



## Legislation Details (With Text)

<b>File #:</b>	PC 18-006	<b>Version:</b>	1	<b>Name:</b>	
<b>Type:</b>	Land Use Item	<b>Status:</b>		Agenda Ready	
<b>File created:</b>	1/11/2018	<b>In control:</b>		Planning Commission	
<b>On agenda:</b>	1/22/2018	<b>Final action:</b>			
<b>Title:</b>	L 17-03: Legislative Amendment to amend to Chapter 12.04.205 of the Oregon City Municipal Code for alternative mobility standards for Highway 213 intersections at Beavercreek and Redland Roads, and to amend the Transportation System Plan project list.				
<b>Sponsors:</b>	John Lewis				
<b>Indexes:</b>					
<b>Code sections:</b>					
<b>Attachments:</b>	1. Commission Report, 2. L 17-03 Staff report, 3. Exhibit 1. Alternative Mobility Targets Final Report, 4. Exhibit 1. Final Report Appendices, 5. Exhibit 2. 12.04.205 Proposed Changes, 6. Exhibit 3. TSP Project List Amendments, 7. Exhibit 4. TSP Project Map, 8. Land Use Application Form, 9. Applicant's Narrative and Code Responses, 10. Combined Neighborhood Meeting Materials				

Date	Ver.	Action By	Action	Result
1/22/2018	1	Planning Commission	continue to a date certain	Pass

L 17-03: Legislative Amendment to amend to Chapter 12.04.205 of the Oregon City Municipal Code for alternative mobility standards for Highway 213 intersections at Beavercreek and Redland Roads, and to amend the Transportation System Plan project list.

### RECOMMENDED ACTION (Motion):

Staff recommends the Planning Commission recommend approval of L 17-03 and forward to the City Commission.

### BACKGROUND:

Oregon City's 2013 Transportation System Plan (TSP) determined that the Highway 213 (OR213) 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 at these locations, alternative mobility targets are necessary at this intersection; however, some improvements are feasible in the cost-constrained TSP to improve safety and minimize future congestion.

The amendments to Chapter 12.04.205 of the municipal code reflect the recommendations of a Community Advisory Group and Technical Advisory Group on the appropriate mobility targets for Highway 213 at Beavercreek Road. The targets are based on volume to capacity ratio (v/c), which is a common and accepted measure of congestion in Oregon.

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

- During the first, second and third hours, a maximum v/c ratio of 1.00 shall be maintained.

Calculation of the maximum v/c ratio will be based on an average annual weekday peak hour.

The following improvements are recommended for the intersection of OR213 and Beavercreek Road and are proposed as new TSP Projects:

- Construct a westbound right-turn merge lane. 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.
- Infill sidewalk on Beavercreek Road from south of the Coltrane Path to north of Marjorie Lane.
- Install various safety improvements in the area.

**BUDGET IMPACT:**

Amount:

FY(s):

Funding Source: