

- 1 That the accessways be dedicated to the public as public right-of-way prior to the final approval of the development, or
- 2 That the developer incorporate the accessway into a recorded easement or tract that specifically requires the property owner and future property owners to provide for the ownership, liability and maintenance of the accessway.

~~12.04.200 Street Design—Constrained Local Streets and/or Rights-of-Way.~~

~~Any accessway with a pavement width of less than thirty-two feet shall require the approval of the City Engineer, Community Development Director and Fire Chief and shall meet minimum life safety requirements, which may include fire suppression devices as determined by the fire marshal to assure an adequate level of fire and life safety. The standard width for constrained streets is twenty feet of paving with no on-street parking and twenty-eight feet with on-street parking on one side only. Constrained local streets shall maintain a twenty-foot wide unobstructed accessway. Constrained local streets and/or right-of-way shall comply with necessary slope easements, sidewalk easements and altered curve radius, as approved by the City Engineer and Community Development Director.~~

**DRAFT AMENDMENTS TO THE OREGON CITY
MUNICIPAL CODE
MOBILITY STANDARDS - DRAFT 5/7/13**

12.04.205 - ~~Intersection~~ level of Service Mobility Standards.

Delete existing section and replace with the following:

Development shall demonstrate compliance with intersection mobility standards. When evaluating the performance of the transportation system, the City of Oregon City requires all intersections, except for the four identified in subsection D below, to be maintained at or below the following mobility standards during the two-hour peak operating conditions. The first hour has the highest weekday traffic volumes and the second hour is the hour before or after the first hour.

A. For intersections within the regional center as defined in the Regional Transportation Plan, the following mobility standards apply:

1. During the first hour, a maximum v/c ratio of 1.10 shall be maintained. For signalized intersections, this standard applies to the intersection as a whole. For unsignalized intersections, this standard applies to movements on the major street. There is no performance standard for the minor street approaches.
2. During the second hour, a maximum v/c ratio of 0.99 shall be maintained at signalized intersections. For signalized intersections, this standard applies to the intersection as a whole. For unsignalized intersections, this standard applies to movements on the major street. There is no performance standard for the minor street approaches.
3. Intersections on the Regional Center boundary shall be considered within the Regional Center.

B. For intersections outside of the regional center but designated on the Arterial and Throughway Network as defined in the Regional Transportation Plan, the following mobility standards apply:

1. During the first hour, a maximum v/c ratio of .99 shall be maintained. For signalized intersections, this standard applies to the intersection as a whole. For unsignalized intersections, this standard applies to movements on the major street. There is no performance standard for the minor street approaches.
2. During the second hour, a maximum v/c ratio of 0.99 shall be maintained at signalized intersections. For

signalized intersections, this standard applies to the intersection as a whole. For unsignalized intersections, this standard applies to movements on the major street. There is no performance standard for the minor street approaches.

C. For intersections outside the boundaries of the regional center and not designated on the Arterial and Thoroughway Network as defined in the Regional Transportation Plan, the following mobility standards apply:

1. For signalized intersections:
 - a. During the first hour, LOS "D" or better will be required for the intersection as a whole and no approach operating at worse than LOS "E" and a v/c ratio not higher than 1.0 for the sum of the critical movements.
 - b. During the second hour, LOS "D" or better will be required for the intersection as a whole and no approach operating at worse than LOS "E" and a v/c ratio not higher than 1.0 for the sum of the critical movements.
2. For unsignalized intersections outside of the boundaries of the Regional Center:
 - a. For unsignalized intersections, during the peak hour, all movements serving more than 20 vehicles shall be maintained at LOS "E" or better. LOS "F" will be tolerated at movements serving no more than 20 vehicles during the peak hour.

D. The City's Transportation System Plan identifies four intersections located on state facilities containing capacity deficiencies that are likely to exceed the above-referenced mobility standards within the planning period.

1. These include:
 - a. I-205 / OR 99E interchange
 - b. I-205 / OR 213 interchange
 - c. OR 99E (McLoughlin Blvd) south of Main Street
 - d. OR 213 / Beavercreek Road
2. Until the City adopts new performance measures that identify alternative mobility targets, the City shall exempt trips impacting the above-mentioned intersections from the mobility standard limitations where the proposed development is permitted, either conditionally, outright, or through detailed development master plan approval, within the underlying zoning classification.
3. In the case of conceptual development approval for a master plan, where it is not possible to evaluate how these intersections will function over time, the City impose conditions that evaluation of the extent of the transportation impacts and the form of mitigation will be determined at the time of detailed development plan for all phases.
4. Development which does not comply with the mobility standards for the intersections identified in 12.04.205.D.1 shall construct the improvements identified in the Transportation System Plan (TSP) and on Table 12.04.205.D for the impacted intersection.

Table 12.04.205.D

<u>Location</u>	<u>Improvement</u>	<u>Project Number in TSP</u>
<u>I-205 / OR 99E Interchange</u>	<u>OR 99E Transit Signal Priority / Dunes Drive to 10th Street</u>	<u>T2</u>
<u>I-205 / OR 99E Interchange</u>	<u>McLoughlin Boulevard Improvements / 10th Street to Main Street</u>	<u>D74</u>
<u>I-205 / OR 99E Interchange</u>	<u>I-205 Interchange / OR 99E -- Add 2nd SB left-turn lane on OR 99E and widen on-ramp to I-205 SB.</u>	<u>D75</u>
<u>I-205 / OR 99E Interchange</u>	<u>I-205 Interchange / OR 99E -- Add 2nd WB left-turn lane on off-ramp to OR 99E.</u>	<u>D76</u>
<u>OR 213 / Beavercreek Road</u>	<u>Southbound OR 213 Advanced Warning System</u>	<u>D14</u>
<u>OR 213 / Beavercreek Road</u>	<u>OR 213/Beavercreek Road Operational Enhancement</u>	<u>D27</u>