

MEMORANDUM

September 15, 2021

Project #: 250940.000

To: Gabe Crop, PE
Murraysmith

CC: Jonathan Hangartner, PE – Clackamas County
Billy Adams, PE – Murraysmith

From: Fred Wismer, PE & Caleb Cox, PE

RE: Stafford Road – Open House Feedback Summary

The purpose of this memorandum is to provide a summary of the feedback received for the 1st Online Open House for the Stafford Road – Rosemont to Pattulo project.

Overall Corridor Feedback

The full corridor feedback received was overall positive towards the proposed improvements and reinforced that this is a much needed project from the community's perspective. The open house also solicited feedback from the community on whether the project should close the road during construction and received mixed opinions, but overall positive support for the road closure approach, see Figure 1 below. Additionally, we included selected representative comments in support and opposition of each alternative that were received from the community during the open house response period. The full public comment spreadsheet will be provided to the Clackamas County in a separate file.

1. During construction would it be more beneficial to:

[More Details](#)

- Close the road for a shorter co... 21
- Keep the road open with a lon... 15



Figure 1 - Traffic Control Results

Comments in Support

- "This is much needed as many take the "back way" out of Lake Oswego to get to 205"
- "I think this will be a huge improvement to the area, with any of the available alternatives. Prefer either roundabout option at Childs Rd over traffic signal."
- "long term construction period sounds like it would create a longer period of inconvenience and unsafe travel"
- "get it done faster, obviously allow local access."
- "heavily used intersection would benefit from a rapid construction time. Intersection is unsafe now and an extended construction time would be more unsafe for traffic volume."
- "Either of the above options are going to be extremely difficult for those who use Stafford Rd to get to Lake Oswego. I think you have an obligation to choose an option that takes time of construction into consideration."
- "We live at 18650 Stafford rd. I'd rather get this done quickly. This said, what will our access be during this time?"
- "It would probably take just as long to wait in a line to get through a restricted traffic controlled one lane portion through that section while work is being done as it would to just be diverted through Lake

Oswego north or along Rosemont to reach 205 from Salamo. I also think this will be a very risky section for both workers and drivers during commute times so getting it done sooner to me is preferable”

Comments in Opposition

- “Stafford is too critical an arterial for residents and emergency vehicles to close.”
- “It is obvious that Stafford Rd is a major arterial used by many, many people. There is no good alternative for these thousands of people to use should be road be closed.”
- “This is the only access north or south for many miles. You must keep limited access open - gravel or dirt roads are fine. The traffic that can detour will.”
- “This is a major thoroughfare. There are no convenient alternative routes. People that live close to Stafford would need to make big changes to their access. I default to the local community on their preference.”
- “If the road is closed, are there alternative routes that can be used to get to 205? Stafford appears to be a main line to the highway.”
- “No good alternative routes exist between Rosemont and Borland Roads, particularly for access to Stafford Primary school.”
- “Construction will impact travel to each of my 3 kids schools and I live directly off Stafford/Johnson Rd.”

Johnson Road Intersection Feedback

The public comments received regarding the Johnson Road intersection were either in full support or full opposition to the proposed alternatives. The project received 16 votes for Alternative 1 as the best and 14 for Alternative 2 as the best as shown below in Figure 2 and Figure 3, respectively. The community felt that the proposed alternatives were either significantly improving this intersection or not doing enough. Below are some of the representative comments received from the community for each alternative.

1. How would you rank this alternative against the others presented?

[More Details](#) [Insights](#)

● Best	16
● Good	9
● Fair	9



Figure 2 - Johnson Rd. Alt 1 Results

1. How would you rank this alternative against the others presented?

[More Details](#)

● Best	14
● Good	2
● Fair	15



Figure 3 - Johnson Rd. Alt 2 Results

Comments in Support of Alternative 1

- “Looks to be the safest, provides left turn lane from Stafford onto Johnson allowing pass-through traffic to continue on instead of remain backed up.”
- “To provide connectivity for property owners on Johnson road all turns from Johnson rd must be allowed at all times. Otherwise, these residents will not be able to access I205 or Lake Oswego/ Hwy 43.”

- “Retains full movement at the intersection. Other alternative sends Johnson left turn traffic along a circuitous route and adds unnecessary traffic to the Childs Road intersection.”

Comments in Opposition of Alternative 1

- “This alternative does not go far enough to address the risks presented to drivers when turning left from Johnson Rd onto Stafford in peak travel times (or anytime) due to the volume of cars and the high rate of speed used by most motorists.”
- “Neither alternative helps much for those turning from Johnson onto Stafford... yes, it is impossible to turn during the rush hours, but it is also difficult throughout many other times of the day on certain days. Also, nothing here gets at the other factor of people going way too fast on Stafford, thus making either turn direction dangerous from Johnson or onto Johnson.”
- “Seems like a very expensive way to solve a lot of problems. Would rather see a lower traffic solution that routes drivers a different way like alternative 2.”

Comments in Support of Alternative 2

- “Turning left out of Johnson Rd. onto southbound Stafford Rd. has become very dangerous over the last few years due to the speed and volume of the traffic on Stafford Rd. It is nearly impossible during peak traffic hours without taking a risk. I will not allow my teenage drivers to turn left onto Stafford Rd, and we live very near to the Stafford/Johnson interchange.”
- “left turns onto SB Stafford not necessary with Childs roundabout”
- “It is the option that provides the highest degree of safety for all travelers.”
- “This combined with a roundabout is the perfect mix - L turns off Johnson are very difficult”
- “It seems like the only way to enforce the no left turn is to have a median of sorts to physically prevent a car from making that left turn”

Comments in Opposition of Alternative 2

- “Don't like limiting turns”
- “Restricting turning from Johnson rd would reduce connectivity to regional transportation network for properties on Johnson rd and cause heavier, un-mitigated traffic through west linn.”
- “No left turn on Stafford from Johnson punishes all the neighbors in the Stafford Hamlet. Using Johnson to Stafford is the most fuel efficient method to get to I-205. I would recommend a center lane to the South of this intersection such that southbound traffic can utilize the lane to merge into traffic (when there are openings in the northbound Stafford traffic). Come on. You can do better!”
- “This is not even a fair solution. This one is bad. Traffic needing left turn from Johnson to Stafford would be required to travel in the wrong direction first, then u-turn through a round-about adding more traffic to that intersection. This is a very inefficient system for the users.”
- “Need to be able to make left turn from Johnson to Stafford. This option isn't viable. Prefer Option 1.”

Childs Road Intersection Feedback

The public comments received for the alternatives presented at Childs Road show that Alternative 2.2 is the preferred intersection configuration by a wide margin, see Figure 4, Figure 5, and Figure 6 below for the alternative rankings. However, there are a couple of comments that adamantly oppose the roundabout alternatives and even the project as a whole.

1. How would you rank this alternative against the others presented?

[More Details](#)

[Insights](#)

● Best	9
● Good	3
● Fair	19



Figure 4 – Childs Rd. Alt. 1 Results

1. How would you rank this alternative against the others presented?

[More Details](#)

[Insights](#)

● Best	5
● Good	8
● Fair	7



Figure 5 - Childs Rd. Alt. 2.1 Results

1. How would you rank this alternative against the others presented?

[More Details](#)

● Best	24
● Good	2
● Fair	6

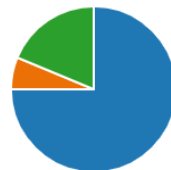


Figure 6 - Childs Rd. Alt. 2.2 Results

Comments in Support of Alternative 1

- “Most of the evening traffic that backs up on Childs Rd is traffic getting off the I5 freeway at Lower Boones and cutting through OL onto Childs and then up to West Linn . By making this intersection easy to get through- it only encourages MORE TRAFFIC. WHAT WE NEED TO DO IS CLOSE DOWN THE CUT THROUGH. NO roundabout. How about getting rid of any traffic on Childs turning N onto Stafford.”
- “Living near Stafford, we’ve encountered many drivers who don't seem to understand how roundabouts work. As much as I love our other roundabouts on Stafford, I don't think it's wise to add more, especially in this Childs location because of the slopes and ditches on either side.”
- “It's the easiest way to solve the problem. Probably the most cost effective too.”

Comments in Opposition of Alternative 1

- “Signal would cause the greatest delays”
- “Least safe alternative for traffic speed, sight lines pedestrians and bikers. Doesn't mitigate traffic volume”
- “least favorite because Childs Road would continue to experience long stacking lines. Also, least safe alternative. The potential for collision at the intersection, especially at night, is better mitigated by a roundabout. Bikers and pedestrians would also be safer with a roundabout.”

Comments in Support of Alternative 2.1

- "roundabout definitely the better option, but go with the one that has less of an environmental impact"
- "Zivney lane traffic should be restricted for safety. It's not very far to go around the circle from Zivney and should flow better."

Comments in Opposition of Alternative 2.1

- "Too large and prevents access from Zivney turning south."
- " roundabouts work better though I can see that this one may be confusing with all the extra fingers."

Comments in Support of Alternative 2.2

- "This second roundabout alternative is definitely the best, hands down. It's clean, allows Zivney to make turns in both directions, and works perfect. 100% this is the way to go for the Stafford/Child intersection."
- "Better use of real estate, more traditional and familiar roundabout design, very efficient traffic flow. Zivney lane can make left turns until the volume is too high or shown to be unsafe in which case a right turn only can be required."
- "Appears to have the least impact on Zivney road...and I dont live on Zivney. :) Use of Metro property vs. what looks to be private property to the north?. Roundabout vs. traffic signal seems to be better for overall traffic flow."
- "This looks like the least confusing option"
- "Lesser impacts on Pecan Creek. Safer, will open up rt. turn only off of Johnson. Will share the impacts on properties not heavily on just one property2 owner"
- "Round-about would be a third in a series (Rosemont, Childs, Borland) and would accommodate flow better than the interruption caused by signal. Signal requires more maintenance. This alignment is better than the other round-about alignment because it has straighter flow for Stafford Road priority in road hierarchy."

Comments in Opposition of Alternative 2.2

- "This doesn't have much variance from the other roundabout proposed. I prefer the traffic light as that will relieve congestion on Childs during rush hour. A roundabout will just continue Stafford as a thoroughfare from Rosemont to 205 with Childs and Johnson being backed up."
- "Both roundabouts are good, just that 2.1 may be more visually appealing?"
- "no need for the double lane roundabout. Signal is the easiest but doesn't fit with the traffic circles on either end."