



# City of Oregon City

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## Staff Report

File Number: PC 18-061

**Agenda Date:** 5/2/2018

**Status:** Agenda Ready

**To:** City Commission

**Agenda #:** 7a.

**From:** Community Development Director Laura Terway

**File Type:** Land Use Item

### **SUBJECT:**

Second Reading of Ordinance No. 18-1004, for LE 17-03: Legislative Amendment to Amend Chapter 12.04.205 of the Oregon City Municipal Code for Alternative Mobility Standards for the Highway 213 Intersection at Beavercreek, and the Transportation System Plan Project List

### **RECOMMENDED ACTION (Motion):**

Staff recommends the City Commission approve Planning file LE 17-03 and the second reading of Ordinance 18-1004.

### **BACKGROUND:**

After reviewing all of the evidence in the record and considering the testimony of the public, on March 26, 2018 the Planning Commission recommended the City Commission approve Planning file LE 17-03 for Alternate Mobility Standards with a vote of 5-1-1. The City Commission approved the first reading on April 18, 2018. The record is closed and no testimony will be accepted unless reopened by the Commission.

### Summary of Proposal:

Oregon City's 2013 Transportation System Plan (TSP) determined that the Highway 213 (OR 213) corridor from Redland Road to Molalla Avenue (including the intersection of Beavercreek Road) will exceed the current mobility target in 2035, resulting in more congestion than is allowed. Lacking the financial capability of implementing major capacity-increasing projects, the TSP identified a variety of minor improvements and a project in which the community would investigate alternative mobility targets to identify feasible solutions.

This project analyzed the corridor in greater detail and identified a package of additional improvements, amended the Municipal Code to implement the project (including changing the mobility target at Beavercreek and OR 213), and amended the Capital Improvement Projects (CIP) list project lists to collect funding for the new projects identified through system development charges. The project concluded that the cost constrained (or likely to be funded) improvements already identified in the Transportation System Plan and/or the Regional Transportation Plan would meet our existing mobility limitations for other locations within the corridor including Redland Road/OR 213. The overall package increases safety and capacity for the intersection of OR 213 and Beavercreek Road from the existing projects identified in the Transportation System Plan and reflects the recommendations of a variety of stakeholders on the Community Advisory Group, Technical Advisory Group, as well as the Planning Commission.

The targets are based on volume to capacity ratio (v/c), which is our primary measure of congestion used in the City and a common and accepted measure of congestion throughout the United States.

For the intersection of OR213 and Beavercreek Road, the following mobility standards are proposed:

- Increasing the mobility from 0.99 for the first and second hour to a maximum of 1.00 for the first, second, and third hours
- Adding the following improvements to the TSP:
  1. Construct a westbound right-turn merge lane from Beavercreek Road onto OR 213 northbound. High visibility pavement markings and signage are recommended for pedestrians and bicycles to cross the channelized lane safely, and consideration should be given to installing a rectangular rapid flash beacon (RRFB) for increased visibility.
  2. Infill sidewalk on Beavercreek Road from south of the Coltrane Path to north of Marjorie Lane.
  3. Install various safety improvements in the area.

In addition, the project would amend the calculation of the maximum v/c ratio to be based on an average annual weekday peak hour.

The project included significant communication and partnership with the Oregon Department of Transportation (ownership of OR 213) as well as Clackamas County (ownership of Beavercreek Road east of OR 213).