

Table V- XX Road Operations Performance Standards

PM 2 Hour Peak - Performance Standards for Arterial and Collector Roads	<i>Planning Standards: TSP, Comprehensive Plan Amendment, Zone Change</i>		<i>Engineering and Roadway Design</i>		<i>All other Development Review</i>	
	1 st Hour	2 nd Hour	1 st Hour	2 nd Hour	1 st Hour	2 nd Hour
Urban Area – Inside Metro by Land Use Type – as identified on Comp Plan Map IV – 8						
<i>Central City Regional Centers Town Centers Main Streets Station Communities</i>	1.1	.99	1.1	.99	1.1	.99
<i>Corridors Industrial Areas Intermodal Facilities Employment Areas Inner Neighborhoods Outer Neighborhoods</i>	.99	.99	.99	.99	.99	.99
Other Principal Arterials	1st Hour	2nd Hour	1st Hour	2nd Hour	1st Hour	2nd Hour
<i>OR 99E (from Lincoln Street to OR 224 interchange)</i>	1.1	.99	1.1	.99	1.1	.99
<i>Other Principal Arterial Routes; I-205^B I-5 (Marquam Bridge to Wilsonville)^B OR 212 OR 224 OR 213</i>	.99	.99	.99	.99	.99	.99
Urban Areas Outside of Metro	1st Hour	2nd Hour	1st Hour	2nd Hour	1st Hour	2nd Hour
<i>County Roads – Inside Cities If analysis is required</i>	LOS D		LOS D		LOS D	
Rural Area - Outside Metro PM Peak Hour Performance Standards	1st Hour	2nd Hour	1st Hour	2nd Hour	1st Hour	2nd Hour
Intersection of ODOT Facilities and County Roads depending upon posted speed and highway classification						
<i>Inside Urban Growth Boundary</i>	<i>0.80 to 0.95</i>	<i>0.80 to 0.95</i>	<i>0.80 to 0.95</i>	<i>0.80 to 0.95</i>	<i>0.80 to 0.95</i>	<i>0.80 to 0.95</i>
<i>Unincorporated Communities</i>	<i>0.70 to 0.80</i>	<i>0.70 to 0.80</i>	<i>0.70 to 0.80</i>	<i>0.70 to 0.80</i>	<i>0.70 to 0.80</i>	<i>0.70 to 0.80</i>
<i>Rural Lands</i>	<i>0.70 to 0.75</i>	<i>0.70 to 0.75</i>	<i>0.70 to 0.75</i>	<i>0.70 to 0.75</i>	<i>0.70 to 0.75</i>	<i>0.70 to 0.75</i>
Rural County Roads	1st Hour	2nd Hour	1st Hour	2nd Hour	1st Hour	2nd Hour
<i>Intersections</i>	LOS D		LOS D		LOS D	