



Legislation Details (With Text)

File #:	PC 19-120	Version:	1	Name:	Beavercreek Road Preferred Street Cross Section
Type:	Planning Item	Status:		Status:	Agenda Ready
File created:	11/4/2019	In control:		In control:	City Commission Work Session
On agenda:	11/12/2019	Final action:		Final action:	
Title:	Beavercreek Road Concept Plan: Beavercreek Road Design				
Sponsors:	John Lewis, Laura Terway				
Indexes:					
Code sections:					
Attachments:	1. Staff Report, 2. Staff Memo, 3. Roundabout Conceptual Study, 4. Beavercreek Road Design Survey Link, 5. November 4, 2019 ODOT Letter, 6. DKS Associates Analysis (August 6, 2019), 7. DKS Associates Analysis Appendix, 8. DKS Transportation Zone Change Memo (June 21, 2019), 9. Citizen Comment Received				

Date	Ver.	Action By	Action	Result
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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.oregoncity.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 Beaver Creek Road that abuts the Beaver Creek 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 Beaver Creek 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 Beaver Creek 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 Beaver Creek 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 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 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 Beaver Creek Road Concept Plan will be amended to include the preferred projects.