



## Legislation Details (With Text)

<b>File #:</b>	PC 18-061	<b>Version:</b>	1	<b>Name:</b>	2nd Reading of Ordinance No. 18-1004, Alternative Mobility Standards
<b>Type:</b>	Land Use Item	<b>Status:</b>			Agenda Ready
<b>File created:</b>	4/20/2018	<b>In control:</b>			City Commission
<b>On agenda:</b>	5/2/2018	<b>Final action:</b>			5/2/2018
<b>Title:</b>	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				
<b>Sponsors:</b>	Laura Terway				
<b>Indexes:</b>					
<b>Code sections:</b>					

**Attachments:** 1. Staff Report, 2. Ordinance No. 18-1004, 3. Attachment A. Amendments to Chapter 12.04.205 of the Oregon City Municipal Code, 4. Attachment B Transportation System Plan Project List Amendments, 5. Attachment C. LE 17-03 Findings and Recommendation, 6. Attachment C. Exhibit 1. Planning Commission Issues Matrix, 7. Attachment C. Exhibit 1a. 1993-05-19 City Commission Minutes, 8. Attachment C. Exhibit 1b. Hwy 213 Improvements Before and After Images, 9. Attachment C. Exhibit 1c. Hwy 213 Corridor Study 2000, 10. Attachment C. Exhibit 1d. ODOT Stormwater Improvements Images, 11. Attachment C. Exhibit 1e. GOCWC Watershed Action Plan, 12. Attachment C. Exhibit 2. Alternative Mobility Targets Final Report, 13. Attachment C. Exhibit 2a. Final Report Appendices, 14. Attachment C. Exhibit 3. OCMC 12.04.205 Proposed Changes, 15. Attachment C. Exhibit 4. TSP Amendments, 16. Attachment C. Exhibit 5. TSP Projects Map, 17. Attachment C. Exhibit 6. Existing TSP/RTP Map of Newell Creek/Holly Lane Shared Use Path, 18. Attachment C. Exhibit 7. Natural Resource Overlay District Maps, 19. Attachment C. Exhibit 8. Adopted Local Wetland Inventory (Relevant Excerpts), 20. Attachment C. Exhibit 9. Greater Oregon City Watershed Assessment, 21. Attachment C. Exhibit 10. Greater Oregon City Watershed Council Action Plan, 22. Attachment C. Exhibit 11. Metro Compliance Report 2017, 23. Attachment C. Exhibit 12. 2004 Drainage Improvements Fact Sheet, 24. Attachment C. Exhibit 13. Metro Phase I and Phase II ESEE Analysis, 25. Attachment C. Exhibit 14. Public Comments, 26. Attachment C. Exhibit 15. Land Use Application Form, 27. Attachment C. Exhibit 15a. Applicant's Narrative and Code Responses, 28. Attachment C. Exhibit 15b. Combined Neighborhood Meeting Materials, 29. Planning Commission Memo to the City Commission

Date	Ver.	Action By	Action	Result
5/2/2018	1	City Commission	approve on second reading and final adoption	Pass

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).