roundabouts are ok in higher traffic areas, but should not be in residential neighborhoods and by schools where you have a lot of pedestrian traffic.

Keeps traffic moving

Under the existing conditions

If we are to help encourage commuters to walk or bicycle to their destinations, thereby reducing the number of vehicles on the road, we MUST make travel safer.

In addition, there may be individuals who do not own a vehicle, and need to walk or cycle to their destination. We should be able to encourage and help those individuals who have employment but no vehicle.

Do you have any additional comments/ideas/concerns that should be part of the discussion?

Yes, everywhere I see roundabouts, the municipality feels the need to landscape the crap out of the middle, only reducing the visibility and safety of the traffic entering and already in the circle. Please don't plant anything that grows higher than 18". Anything higher makes it difficult for drivers, especially those not in a jacked up 4X4, to see traffic entering and already in the circle. This is basic common sense! Kind of like feeling the need to plant trees along the sidewalks, only to later have to replace sidewalks after the root structure has damaged the concrete. A waste of taxpayer dollars!

I live off of Beaver creek Rd, next to the golfcourse, and have to deal with this traffic mess every day. It starts at 5:30am out here! In the afternoon, I've waited for several traffic signal changes at the high school just to get from the Chevron station to Golf course... sometimes over 20 minutes. I'm sure the city and county can improve on this!

Scrap the whole idea.

Traffic congestion that this development would contribute to and interact with should be solved e.g. Beaver Creek Rd./Hwy 213 intersection, Hwy 213 itself, and the regional system. It is not enough to say, "if there is congestion ahead, additional lanes can help stack cars closer to the congestion." This plan should have some expectation and adequate mechanisms to correct known problems that will diminish area livability, or it should not proceed.

The Hwy 213 "free flow" right turn lane ignores bicyclists and pedestrians and their safety which is already a problem. The staff (including the attorney) should be required to walk and bike through this situation before recommending it (defending it). This concept plan is supposed to increase pedestrians and bicyclists in this area, but this "solution" works against both and makes most people too uncomfortable to walk or bike.

There should not be parallel parking off of Beaver Creek Rd. e.g. at the development opposite the high school. Parallel parking could be handled like in the Willamette area where it is separated from the street by a sidewalk.

The high school speed zone is unnecessary and affects the BRCP situation. This needs to be solved in the plan.

I live off of Glen Oak, I ride my bike, run and so do others along Beaver Creek Rd, to get anywhere. There is no safe space to run longer than 2 miles or if people want to walk/bike to Beaver Creek or more into town (Berry Hill and other side of 213). I would like to see the stretch of Beaver Creek that is in the Concept Plan have more walk ability and the ability for cars pulling into Beaver Creek from their driveways and other road.

I live at xxxxx Old Acres Ln and even though I am technically a Clackamas County resident, I am directly impacted by the Beaver Creek Road Concept Plan, as my house abuts the southern extents of the golf course. I bought my house in 2016, knowingly in support of this project. I appreciate the City's communication and project updates. Keep up the great work!

do not limit access of Old Acres Lane on to Beaver Creek Rd. this is due to both our ability to come and go from our neighborhood and access of life safety equipment (our only fire hydrant is located at this intersection).

I think this is a complete waste of time I hate to see that this is happening!!!!

I am not looking forward to the nightmare of traffic for the many years during the building phase. Build out the road improvements before any actual construction!

I think that the intersection flow of Hwy 213/Beaver Creek Road should be solved very soon by the city/county/state. If 5 lanes are not considered for development in the first phases of the development of businesses in Thimble Creek Business Park and only 3 lanes are considered, then AT A MINIMUM, the city should REQUIRE an easement of the equivalent of 2 more lanes on the vacant land side (East side??) of the entirety of Beaver Creek Road. This would assure a low amount of disruption to businesses and homes when the other 2 lanes would go in. Business could use the area for parking or some other use that would not cause great disruption when uprooted for the new 2 lanes.

P.S. I could only click on one item below; not "all that apply"

Please take into consideration the extra traffic also to be added as the property at the corner of Beaver Creek & 213 (the old bus barn) gets ready to be developed and how that will further slow down Beaver Creek.

I would like to see more infrastructure encouraging walking and biking. People who live along Beaver Creek should not be REQUIRED to get into their vehicles to run daily errands. My hope is that it can all be done on foot or by bike. Grocery shopping, eating out, doctor visits, vet visits, gym visits etc would ideally all be non-driving activities. More walking and biking cuts down on long term maintenance of roads because there are simply less cars than there otherwise would be.

Don't build multi-story (4 or 5 story) buildings like in Portland and Milwaukie. These buildings do not provide for a sense of community instead they create congestion.

I believe that we can relieve traffic congestion with this plan, HOWEVER please consider ways to include pedestrian and bicycle safety. This might include new highway crossing areas with pedestrian lights for neighbors to cross beaver creek to access the trails at CCC. If you are going to expand traffic considerations, you should find a way to do the same to make this area a place people can enjoy walking through.

I hope that the businesses in the "employment Par" or whatever you called it are small local businesses. I would love a food cart pod with the safe ability to cross (maybe a pedestrian bridge) from the high school (they don't have the capacity to channel all those kids through on-site meals, and they take off in cars over lunch to get junk food elsewhere. Healthier choices, please. . No Walmarts, McDonalds, Targets, Panda Expresses, national or international chains. It's already tacky enough up "on the Hill" and we are all mourning the addition of Hobby Lobby in our community. Take the hill the way Main Street is going, and please let international food carts into our community for we can get a little ethnic variety!! Safety of crossing Beaver Creek Rd will need to be high on list of considerations with new residential housing being planned with kids crossing to attend OCHS & CCC; also, current residents will be walking across Beaver Creek Rd to get new centralized town businesses & cafes at corner of Glen Oak Rd. You all are going great!

Build the road before you approve building permits. Remember what they did on Sunnyside Road by allowing a buildout past 132nd and then decided to widen the road - it was a nightmare. Insist that the developers pay their share of the road improvements before they are allowed to break ground on development.

There is significant heavy equipment, tractor-trailers, log trucks and commercial vehicle traffic along Beaver Creek Road all day long. The idea of a fully-loaded log truck barreling north on Beaver Creek Road at 6:00 am and delicately driving around a cute little roundabout at Glen Oak Road is positively ludicrous. There is virtually no pedestrian traffic along Beaver Creek Road from Clairmont to Glen Oak, except just before and after High School sessions, and then only on the west side. There are perhaps 3 people who bike along the road on a daily basis. Should the Beaver Creek Apartments project ever really come to be, the idea of parallel parking on Beaver Creek Road to allow more housing units to be built in that development is an insane proposition. There should never be any kind of parking along Beaver Creek Road. Ever. Parallel or otherwise.

The speed limit of the Beaver Creek Rd. corridor is currently too high. I would suggest that the highest speed limit should be 35 mph. I would also suggest installing automatic school zone flashers for the high school. This will make it easier for drivers to know when school zone hours are in effect and will help to improve the overall safety of Beaver Creek Rd. for students.

pedestrian bridge?

I reviewed the traffic study and I could not find transit data in the intersection counts. TriMet and the CCC Xpress Shuttle should have data in the Beaver Creek Road and Highway 213 intersection. The CCC Xpress Shuttle also operates on Beaver Creek Road to Clairmont Hall on the Oregon City campus. Transit data needs to be included in the traffic study.

We need bike lanes or trails as motorists are hostile to cyclists on the existing roads.

The traffic will increase tremendously, what are you planning to do for the additional noise for the houses in the Caufield neighborhood whose backyards line Beaver creek road? Beaver creek is going to become a highway more or less and the vehicle noise is going to double if not triple the current noise. What is the plan for the intersection at Glen Oak and Beaver creek? It is hard to cross as is, with the increased traffic, it will become unsafe to cross. It is already hard to see the oncoming traffic as it is.

We need roundabouts

Is the city using eminent domain for the 51 (unsure) properties needed for this development?

I hope that this plan will be similar to the Happy Valley area with mostly houses but some stores and small strip malls strategically placed so that there is some incentive to live there because there is everything you need in your neighborhood. The housing developments off of Holcomb hold no appeal for me because it's a food desert. It's very inconvenient for a quick run to the store because I forgot one ingredient for dinner. Or a quick run to a restaurant because I don't want to cook dinner. Mixed use geared towards people being able to have everything they need in their neighborhood appeals to me.

The school zone by the high school needs to have the school zone signal lights. Because people who don't have kids in school don't always know when there isn't school = don't need to drive 20mph in the zone. Would help with traffic flow as well if we only had to drive 20mph when the lights are flashing vs. 7-5pm.

Please make sure there is a time specific school zone signal for the High School. The system now is as frustrating as it can be.

Several areas need improvement before additional development should be considered.

Sidewalks, sidewalks, sidewalks!! I get so nervous for the kids I see walking along Beaver creek Road and Glen Oak Road where they have to walk in the street. It's so dangerous.....especially now that kids are looking down at their phones rather than at the traffic coming towards them.

No.

I am definitely concerned about the addition of so many homes in an area that already has such bad traffic congestion.

Just getting out to Beaver creek is getting to be a traffic mess. There are so many people that go farther out than Henrici now. Don't forget about us. There is also more developing going on out there. Also can you get a flashing high school light with their speed showing to slow people down only during times the kids are actually around?

Also can something be done to help the Beaver creek, Leland, Kamrath intersection? I'm surprised there aren't more accidents there. It's very unsafe.

My biggest concern is that we do just enough to satisfy needs for today and not consider future growth that would add major additional costs that we could have because of thinking about today and not tomorrow.

There is a need for a "Separated Bike and Pedestrian Path" extending on the south side of Beaver creek Road at Highway 213 and the Berry Hill Shopping Center to and just past Oregon City High School. This requirement is to provide enhanced and thus expanded use of multi-mode options and development that does not require a car.

A roundabout on the intersection of 213 and Beavercreek would be great. I know this isn't about that but it would cut wait times immensely.

Traffic has changed in the last few years on Beavercreek rd. More traffic, more congestion. Please tell me you look at models in other areas with similar development has occurred with like establishments. I would like to see it stay more neighborhood friendly, not warehouses.

Video surveillance

Need lights at each intersection...Loder, Meyers, Glen Oak and Clairmont

Nothing matters if the intersection of 213 and Beavercreek is not addressed first. Need to create the right hand passthru lane first before any work on the concept plan.

I would not be in favor of 2 lane roundabouts. It sounds confusing and dangerous for pedestrians.

Non-residents of Oregon City should not influence this decision - unless they want to pay for what they use.

Yes I would eliminate the parallel road in the concept plan that runs along Beavercreek. It takes up way too much land for what it gains. The cost benefit is just not there.

I can appreciate the desire for public and stakeholder engagement, but most of these questions should not be put to a popularity contest. These are technical considerations that people build careers to consider and address. The general public opinion, particularly in suburban areas and particularly in Clackamas County is that more lanes, higher speeds, and free flow car travel is the gold standard. The City of Oregon City has been pretty progressive for a suburban community, so I hope that this practice will continue on Beavercreek Road.

I would love to go to a concert or movie in the park. Walking trails are important and giving as many houses and businesses as possible, thru your design, to enjoy the beautiful view of mt hood. Beautiful natural spaces are important

Create sustainable value in the improvements that can be maintained well with current resources is my goal. If resources increase then we can use them to maintain what we have sustainably.

Property owners abutting Beavercreek Road need to participate and let their thoughts be known now or never.

Please take seriously the unique use of this road with busses and students. I am also concerned that Beavercreek citizens are not identified on the last section of this survey. Beavercreek road is our main access out of the hamlet. 213 at Meyers gets very backed up where it switches to 2 lanes and making the trip to I-205 even longer is a significant lifestyle impact.

Call me in and let me give you my comments

I would like to have more information from the college as to if they actually intend to purchase property outside of the current campus that would lead to expansion across Beavercreek. I would also like to hear about real businesses and development companies willing to take on these projects. Given that there is already undeveloped land for businesses within the current city boundaries it seems strange to me that this development down Beavercreek is necessary.

I think this area should be left as is with no development. Leave the green space alone.

I agree with the committee's recommendations in regards to traffic signals over roundabouts and the Holly lane connector should be implemented. Growth is an unknown commodity, where assumptions can be made, but economics and preferences still play a large role in how accurate predictions are. The greatest impact of road design should be factored into the new development and not destroy homes and land values of people that chose this area 10-20 years ago.

Please consider to set up the BUMP at the long straight street in the residential area.