



Kurt Schrader's Policy Adviser Lynn Peterson, U.S. Congressman Schrader, Metro Councilor Carlotta Collette, Oregon City Mayor Doug McNeely and State Representative Dave Hunt participate in a ribbon cutting ceremony that marks the opening of the Highway 213 Jughandle project on Oct. 24. Drivers on the busy stretch of road south of Interstate 205 can no longer make a left turn onto Clackamas River Drive or Washington Street from the highway.

Joshua Dillen The Clackamas Print

Traffic goes round and round

Chris Morrow
The Clackamas Print

Local commuters have no choice but to put their rubber to this new road.

Ever since construction on the Highway 213 Jughandle Project began in the spring of 2011, students, staff and other drivers have dealt with major changes on the busy road. The drive to Clackamas Community College comes with new headaches these days but relief may be just around the corner, as the project's estimated completion in the spring of 2013 nears.

The project is paid for with \$22 million in funding from the 2009 Oregon Jobs and Transportation Act, as well as \$2.3 million from Oregon City and another \$2.5 million in federal funds. According to Oregon City's website, thejughandleproject.com, the aim is to reduce congestion, enhance safety and increase capacity to accommo-

date the current traffic demands and future growth.

"If you come in from Estacada on Springwater Road, that turns into River Road or whatever, you can't just go across to Home Depot anymore. You have to go all the way around this weird loop," said Gabbi Nethken, a student at CCC who uses Highway 213. "I don't even know how to do that loop."

Confusion over how to navigate the roundabout portion of the jughandle has become a problem for many drivers. Commuters who use the intersection of Washington Street and Clackamas River Drive at the highway can no longer make a left turn from either direction from the highway to either of these roads. The layout of the new roadway forces a vehicle to make a right turn and navigate to a roundabout that funnels traffic in the appropriate direction, as long as a driver knows how to navigate the roundabout.

The roundabout and divider may cause agitation for people

who are new to the idea. But it costs less to maintain than the traffic lights at signalized intersections and have been proven to have greater safety benefits over traditional intersections according to the website.

The modern roundabout first made its way stateside in 1990, in Las Vegas, Nev. In the 22 years since then, the number of roundabouts in the U.S. has exceeded 3,000. While they are common in other parts of the world, most American drivers still only have a tertiary understanding of how to navigate a roundabout.

"The first couple of times that I used the jughandle part, I was in the wrong lane for what I wanted to do and I didn't have enough time to make it," said Tom Barrett, a chemistry instructor at the college.

The first thing to know is that traffic in the roundabout moves counterclockwise around the central concrete circle, and unlike its larger high speed cousin, the traffic circle or 'rotary,' drivers are meant to reduce speed as they

approach the roundabout, wait for a safe gap before entering, yield to drivers who are already in the roundabout as well as any pedestrians who may be crossing it and use your right turn signal upon exiting the roundabout.

Some drivers, like Ric Jenkerson, resident assessment specialist, are already adapting.

"I've gone down to get some products at Home Depot and stuff and it adds maybe a minute to your commute to get there. It's actually nice, you just go under and do a little turn around there and go through, it actually keeps the flow pretty well," said Jenkerson. "It's very European. I like it. It makes sense because you don't have to stop."

While confusion and frustration may be the sentiment of some drivers on this changing road, at least one sees the positive side of all the construction. However this massive highway project is viewed, it is here to stay. Its completion is imminent and the traffic surely is not going to stop.



Construction continues on Highway 213 behind Clackamas Community College. The Jughandle project has been going on since the spring of 2011.

Joshua Dillen The Clackamas Print

Correction:

A story in the Oct. 25 issue of *The Clackamas Print* incorrectly reported the source of funding for a track improvement. The funds came from a grant from the Innovation Grant.

POLICE BLOTTER

Oct. 18 - A misdemeanor theft was reported at the bus stop some time between the hours of 8 a.m. and 7 p.m.

Oct. 26 - Unauthorized use of a motor vehicle was reported.

Oct. 29 - Tools and other equipment were reported stolen from the Barlow tool room. The Campus Safety Patrol Jeep was stolen and subsequently recovered.

Nov. 3 - Graffiti was reported in the Rook men's bathroom.

Nov. 5 - Barlow 233 and 226 were broken into and burglarized.

POLICE BLOTTER

PRINT Staff

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