

**CITY OF CENTRAL POINT
Study Session Agenda
February 11, 2013**

**Central Point
City Hall
541-664-3321**

City Council

**Mayor
Hank Williams**

**Ward I
Bruce Dingler**

**Ward II
Kelly Geiger**

**Ward III
Ellie George**

**Ward IV
Allen Broderick**

**At Large
David Douglas
Rick Samuelson**

**Administration
Chris Clayton, Interim
City Manager
Deanna Casey, City
Recorder**

**Community
Development
Department
Tom Humphrey, Director**

**Finance Department
Bev Adams, Director**

**Human Resources
Barb Robson, Director**

**Parks and Public Works
Department
Matt Samitore, Director
Jennifer Boardman,
Manager**

**Police Department
Kris Allison, Chief**

- I. MEETING CALLED TO ORDER – 6:00 P.M.**
- II. DISCUSSION ITEMS**
- A. Beebe and Hamrick Intersection Discussion
 - B. Water Rate Option Update
 - C. Informational Update/Citizen Survey

III. ADJOURNMENT

STAFF REPORT

DATE: *FEBRUARY 8, 2013*
TO: HONORABLE MAYOR AND CITY COUNCIL
FROM: MATT SAMITORE, DIRECTOR

STUDY SESSION – February 11, 2013

AGENDA

A. Beebe-Hamrick Intersection

- a. Current state of the intersection
 - i. Safety Upgrades
 - ii. Jurisdictional Control Issues
 - iii. Right of Way Acquisition needs.
- b. Round-About Vs. Signal
 - i. Pros/Cons of each
 - ii. Council Direction?
- c. Signal/Round-about Warrants
 - i. Where are we today?
 - ii. When will the intersection be able to be upgraded?
 - iii. Developer vs. City Cost breakdown

B. Water Rates

- a. Review minimum rate increase.
- b. Review seasonal fluctuated rate option.

February 6, 2013

Matt Samitore, Public Works Department
City of Central Point
140 South Third Street
Central Point, Oregon 97502

RE: Hamrick Road & Beebe Road Signal Warrant Analysis

Southern Oregon Transportation Engineering, LLC previously evaluated the intersection of Hamrick Road & Beebe Road under existing year 2012 peak conditions to assess the intersection operationally and determine whether signal warrants were met. Results of that analysis showed that the intersection operates at a LOS C during the PM peak hour with the eastbound left turning movement being the critical movement. No signal warrants were shown to be met. The intersection was re-evaluated under projected year 2017 conditions (assuming a 1% growth rate per year) and still shown to operate at a LOS C with no signal warrants met.

From both a level of service and signal warrant standpoint, the critical approach is the west approach of Beebe Road. This approach has the highest volume under existing conditions and also the most potential for future growth. In an attempt to determine when a traffic signal would be justified, the intersection level of service and signal warrants were evaluated with varying levels of development. Results are provided below.

Level of Service

The two-way stop controlled intersection was shown to operate at a LOS C with 5 years of 1% background growth considered. To determine when the intersection would exceed its LOS D performance standard under faster growth, peak hour trips were added to the west approach of Beebe Road until it failed. Results of this showed that the intersection decreased to a LOS D with an additional 80 PM peak hour trips to/from the west Beebe Road approach and to a LOS E with an additional 135 PM peak hour trips. The intersection, therefore, would be shown to fail by the year 2017 with the addition of 135 PM peak hour trips to/from the west Beebe Road approach. This is the equivalent of 135 single family residential dwelling units.

Traffic Signal Warrants

No traffic signal warrants were shown to be met under existing year 2012 conditions or projected year 2017 conditions. Using the same approach as above, peak hour trips were added to/from the Beebe Road west approach until signal warrants were met. Results of this showed that Warrant 1 (Eight Hour Vehicular Volume) is estimated to be met with the addition of 80 peak hour trips (or the equivalent of 80 single-family residential dwelling units) to/from the west Beebe Road approach. Warrant 2 (Four-

Hour Vehicular Volume) is estimated to be met with an estimated 127 peak hour trips. Warrant 3 (Peak Hour) is expected to be met when Warrant 1 is met. Three traffic signal warrants, therefore, are estimated to be met with the addition of 127 peak hour trips to/from the west Beebe Road approach. This is the equivalent of 127 peak hour trips to/from the Beebe Road west approach.

Conclusion

The intersection of Beebe Road & Hamrick Road is shown to meet three signal warrants by the projected year 2017 if regular growth occurs and an additional 127 peak hour trips are generated to/from development to the west. The intersection is shown to fail operationally by the projected year 2017 if regular growth occurs and an additional 135 peak hour trips are generated to/from development to the west. The City has the discretion to consider installation of a traffic signal as soon as signal warrants are met or wait until both signal warrants are met and the intersection exceeds its applicable performance standard.

Sincerely,



Kimberly Parducci, PE PTOE

SOUTHERN OREGON TRANSPORTATION ENGINEERING, LLC