



## TECHNICAL MEMORANDUM

### **Molalla Avenue at Barclay Hills Drive Intersection**

Response to Edith E. Risen's Issues

---

**Date:** January 2, 2012 **Project #:** 10323.4  
**To:** Nancy Kraushaar, P.E., City of Oregon City  
**From:** Hermanus Steyn, Pr.Eng., P.E. and Charles Radosta, P.E.

---

This memorandum provides preliminary responses to the attached letter from Edith E. Risen addressing 10 identified issues at the Mountain View Street and Barclay Hills Drive intersections with Molalla Avenue. It should be noted that while many of these issues fall outside our original study area for the Molalla Avenue/Barclays Hills Drive intersection, we provided responses based on our experience in the transportation industry.

The issues are provided in standard text followed by responses in *italics* text.

- 1) Convert the existing two-way left-turn (TWLT) lane to back-to-back left-turns serving Mountain View Street and Barclays Hills Drive intersection, respectively

- *This suggestion would be infeasible due to the limited available space (approximately 70 feet) between the intersections for vehicle storage. In addition, the introduction of double yellow lines would force the majority of the drivers to queue in the through lane resulting in additional delay and safety issues along Molalla Avenue, or encourage illegal maneuvers by crossing the double yellow lines. As highlighted, the conversion from the TWLT lane to back-to-back left-turns would likely introduce other safety issues.*

- 2) Provide "Right-out Only" signage at the Chevron Gas Station southernmost access

*We understand the concern about motorists going across Molalla Avenue from the gas station to Barclay Hills Drive; however, there is no crash data that indicates that this is a safety issue. Since this would mostly represent drivers from the isolated*

*neighborhoods, it is suggested to communicate this safety concern to the residential owners as part of the public outreach suggested in the Molalla Avenue/Barclay Hills Drive intersection evaluation.*

- 3) Provide “Right-out Only” signage at the Barclay Hills Drive intersection
  - *Again, we understand the concern about motorists going across Molalla Avenue from the Barclay Hills Drive to the gas station; however, there is no crash data that indicates that this is a safety issue. Barclay Hills Drive serves isolated neighborhoods and limiting their access would be inappropriate. Prohibiting westbound lefts from Barclay Hills Drive would force traffic to divert to the Hilda Street signal on Molalla Avenue. Again, conducting a public outreach communicating safety concerns associated with specific driver behavior would be appropriate.*
- 4) Prohibit pedestrian crossing at Molalla Avenue/Mountain View Street intersection
  - *Legal crosswalks do exist at all the public street intersections and thus crossings may occur at the Molalla Avenue/Mountain View Street intersection requiring motorists to stop for pedestrians. Closing crosswalks would limit pedestrian accessibility which is inconsistent with the Americans with Disability Act (ADA) regulations.*
- 5) Extend double yellow striping along Mountain View Street to approximately 150 feet
  - *Extending the double yellow striping does not legally prohibit left-turns across the double yellow. The City may consider prohibiting on-street parking to improve maneuverability along Mountain View Street.*
- 6) Address on-street truck delivery parking along Mountain View Street by providing double yellow striping
  - *As stated under #5, extending the double yellow striping does not legally prohibit left-turns across the double yellow. The City may consider prohibiting on-street parking to address undesirable truck loading areas. However, the function of Mountain View Street is to serve local businesses (i.e., accesses and parking) to minimize friction along Molalla Avenue.*
- 7) Prohibit advertisement at the Grocery Outlet driveway on Molalla Avenue
  - *We assume that any advertisement at this driveway needs to be acceptable to the grocery owner. The City may consider following up with the owner to identify appropriate locations for advertisement.*

8) Prohibit left-turn from Carpet Shop onto Mountain View Street

- *There are many driveways throughout all cities that have challenges to exit during certain time periods. Based on principles outlined the Oregon Driver Manual, we all need to drive safely and courteously. It is infeasible to prohibit certain movements for this business to be sustainable.*

9) Direct Chevron destined motorists to use appropriate driveway

- *It is challenging and impossible to sign for random instances. Typically motorists use some judgment to use the appropriate driveway without causing an unsafe maneuver. Again, it would be inappropriate to prohibit certain movements due to the sustainability of the business. However, the City may consider working with the property owner to better define their respective driveways and potentially prohibit certain movements at their Molalla Avenue driveway closest to the Mountain View Street intersection.*

10) Prohibit pedestrian crossing north leg of Molalla Avenue/Mountain View Street intersection

- *As stated under #4, legal crosswalks do exist at all the public street intersections and thus crossings may occur across all legs of the Molalla Avenue/Mountain View Street intersection. The City provided a safer location at which to cross Molalla Avenue by providing a raised island and signage, but unfortunately the pedestrians will cross the road at whatever locations he/she elects.*

If any of the items addressed in this memorandum needs additional investigation, please let us know.

## Molalla Avenue Intersection with Mountain View Street and Barclay Hills Drive

Part of the problem results from the turn lane for Mountain View Street and Barclay Hills Drive.

Problems [Suggestions for resolution in brackets]

1. Southbound cars fill turn lane with up to six cars at a time, preventing northbound cars from entering lane to turn left to MV St, more so in rush hour.  
[Painted lines dividing turn lane into two equal parts are needed.]
2. Cars leave Chevron Station randomly, sometimes driving straight east across turn lane to Barclay Hills Drive, as they leave Molalla Ave exit.  
[A sign saying "Right turn only" is needed at Chevron Molalla Av exit.]
3. Driver leaving Barclay Hills Drive crosses turn lane to enter Chevron Station at Molalla Avenue exit/entry.  
[A sign saying "Right turn only" is needed on Barclay Hills Drive exit.]
4. When northbound driver can turn left to MV St he must avoid collision with pedestrians crossing from Chevron exit to Carpet Shop entrance, rather than using pedestrian crossing.  
[A sign needed on North end of Chevron lot at exit advising pedestrians to use pedestrian crossing.]
5. If driver turning to MV St gets safely past driveway exits on each side, he may be stopped by a Carpet Shop truck parked at side door of Carpet Shop in driver's, right lane, further obstructing his safe passage.  
[Yellow striping for 150 feet is needed on north side of MV St.]
6. Large beer trucks frequently park on south side of MV St next to Chevron Station for ease of making deliveries to Chevron and/or Mexican store.  
[Yellow striping from Molalla Avenue to Canned Food Outlet exit is needed to stop this inconsiderate parking. Police do not respond to calls for citing such drivers, has been my personal experience, despite my complaints to Nancy Busch, to whom I was referred by City Hall.]
7. Teenagers putting on a car wash at <sup>Grocery Outlet</sup> ~~Canned Food~~ stand on sidewalk holding large signs to southbound drivers, distracting driver's attention from pedestrians in walk, even giving the impression of a pedestrian waiting to cross.  
[Prohibit all attention-getting advertising in this location.]
8. Drivers turn left from Carpet Shop to MV St as a car from Molalla Ave turns left into MV St. This is potentially a very grave danger of collision.  
[Driver from Carpet Shop should not turn onto MV St when a car in turn lane is trying to turn onto MV St.]
9. Southbound drivers turn left into MV St to enter Chevron Station from MV St but cannot enter the Chevron entrance because cars in left turn lane or in right lane are waiting to exit to Molalla Avenue.  
[Such driver should go around Chevron Station to use south entrance.]
10. Pedestrians cross Molalla Avenue at or north of MV St rather than walking to pedestrian crossing designed for this need.  
[Such pedestrians should be cited with the highest penalty given for this type of reckless action.]