



February 9, 2015

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## 1. CALL TO ORDER AND ROLL CALL

The Transportation Advisory Committee (TAC) meeting of **Monday, February 9, 2015**, was called to order by Chair La Salle at 6:00 PM in the Commission Chambers at Oregon City Hall, 625 Center Street, Oregon City, Oregon.

Committee members present included Chair Bob La Salle, Vice-Chair Henry Mackenroth, Scott Failmezger, Thomas Batty, Steve Johnson, John Anderson and Robert Mahoney. Cedimir Jesic arrived at 6:04 PM. Gary Johnson was excused.

Staff members present included John Lewis, Public Works Director; Martin Montalvo, Operations Manager, and Lisa Oreskovich, Administrative Assistant.

## 2. LINN AVE/LELAND RD/MEYERS RD CORRIDOR PLAN PRESENTATION

John Lewis announced the special meeting for the Linn Avenue/Leland Road/Meyers Road Corridor Concept Plan presentation and introduced David Brokaw, Wallis Engineering, and Nate Schroeder, DKS Associates.

Mr. Schroeder provided the analysis for the Transportation Intersection Analysis (TIA) report. He noted that several different options for the intersection at Linn Avenue, Meyers Road, and Warner Milne/Warner Parrott were analyzed.

These five options were reviewed:

- Unsignalized left-turn with a signalized u-turn
- Unsignalized left-turn without a signalized u-turn
- Both intersections signalized (Clairmont Way/Warner Parrott and Leland Avenue/Linn Avenue/Warner Milne)
- Four-leg roundabout
- Five-leg roundabout

He described how the process of analyzing the intersection required gathering new vehicles counts and traffic data. System context is not a determining factor when comparing these options to one another such as bicycles, pedestrians and transit, and it does not help make a decision as to which alternative is preferred.

Mr. Brokaw discussed the present worth analysis to come up with costs estimates for the various alternatives. The goal is to reduce crashes because higher severity crashes have higher costs associated with them. Overall, option 5, the five-leg roundabout, is most cost effective alternative over a twenty year plan.

Mr. Lewis concluded the presentation by noting that the 5-leg roundabout is a costly improvement, but most cost beneficial long term. Based on this analysis, if we had to make the decision today the recommendation would be to go with this 5-leg roundabout. However, it should be noted that this corridor is a long process and the improvements to the intersection will not be constructed immediately. This TIA was only to help further the concept plan and provide documentation showing the roundabout is a viable option.

### **3. TAC COMMENTS ON PRESENTATION**

Mr. Anderson asked if they could describe the construction costs for the alternatives because the costs are dramatically different between 1 and 2, and 4 and 5.

Mr. Brokaw noted that the estimated construction costs for option 1 was \$115,000 and \$45,000 for option 2. For the roundabout options, option 4 was an estimated \$3.2 million for a 4-leg roundabout, and over \$4 million for a 5-leg roundabout. The delay costs for the various options during a one-hour afternoon peak in traffic can be found in the summary sheet of the TIA.

Mr. Jesic asked what the costs are for crashes at Central Point and Warner Milne.

Mr. Schroeder said they factored in the expenses associated with personal injury crashes. These personal injury crashes are anticipated to be greatly reduced when a roundabout is introduced at the intersection. They effectively become property damage only collisions which saves money over all.

Mr. Mahoney asked if they thought of making the roundabout even larger. He did not feel the current roundabout diameter is big enough.

Mr. Brokaw noted they took the options that had already been presented and moved forward with the recommended diameter, and did not vary the sizes of the roundabouts. The currently proposed roundabout has a large enough capacity for our projections. It provides for access of all manner of vehicles and trucks and is confident the design is satisfactory, but there could always be a better choice.

Mr. Mahoney asked if a larger roundabout would be more efficient.

Mr. Brokaw responded that as you make the roundabout larger the legs do not work as well as they did before. You have to look at all of the angles when building a roundabout such as right-of-way issues, and cost issues. Increasing the size increases the cost, as well.

Mr. Schroeder added that a bigger roundabout causes more safety concerns. A larger diameter means cars can drive faster creating a harder time for vehicles to enter into the circle.

Mr. Lewis further added how the City has to factor in property availability and safety of pedestrians when looking at a roundabout with a larger diameter. Public Works is trying to reach some level of consensus that it is on the right track in regards to a recommendation.

Mr. La Salle noted that alternatives 1 and 2 do not look to be good options. Option 1 even states that there would be a decrease in safety. He had concern with option 5 infringing on property of the mini mall. He had spoken with the property owner and she says that she will fight the roundabout concept. He was interested in finding out where all of the money to fund the project will come from because it is a huge expense.

Mr. Mackenroth said it should be noted that the corner from Warner Milne onto Linn Ave has an exceedingly large curb radius so buses can make the turn without infringing on traffic going the other direction. He wants the City to recognize that buses can make this turn easily to not stack traffic up behind them. This is not a typical right turn for buses and the alternatives should factor this in when designing the intersection. In addition, access into and out of the mall should be evaluated. There are currently accesses off of Central Point Road and Leland Road that are close to the intersection. The turnabout would create an unviable access point off of Central Point Road and needs more evaluation prior to committing to a design.

Mr. Brokaw mentioned that they have discussed these access points a lot and it will take a lot more effort in the design phase to meet everybody's needs.

Mr. Jesic asked how this design takes into account the parking spaces available for the mini mall. Drawing option 5 looks like it takes up some parking spaces.

Mr. Lewis mentioned the intent is to not impact parking whatsoever.

Mr. Failmezger said he really likes alternative 5. He asked if they had looked into water quality costs.

Mr. Brokaw noted the water quality estimates were noted in the TIA.

Mr. Anderson asked if there was previous discussion about a two lane roundabout versus a one lane roundabout.

Mr. Brokaw said that a multi-lane roundabout was warranted for this amount of traffic at this intersection.

Mr. La Salle said that he likes the roundabout on Stafford Road and thinks it has improved traffic at that location.

Mr. Anderson asked if they could build a lot better bikeways and sidewalks not as much money was spent on this intersection. He wanted to know if smaller projects would garner more use and benefit than this large project.

Mr. Lewis explained that this process was to find the most important improvements and best options available. He reiterated that none of these suggestions will acted on and be built tomorrow. This is an unfunded medium to a long-term project. The City is simply trying to put a plan in place to move towards the future with some confidence to implement the best options. We can start looking at grant opportunities next month or, maybe, 15 years from now. There is no specific timeline on this project.

#### 4. CITIZEN COMMENTS

**Alice Hayden, 19493 Orchard Grove Drive, Oregon City** was concerned with pedestrians at this intersection. Option 5 does not provide a green light for these pedestrians to cross safely; it only gives them a flashing light and they must proceed with caution.

**Bruce Marten, 406 Barclay Ave, Oregon City** is the Pastor at First Presbyterian Church at this intersection at 1321 Linn Avenue. He, first, wanted to thank the City for the personal invitation to this TAC meeting. He feels option 5 would put pressure on First Presbyterian Church's land. This option would prevent the Church from adding parking because the only way they can expand would be toward the intersection. He feels it would be nice to shift it more towards the Mt. Pleasant School property. In addition, some drivers are "point and shoot" and do not turn their heads easily to see through the roundabout to enter. He wanted the TAC members to know that the Church is the largest food pantry and wedding venue in Oregon City and does not want the roundabout to compete with the Church's desire to help the community. Also, when the TriMet bus stops on the corner to pick up travelers it only allows about two cars to currently get through the intersection at a time and it might become worse with a roundabout.

**Betty Savage, 26097 NE Butteville Road, Aurora** provided comment as the owner of the Savage Mini Mall at this intersection. She noted when she and her husband built the mall it was with the intent that it would last forever. They had planned to leave it to their children and grandchildren. She is finding she is having a hard time leasing space just because people have heard about the concept plan and the proposed roundabout. She added that if anything is done to the Central Point approach it will create problems for the truck deliveries to the mini mall because this is their main approach. If you change this it will create a hard time for them to get in. She has concern with just the thought of parking spaces needing to be taken for the roundabout construction. She does not intend giving one inch nor one foot of the property. She has to have a certain amount of parking available to customers to even have the mini mall.

Mr. Mackenroth asked about the route of the truck deliveries and how they arrive at the mini mall.

Ms. Savage responded that the trucks come from Linn Avenue or Warner Milne. After delivery, they get back to Warner Milne and go back down to Molalla Avenue.

**Joseph Marek, 1005 Clearbrook Drive, Oregon City** wanted to thank the City for looking at this corridor. He uses many modes of transportation at this intersection including driving, cycling, and walking. The most perilous is his walking. He is in support of roundabouts and especially the 5-legged option. He finds it to be very safe, and if crashes do occur they will be at low speed. Bicycles can circulate with vehicles or use pedestrian crossing. He responded to the comment earlier about limiting left turns. He said if that were to happen people would begin driving through the neighborhoods instead and then the City will get calls asking for speed bumps. The costs itself for delaying cars at the intersection is \$2 a minute.

**Fred Jurois, 26085 NE Butteville Road, Aurora** commented that he has been working with Betty Savage on the mini mall property. He noted that his first choice for the

intersection would be option 1 and suggested that Central Point Road have a yellow stripe and not a curb and note "left turn signal". Option 4 would be his second choice and gives better access in and out of the mini mall and straight access out onto Leland Road turning right. His least popular would be option 5 because there would only be one way of access and that is onto Leland Road. He asked to speak with Mr. Brokaw on occasion when they do more design on the roundabout.

**Ken Verhaalen, 15450 Henrici Road, Oregon City** spoke on behalf of the painting company at the intersection. He is the co-owner of the business, as well as owner of the pregnancy resource center property, and his only concern is the vans coming through the proposed roundabout. He wanted to know if those turning left into his property would need to drive further down the road and turn around if there was a barrier in their way. He thinks overall the roundabout is a great idea and the roundabout on Stafford Road has been great. He does, however, understand the mini mall owner's concerns. Traffic wise it is a great idea.

Mr. Lewis said it does look like we have an option to move the driveway down to allow for the left turn into the lot. This would be detail work down the road a bit, but it is much easier to plan this work when a property owner is willing to work with us.

Mr. Mackenroth asked if there has been any discussion on staging and doing partial construction and then finishing it down the road later.

Mr. Lewis responded, no, this is all or nothing.

Mr. Steve Johnson noted trucks block all of traffic on Warner Parrott and nobody can get around when they are turning into the mini mall. It causes gridlock.

Mr. Mahoney asked Mrs. Savage if she schedules the deliveries at certain times of the day.

Mrs. Savage responded that she does not regulate the businesses renting space in her mini mall. She has no say in when deliveries are scheduled because that is left up to the renters. The delivery companies tend to make their own schedules. This concern was discussed a few years back, as well. These are very large trucks and Mr. Johnson is absolutely right that they hold up traffic.

Mr. La Salle hoped that this meeting would help with Mrs. Savage's tenants' fears. This is a very truly long-term project. We have to figure out how to come up with the funding before doing anything. We hope the developers and City will work as closely as possible with you.

## **5. ADJOURNMENT**

There being no further business, the meeting adjourned at approximately 7:04 p.m.

Respectfully Submitted,

Lisa Oreskovich  
Administrative Assistant