# TSP JOINT CITY/COUNTY WORKSHOP

**August 26, 2025 at 5:30 PM**

**Port of Morrow, 2 E Marine Drive, Boardman, OR**

## AGENDA

1. **CALL TO ORDER**
2. **FLAG SALUTE**
3. **MAYOR'S WELCOME**
   - **A.** See invited members on meeting details page.
4. **DISCUSSION**
   - **A.** The purpose of the work session is to present and take comments on a preliminary DRAFT of the Boardman Transportation System Plan (TSP). The work session feedback will be instrumental in the preparation of the Final DRAFT TSP before the formal adoption process beginning in October 2025.
5. **PUBLIC COMMENT**

   INVITATION FOR PUBLIC COMMENT – The mayor will announce that any interested audience members are invited to provide comments. Anyone may speak on the Draft Transportation System Plan. The mayor may limit comments to 3 minutes per person for a total of 30 minutes. Please complete a request to speak card prior to the meeting. Speakers may not yield their time to others.
6. **ADJOURNMENT**

Zoom Meeting Link: https://us02web.zoom.us/j/2860039400?omn=89202237716

This meeting is being conducted with public access in-person and virtually in accordance with Oregon Public Meeting Law. If remote access to this meeting experiences technical difficulties or is disconnected and there continues to be a quorum of the council present, the meeting will continue.

The meeting location is accessible to persons with disabilities. Upon request of an individual who is deaf or hard of hearing, accommodations such as sign language or equipment for the hearing impaired must be requested at least 48 hours prior to the meeting. To make your request, please contact the City Clerk at 541-481-9252 (voice), or by e-mail at city.clerk@cityofboardman.com.

Boardman STRATEGIC PLAN
CONNECTING COMMUNITIES
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# CITY OF BOARDMAN TRANSPORTATION SYSTEM PLAN

## Joint City of Boardman/Morrow County Work Session

## August 26, 2025

# Meeting Agenda

- TSP Development Overview
- Review DRAFT TSP
- Review DRAFT Development Code/Implementing Ordinances
- Adoption Schedule

# TSP Development Overview

# What is a TSP?

- Long-range planning document that identifies multimodal transportation network improvements for the next 20 years.
- Current Boardman TSP was last adopted in 2001. Minor updates since.

# Why Are We Updating Now?

- City awarded a TGM Grant.
- Significant population growth, new residential and commercial infill development, and expansion of the Port of Morrow have increased travel demand.
- An updated TSP aligns with evolving city goals for the next 20 years of transportation planning and funding.

# DRAFT Boardman TSP

# TSP Goals and Objectives

Safety

Mobility

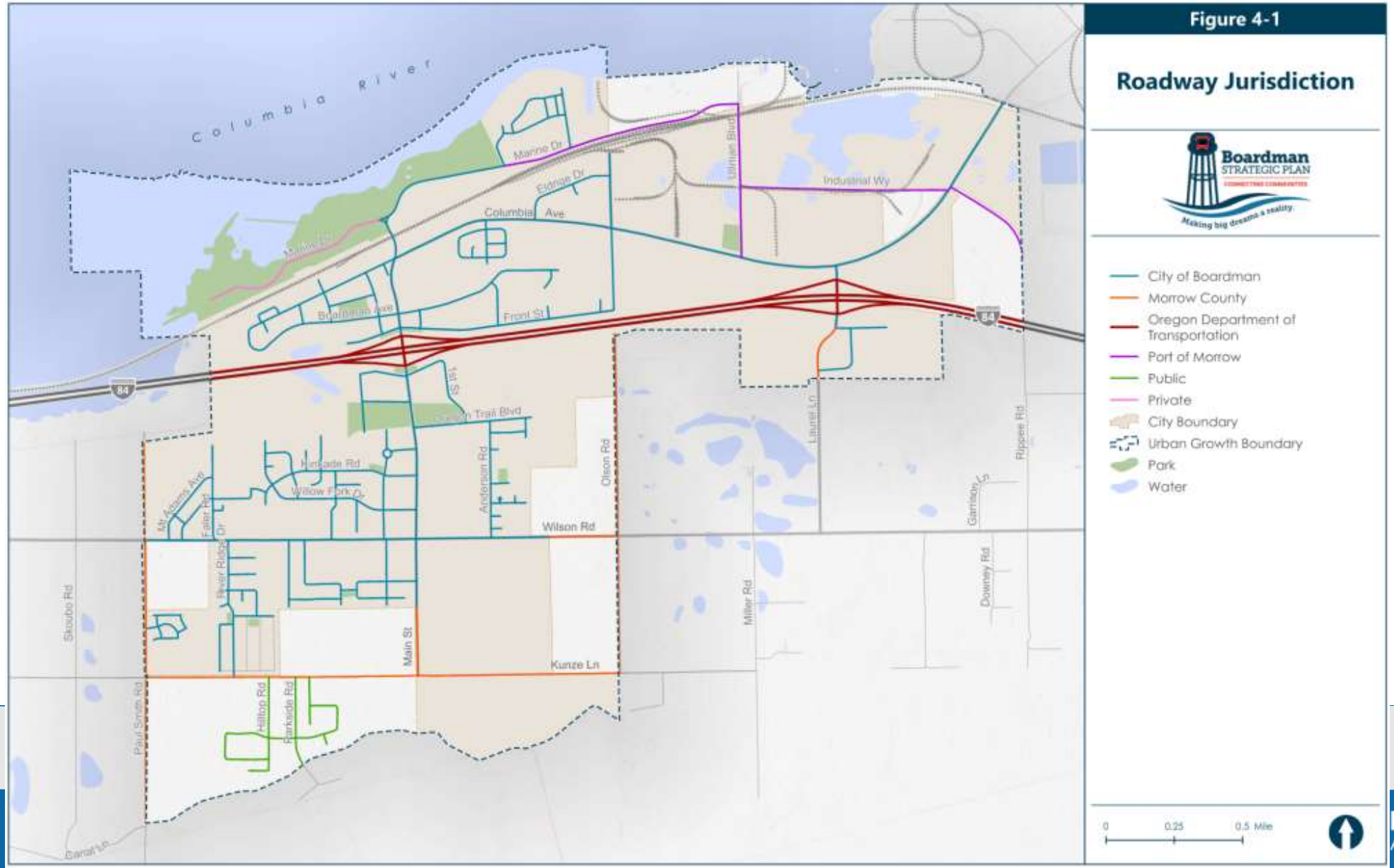
Accessibility & Connectivity

Community

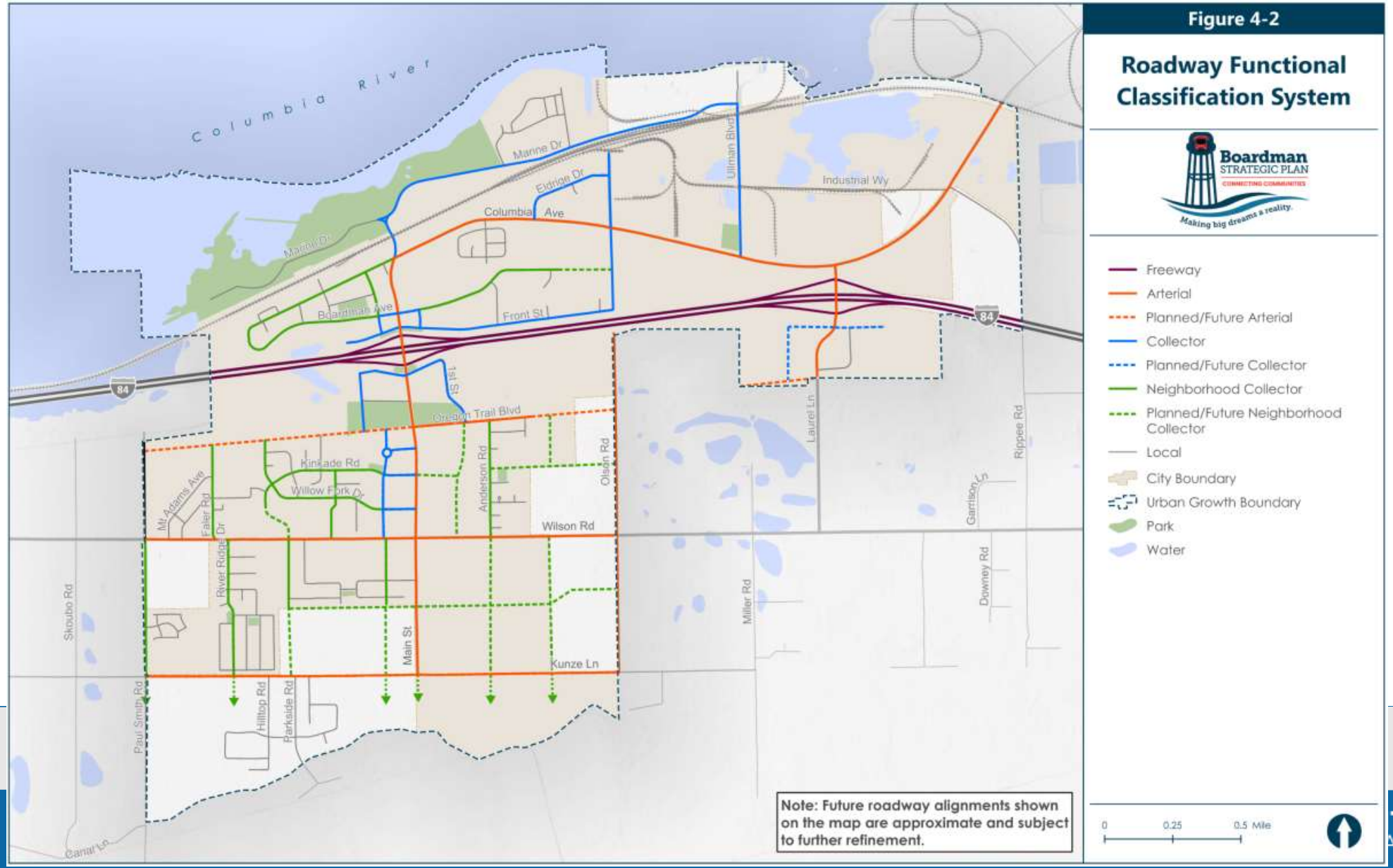
Sustainability

Strategic Investment

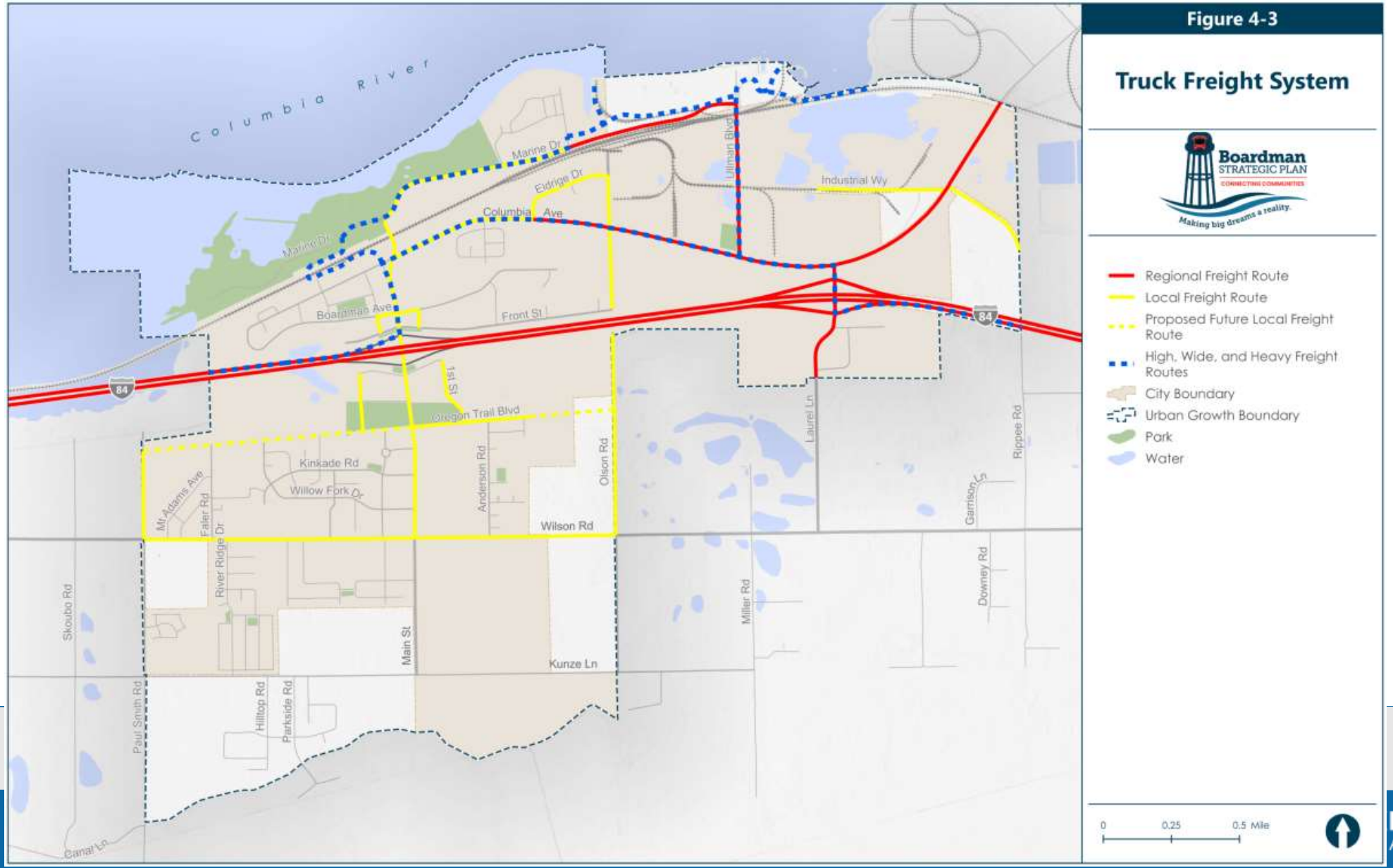
# Guiding the Transportation Network



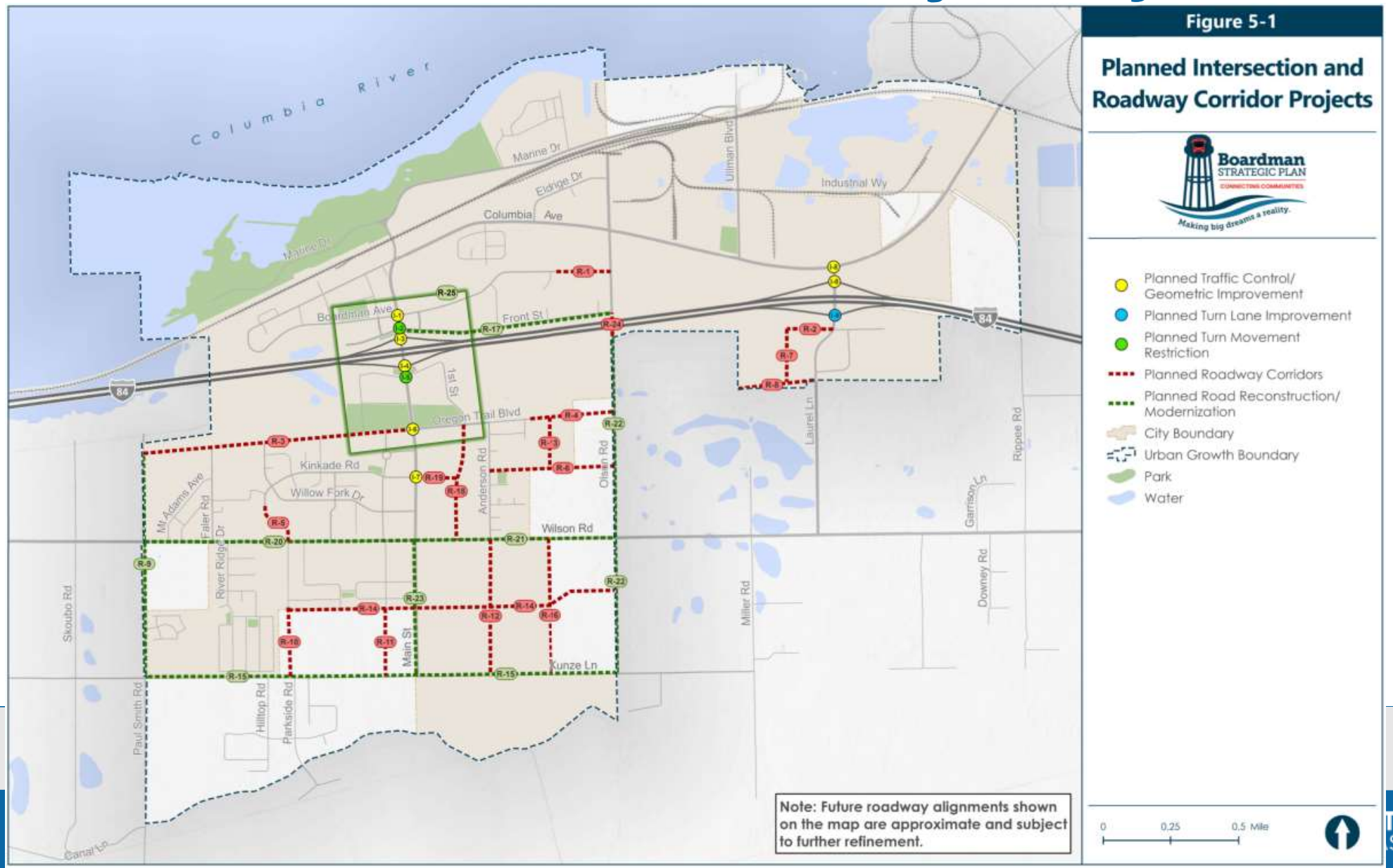
# Guiding the Transportation Network



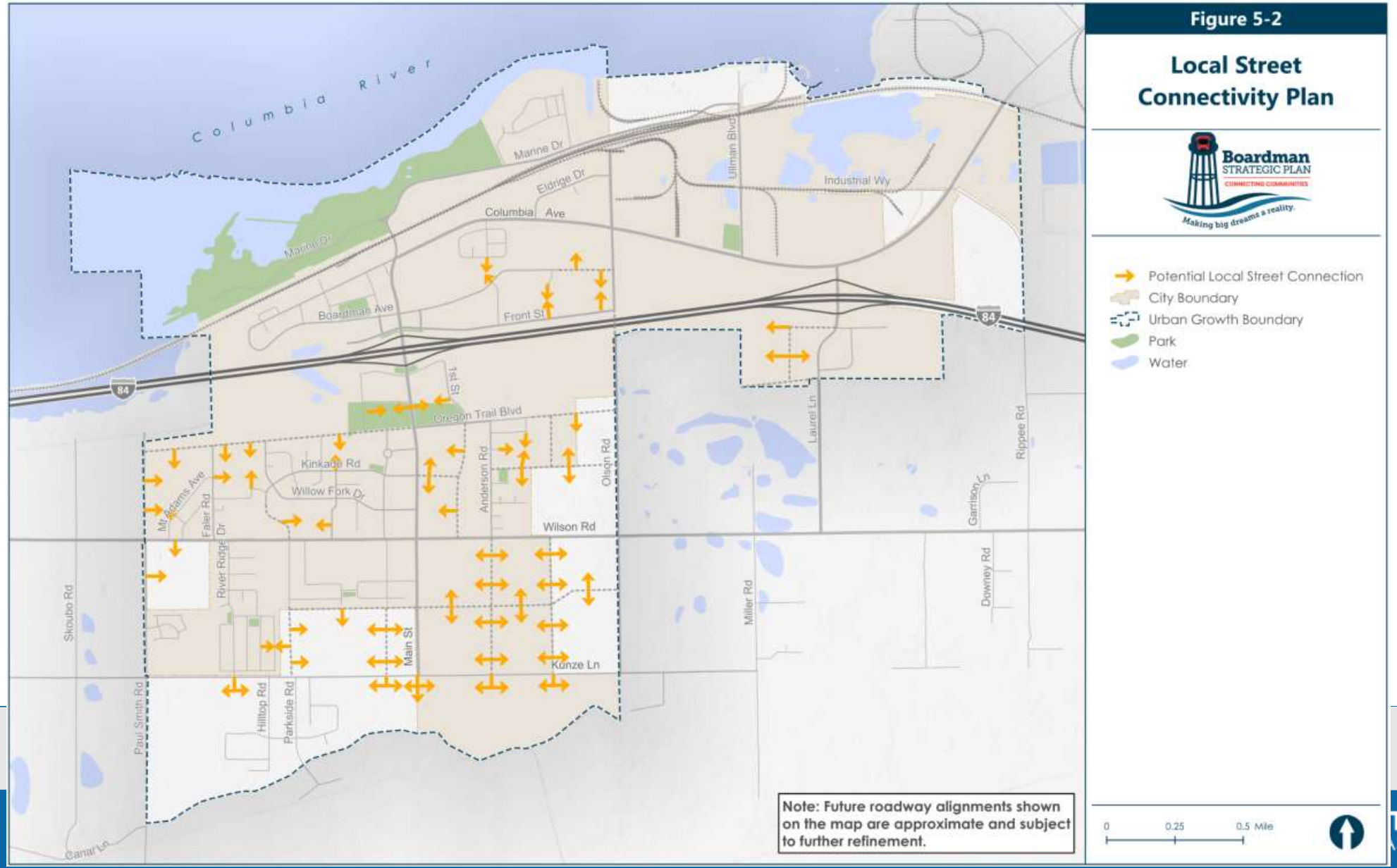
# Guiding the Transportation Network



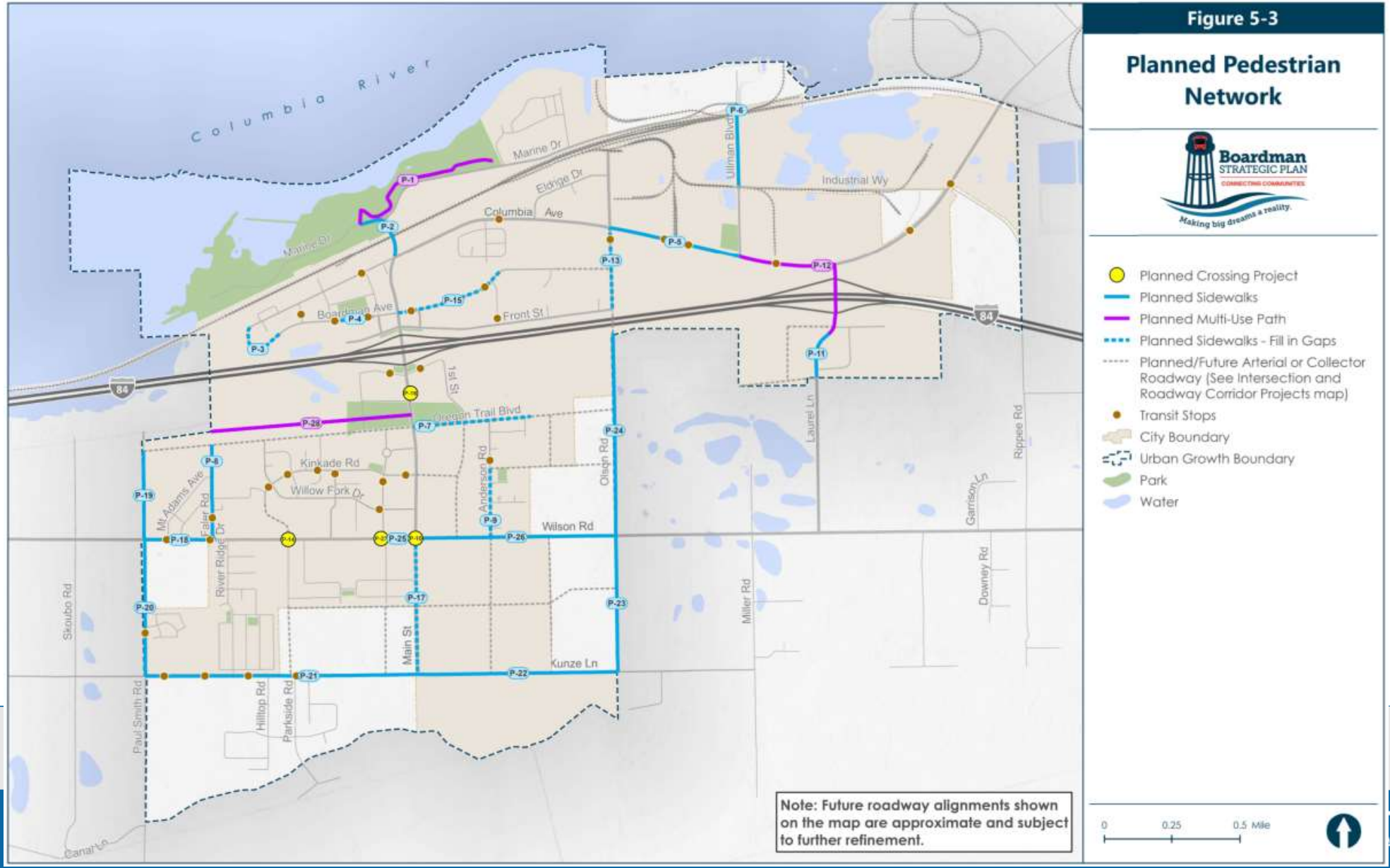
# Intersection and Roadway Projects



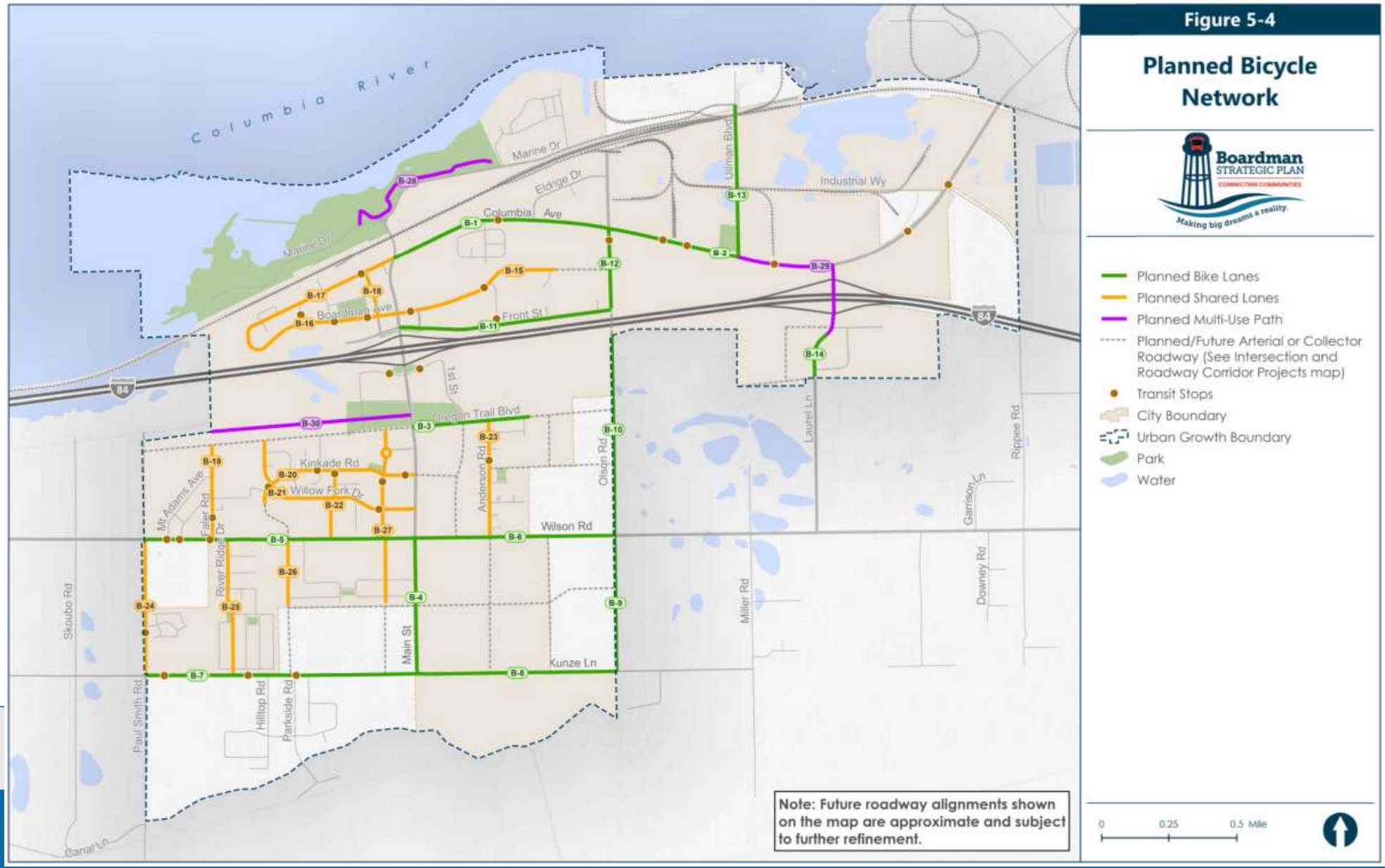
# Local Street Connectivity Plan



# Pedestrian Projects

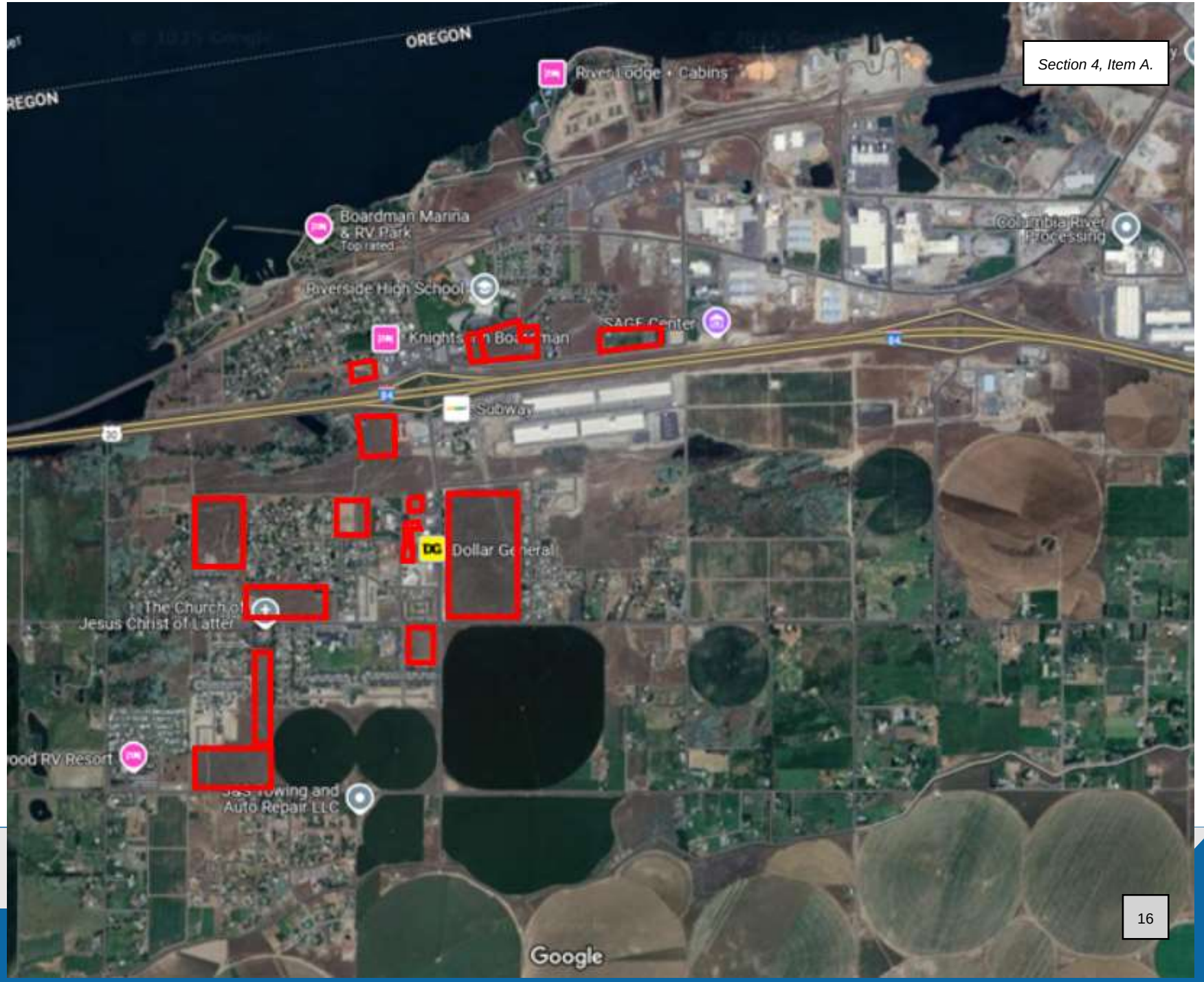


# Bicycle Projects



# Main Street Corridor

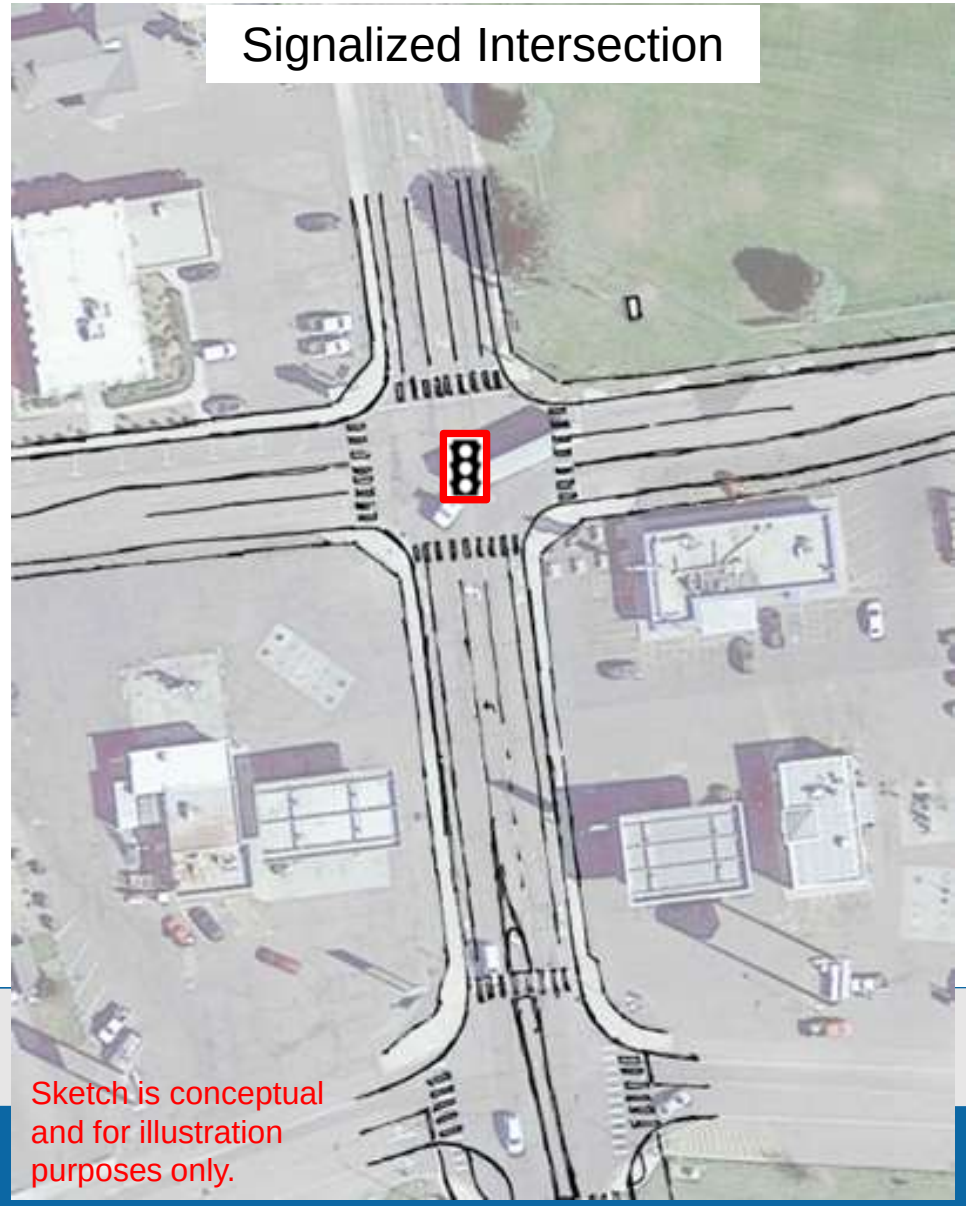
Red boxes represent reasonable likely development areas in Boardman over next 20 years. Growth is primarily focused south of I-84 and west of Main Street



# Main Street Corridor

1. N. Front St Accesses
2. N. Main St/ Boardman Ave
3. S. Main St/ Oregon Trail Blvd
4. I-84/Main Street Interchange

# N. Main Street/Boardman Ave

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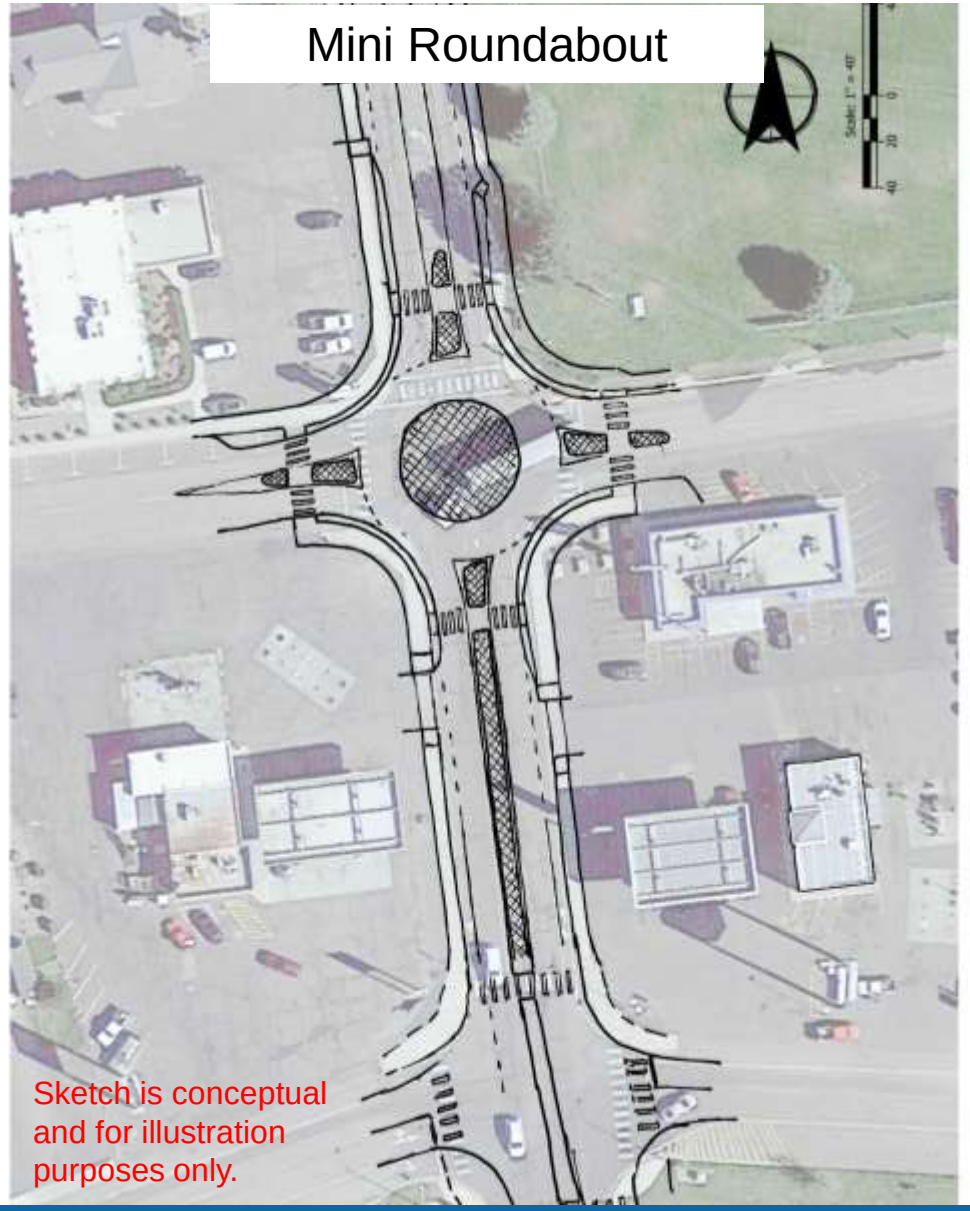


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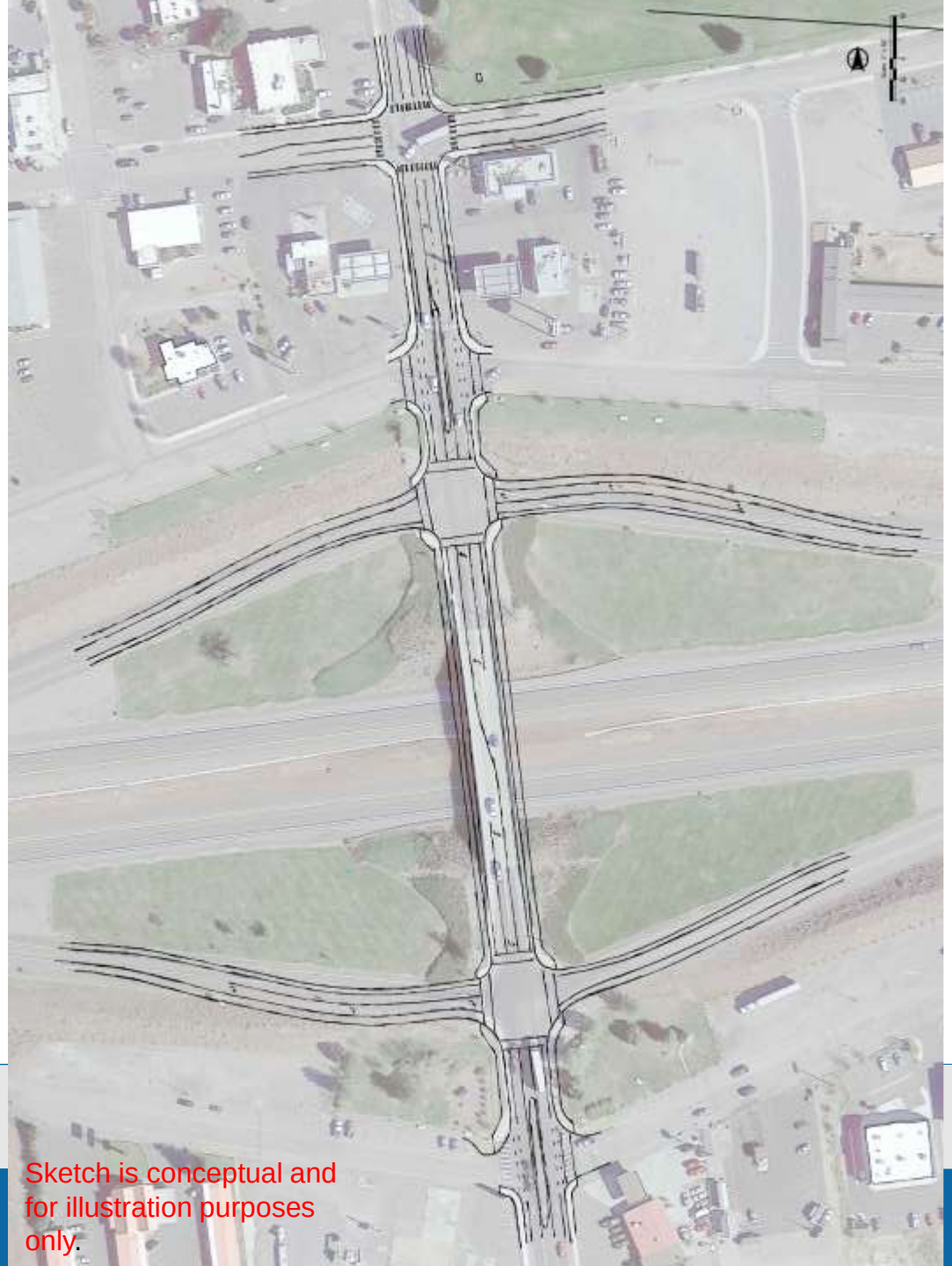
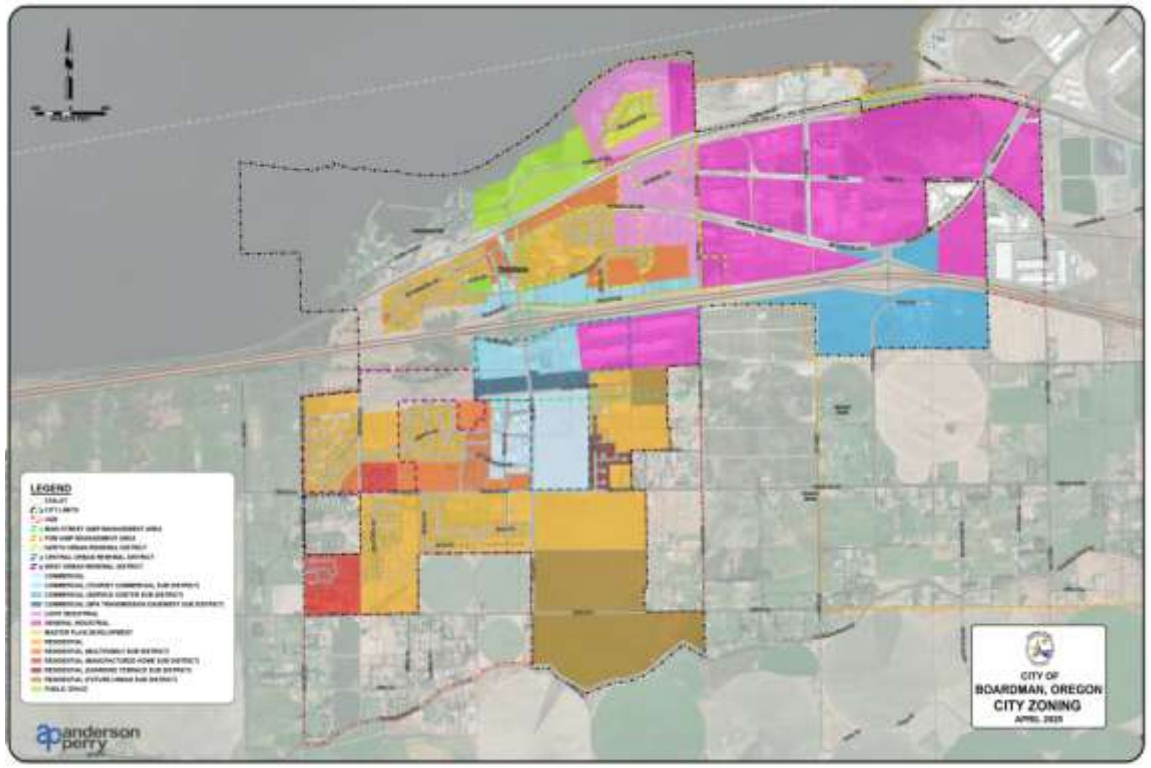
# I-84/Main Street Interchange



Sketch is conceptual and for illustration purposes only.

# Development Code/Implementing Ordinances Update

# Development Code Updates

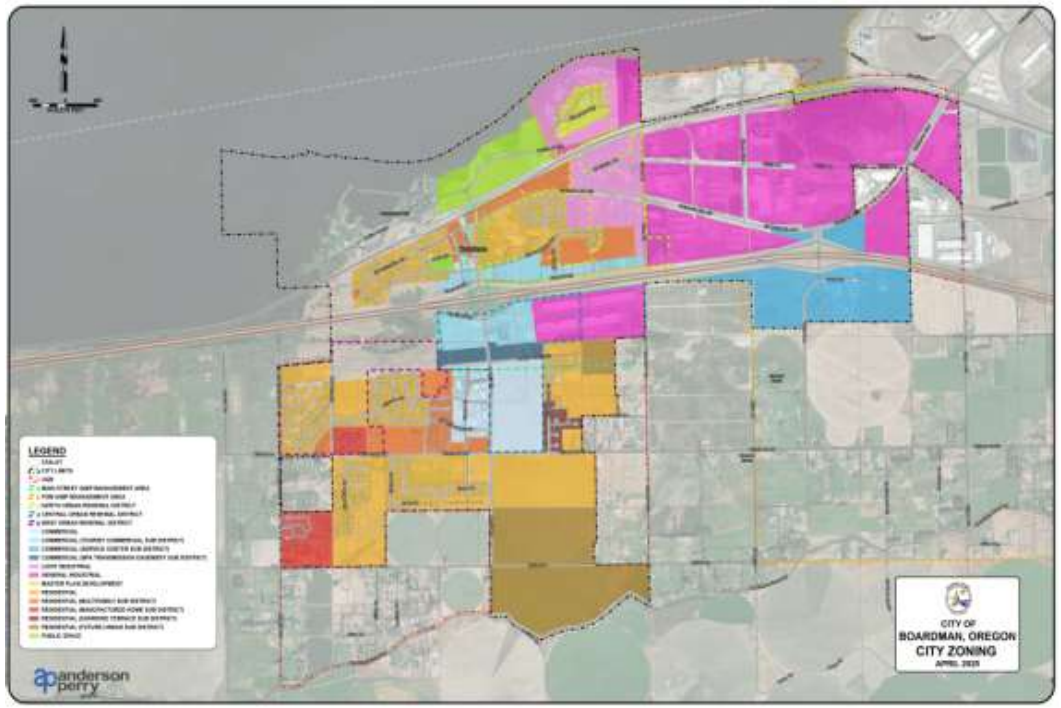



- "Implementing Ordinances" Memo
- Purpose
  - Reflect updated TSP
  - Comply with State's Transportation Planning Rule (TPR)

# Development Code Updates


- Themes
  - Consistency with updated TSP
  - Pedestrian- and transit-supportive development
  - Permitting for transportation facilities

# Draft Implementing Ordinances Memo




- Draft code language
  - Consistency with TSP
    - Block standards and spacing
    - Road design standards (PWS)
    - Traffic Impact Study requirements
  - Pedestrian- and transit-supportive development
    - Ped access and circulation standards
    - Transit and rideshare uses in parking areas
    - Transit stop improvements
  - Permitting for transportation facilities
    - Consolidated permitting
    - When permitting is not required

# Development Code Updates


- City/County joint work session
- Adoption version
- City and County hearings
- Final version

# Adoption Schedule

# Proposed Adoption Timeline

- DRAFT TSP submitted to DLCD 9/16 – begins 35-day review window.
- Boardman Planning Commission 10/22
- Boardman City Council 11/3 and, if needed 12/2
- Final TSP Due 12/18

# DRAFT TSP Content

| | | |
|---|---|---|
| **Date:** | August 19, 2025 | Kittelson Project No: 30287 |
| **To:** | Project Management Team (PMT) | |
| **From:** | Matt Hughart, AICP; Eza Gaigalas; and Krista Purser, PE; | |
| **Subject:** | Transportation System Plan – DRAFT Content | |

This document presents the Draft Boardman Transportation System Plan (TSP) Update, developed through collaboration between City and agency partners, the results of technical and policy analyses, and feedback received from the community and local constituent groups. Following review by the Project Management Team and Project Advisory Committee, the City will consider the document for adoption. The Final TSP will be formatted to be graphical and visually accessible to all audiences.

# Acknowledgements

The City of Boardman would like to acknowledge the following committees and individuals who helped guide the development of the Boardman Transportation System Plan. Their time and effort devoted to the planning process was instrumental in the creation of all aspects of the planning document.

## Project Management Team

- Carla McLane; City of Boardman Planning Official
- Stephanie Case; City of Boardman Principal Planner
- Arely Cambero; City of Boardman Planner
- Amanda Mickles; City of Boardman
- Roy Drago Jr; City of Boardman Public Works Director
- Mike Lees; Anderson Perry & Associates
- Devin Hearing; ODOT Contract Project Manager
- Abby Gisler – ODOT Region 5 Planner

## Project Advisory Committee (PAC)

- Heather Baumgartner; Boardman City Council
- Alex Hattenhauer; Business owner
- Jacob Cain; Port of Morrow
- Stephan Faus; Local bike/ped advocate
- Gabe Hansen; Morrow County School District
- Kaitlin Kennedy; Morrow County Planning
- Erik Imes; Morrow County Public Works
- Patrick Keely; The Loop
- Marlow Stanton; ODOT Region 5 Traffic Engineer
- David Jones; Boardman Planning Commission
- George Shimer; Boardman Parks and Recreation District
- Patter Perry; CTUIR
- Dawn Hert; Department of Land Conservation and Development (DLCD)
- Torrie Griggs; Boardman Chamber of Commerce
- Dejan Dudich; ODOT Transportation Planning & Analysis Unit (TPAU)

## Consultant Team

- Kittelson & Associates, Inc.
- MIG
- Zan Associates

*This project is partially funded by a grant from the Transportation and Growth Management (TGM) Program, a joint program of the Oregon Department of Transportation and the Oregon Department of Land Conservation and Development. This TGM grant is financed, in part, by Federal Highway Administration, local government, and the State of Oregon funds.*

*The contents of this document do not necessarily reflect views or policies of the State of Oregon.*

# TSP Organization

The Boardman TSP is presented in two volumes. Volume 1 constitutes the main TSP document and contains information that is likely to be of interest to the broadest audience. Volume 2 contains technical memoranda and data related to local transportation needs and facilities; these materials provide technical support for the information summarized in Volume 1.

## Volume 1

Volumes 1 includes the following plan chapters:

- **Chapter 1 - Introduction**: An overview of the planning context for the TSP.
- **Chapter 2 – Goals and Objectives**: Goals and objectives that reflect the community's long-term vision for the transportation system.
- **Chapter 3 – Transportation Context**: A high-level overview of the existing and future transportation system deficiencies and needs.
- **Chapter 4 – Guiding the Transportation Network**: An overview of the key system elements that guide future changes to the multimodal transportation system over the next 20 years.
- **Chapter 5 –Transportation Improvement Projects**: Recommended projects to support the city's anticipated transportation needs over the next 20 years.
- **Chapter 6**: Overview of transportation funding and implementation.

## Volume 2 (Under Separate Cover)

Volume 2 includes the following technical appendices:

- **Appendix A**: Community Profile and Trends
- **Appendix B:** Plans and Policy Review
- **Appendix C**: Goals, Objectives, and Evaluation Criteria
- **Appendix D**: Code Assessment Memorandum
- **Appendix E:** Methodology Memorandum
- **Appendix F**: Existing Conditions Inventory and Analysis
- **Appendix G**: Future Conditions Analysis
- **Appendix H**: Proposed Solutions
- **Appendix I:** Implementing Ordinances
- **Appendix J:** Public Outreach Summary

# Chapter 1 - Introduction

The Boardman Transportation System Plan (TSP) establishes a vision for the multimodal transportation system within Boardman for the next 20 years. It provides an adaptable framework for making transportation decisions in an increasingly unpredictable and financially constrained future. Once adopted, the TSP will serve as the transportation section of the Boardman Comprehensive Plan.

The local transportation system is intended to move people, goods, and services to, through, and within the City of Boardman and its Urban Growth Boundary (UGB). The system is used in essential aspects of daily life, including commuting to and from workplaces and schools, fulfilling basic needs, and recreating. The TSP aims to support projects, programs, and further studies that will upgrade and maintain the local transportation system to meet the needs of all users.

## TSP Purpose

The Boardman TSP identifies the transportation facilities, services, and investment priorities necessary to achieve the community's vision for a safe, efficient, and reliable transportation system. To meet future needs anticipated from ongoing growth over the next 20 years, the plan identifies priority investments, policies, and programs to support future transportation and land use decision making through the City's Comprehensive Plan. The TSP also serves as a resource for coordination amongst regional, local, and state agencies by providing:

- Location, function, and capacity of future streets, sidewalks, bikeways, pathways, transit services, and other transportation facilities.
- Solutions to address existing and future transportation needs for people walking, biking, riding transit, driving, and moving freight;
- Strategies to prioritize transportation investments that improve safety and access for all users of all ages and abilities; and
- Planning-level cost estimates for transportation infrastructure investments needed to support the community's vision, as well as possible funding sources and partners for these investments.

The TSP satisfies the state's requirements for a local transportation system plan to provide and encourage a safe, convenient, and economic transportation system, as established by Oregon Statewide Planning Goal 12: Transportation (OAR 660-012-0015).

## TSP Process

The Boardman TSP was updated through a process that identified transportation needs, analyzed potential options for addressing those needs over the next 20 years, and provided a financial

assessment of funding and a prioritized implementation plan. The following steps were involved in this process:

- Reviewing state, regional, and local transportation plans and policies that the Boardman TSP must either comply with or be consistent with.
- Gathering community input through regular interactions with a project advisory committee (PAC) and multiple public workshops/engagement activities.
- Establishing goals and objectives for the future transportation network
- Using a detailed inventory of existing transportation facilities and serve as a foundation to establish needs near- and long-term.
- Identifying and evaluating future transportation needs to support the land use vision and economic vitality of the urban area.
- Prioritizing improvements and strategies that are reflective of the community's vision and fiscal realities.

## Guiding Principles and Context

The TSP was developed in compliance with Oregon Revised Statute (ORS) 197.712 and the Department of Land Conservation and Development (DLCD) administrative rule known as the Transportation Planning Rule (TPR, OAR 660-012). These rules require that the TSP provides for a transportation system that accommodates the expected growth in population and employment based on the visions and expectations of the Comprehensive Plan. As required by the TPR, the TSP was developed in coordination with local, regional, and state plans, which helped shape the TSP's goals and objectives, as detailed in Chapter 2.

Per the TPR, this TSP identifies multimodal transportation needs for users of all ages, abilities, and incomes. As such, the TSP identifies solutions to address existing and future transportation needs, with a focus on enhancing safety and connectivity for people bicycling, walking, using transit, and driving. Also per the TPR, updates for the City's development code have been prepared to support implementation of the solutions in the TSP (see TSP Vol 2, Appendix I).

# Chapter 2: Goals and Objectives

The TSP goals are broad statements that, at a high level, reflect the community's desires and vision for the local transportation system. At the onset of the planning process, Boardman defined six goals and supporting objectives for its transportation system. These goals and objectives helped guide the review and documentation of existing and future transportation system needs, the development and evaluation of potential alternatives to address the needs, and the selection and prioritization of preferred projects for inclusion in the TSP update. The goals and objectives will enable the City to plan for, and consistently work toward, achieving the community vision.

These goals and objectives are presented below. Each goal is equal in priority and presented in no particular order.

## Goal #1: Safety

Improve the safety and comfort of the multimodal transportation network.

- Objective #1a: Address known safety issues at locations with a history of fatal and/or severe injury crashes.
- Objective #1b: Identify and prioritize transportation improvements that provide safe access for all users, regardless of age, ability, or mode of transportation.
- Objective #1c: Manage vehicular access to key transportation corridors consistent with engineering standards and access management principles, while maintaining reasonable access to adjacent land uses.

## Goal #2: Mobility

Provide an efficient multimodal transportation system.

- Objective #2a: Identify capacity constraints and develop projects and strategies to address those constraints, including intersection improvements, new crossings of I-84, and alternative multimodal connections.
- Objective #2b: Preserve and maintain the existing transportation system.
- Objective #2c: Support local and regional transit services through the advancement of stop amenities, service hubs, etc.

## Goal #3: Accessibility & Connectivity

Provide an interconnected, multimodal transportation network that connects all members of the community to key destinations.

- Objective #3a: Provide new connections to/from Boardman's neighborhoods, schools, parks, transit stops, employment centers, and other key destinations.

- Objective #3b: Address existing walking, biking, and rolling gaps in Boardman's multimodal network.
- Objective #3c: Increase multimodal connectivity across I-84.

## Goal #4: Community Focused

Provide a multimodal transportation system for all users to promote a livable and fully connected community.

- Objective #4a: Ensure that the transportation system provides equitable multimodal access for underserved and vulnerable populations to schools, parks, employment centers, commercial centers, health and social services, and other essential destinations.
- Objective #4b: Strengthen economic opportunities through the development of new transportation infrastructure.

## Goal #5: Sustainability

Provide a sustainable transportation system by promoting transportation choices and preserving environmental resources.

- Objective #5a: Consider alternative transportation facility designs in constrained areas to avoid or minimize impacts to natural resources.
- Objective #5b: Avoid or minimize transportation impacts to natural and cultural resources in the city.

## Goal #6: Strategic Investment

Make the most of transportation resources by leveraging available funding opportunities, preserve existing infrastructure, and reduce system maintenance costs.

- Objective #6a: Preserve and maintain the existing transportation system assets to extend their useful life.
- Objective #6b: Pursue grants and collaborate with partnering agencies to creatively fund transportation improvements and supporting programs.
- Objective #6c: Identify and maintain stable and diverse revenue sources to address transportation needs.

# Chapter 3 – Transportation Context

This chapter provides a high-level overview of findings from the transportation needs assessment, describing existing and future deficiencies in the transportation system based on existing conditions of each travel mode, population forecasts, and the community's vision for a connected, accessible, and equitable transportation system.

## Existing Transportation Conditions

The assessment provides a baseline understanding of the existing transportation system inventory and an analysis of how it operates, including traffic conditions, street connectivity, safety performance, and other aspects. The inventory also covers a review of land uses and population demographics to understand how they are served by the current transportation system.

Details on the inventory, review, and analyses of needs are provided in Volume 2, Appendix D. Key highlights of the inventory and findings are presented in Table 3-1 below and more details are provided in the following sections.

**Table 3-1. Existing Conditions Key Findings**

| Needs Category | Key Findings |
|---|---|
| **Land Uses & Population Demographics** | • The City of Boardman's UGB is largely bordered by agricultural and industrial lands, with significant residential development focused south of the I-84 corridor. To ensure the transportation system effectively and efficiently serves these designated land uses, it is critical to create and maintain a well-balanced multimodal transportation system that accommodates a variety of travel modes.<br>• The UGB is large geographically but limited by physical constraints that make development challenging and restrict connectivity to and from certain areas. To address these challenges, targeted strategies and transportation system improvements are needed to enhance existing connections and identify feasible options for new connections.<br>• Ensuring access to key destinations and local activity centers including schools, recreation areas, and businesses is important for maintaining a high quality of life for residents. |
| **Streets** | • There are many infill development opportunities. An efficient expansion of the existing street grid network is needed to service this infill development potential.<br>• Maintenance of existing facilities is a key need for the Urban Area. |
| **Intersections** | • Intersection improvements are needed to increase capacity at locations that are currently exceeding or projected to exceed their mobility targets in 2045:<br>  ○ Under existing weekday AM peak hour traffic conditions, N Main Street/Boardman Avenue, N Main Street/ N Front Street, and S Main Street/S Front Street exceed their mobility target.<br>  ○ Under weekday PM peak hour traffic conditions, N Main Street/N Front Street, N Main Street/I-84 WB Ramp Terminal, and S Main Street/S Front Street are forecast to operate above capacity. |

| Needs Category | Key Findings |
|---|---|
| **Safety** | • No fatal crashes were identified at any study intersections in the study period.<br>• The observed crash rate at the S Main Street / Wilson Lane intersection exceeds the 90th percentile crash rate. The urban four-leg stop controlled crash rate was used in the comparison. It is noted that if the rural four-leg stop controlled rate was used then the observed crash rate would not exceed the 90th percentile crash rate. Angle and turning-movement crashes were predominantly observed at this intersection. |
| **Walking & Biking Facilities** | • Walking and biking infrastructure along collector and arterial roads is limited. While some sidewalks exist on one or both sides of the streets, there are significant gaps in the pedestrian network primarily on collector roadways. The area also features a small network of on-street bike/pedestrian lanes and multi-use paths. |
| **Public Transportation** | • Continued coordination between the City, County, and other transit providers within the Boardman Urban Area is necessary to ensure that transit is a safe, reliable, and efficient transportation option, especially in areas where there are higher proportions of transit-dependent populations, and that walking and biking connections to transit service are available. |
| **Freight, Rail, & Marine** | • The Boardman Urban Area has a variety of freight, rail, and marine infrastructure that serve vital roles in the movement of goods. To support economic growth and ensure the safe and efficient movement of freight through the Urban Area, it is essential that these critical facilities effectively meet regional transportation needs:<br>○ **Freight Routes**: The Oregon Highway Plan (OHP) and National Highway System (NHS) designate I-84 and key local routes as freight corridors critical to state and national commerce. The Oregon Freight Plan identifies I-84 as a strategic corridor supporting freight movement between Portland and the Midwest. In Boardman, the Port of Morrow and agricultural industries generate significant truck traffic, while oversized freight operations such as wind turbine transport create safety and operational challenges at key intersections and require improved routing and infrastructure.<br>○ **Rail**: Boardman has a Class I Railroad Corridor which provides mobility to freight-dependent industries in Oregon and along the national rail network.<br>○ **Marine**: The Port of Morrow serves as the primary economic center of eastern Oregon, facilitating the movement of goods across regional, national, and international markets through its marine terminals along the Columbia River. |

## Population Forecasts

Future transportation needs were identified based on the existing transportation needs summarized previously and the anticipated growth in households within the Urban Area. The Portland State University (PSU) Population Research Center forecasts that the population within the UGB is expected to increase by 5,429 people as of the year 2045, representing an annual average growth rate of 3.5 percent.

# Future No-Build Traffic Analysis

To understand the needs of people driving and transporting freight in the Boardman Urban Area in 20 years, the future no-build traffic analyses at 14 study intersections based on forecast year 2045 traffic volumes. These analyses help identify areas that are expected to exceed applicable performance thresholds in 2045 and inform transportation projects, policies, and programs needed to support economic growth through the planning horizon.

Details on how traffic volumes were developed are provided in Volume 2, Appendix E. Based on discussions with the City regarding planned transportation improvements in Boardman's Capital Improvement Program (CIP) and anticipated private development projects, lane configuration changes were assumed. Key findings are presented below.

Ten intersections are forecast to exceed their mobility targets in either the weekday AM or PM peak hour conditions or both in 20 years including intersections owned by both ODOT and the City. The intersections projected to exceed mobility targets in 20 years include:

| | |
|---|---|
| **ODOT** | • N Main Street / I-84 Westbound Ramp Terminal<br>• S Main Street / I-84 Eastbound Ramp Terminal<br>• Laurel Lane / I-84 Westbound Ramp Terminal<br>• Laurel Lane / I-84 Eastbound Ramp Terminal |
| **City** | • N Main Street / Boardman Avenue<br>• N Main Street / N Front Street<br>• S Main Street / S Front Street<br>• S Main Street / Oregon Trail Boulevard<br>• S Main Street / Kinkade Road<br>• Laurel Lane / Columbia Avenue |

Resultant traffic operations for all study intersections are detailed in Volume 2, Appendix E.

# Chapter 4 – Guiding the Transportation Network

Boardman manages its transportation network through a variety of management plans, regulations, and standards to ensure a cohesive and coordinated system and one that reflects the goals and objectives of the City. This chapter presents the key system elements that guide needed changes to the multimodal transportation system over the next 20 years. A detailed project list and associated cost estimates are provided in Chapter 5.

## Roadway Jurisdiction

The roadways within the Boardman UGB fall under City, County, Port of Morrow, or ODOT jurisdiction. The respective jurisdiction of individual street segments is illustrated in Figure 4-1.

The City, Port of Morrow, and Morrow County intend to continue managing and maintaining their streets. It is recognized that streets within the UGB currently under Morrow County jurisdiction could be transferred to City control over time through various land use actions, such as annexations. Future potential transfers will be evaluated individually and carried out in accordance with relevant agreements between the City and the County.

# Figure 4-1

## Roadway Jurisdiction

Boardman STRATEGIC PLAN
CONNECTING COMMUNITIES
Making big dreams a reality.

- City of Boardman
- Morrow County
- Oregon Department of Transportation
- Port of Morrow
- Public
- Private
- City Boundary
- Urban Growth Boundary
- Park
- Water

0 0.25 0.5 Mile

## Roadway Functional Classification System

Roadway functional classifications organize the street network based on their role in the transportation system. The classifications define a roadway by their intended mobility and access control as they relate to land use. They designate desired street characteristics such as operational and design characteristics, pavement width, driveway (access) spacing requirements, and context-appropriate pedestrian and bicycle facilities.

The City's roadway functional classification system is illustrated in Figure 4-2 and consists of the following designations:

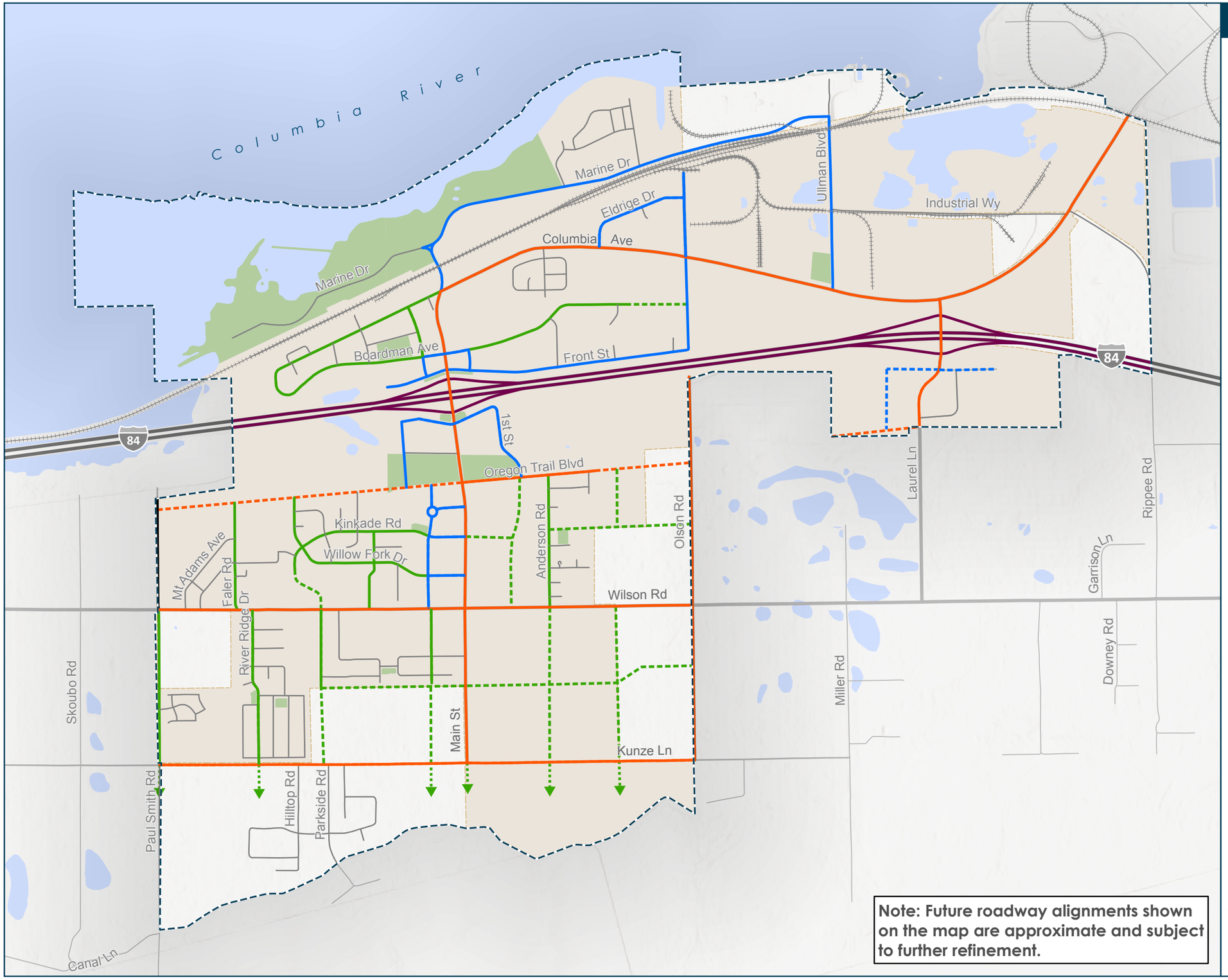
- **Freeways** are limited-access roads designed mainly for motorized vehicles traveling across regions or states. They provide the highest level of mobility and are typically high-speed routes with widely spaced access points in the form of interchanges. Freeways are separated by medians and generally have little or no access for pedestrians and bicyclists.
- **Arterials** are major roadways designed primarily to facilitate traffic flow through the urban areas. They support significant intra-urban travel and connecting Boardman to other regional travel corridors. While arterials may provide access to adjacent properties, their primary function is to accommodate major traffic movements. They feature pedestrian and bicycle activity as part of their streetscape.
- **Collectors** connect arterials with the local street network. Collectors gather traffic from local streets and sometimes provide direct land access, channeling it toward arterial roads. They are generally shorter than arterials and operate at moderate speeds. They feature pedestrian and bicycle activity as part of their streetscape.
- **Neighborhood Collectors** extend into local neighborhoods, providing direct land access and supporting traffic circulation within the area. They typically carry lower traffic volumes at slower speeds compared to typical collectors. On-street parking is more common, and bike facilities may consist of dedicated lanes or shared roadways.
- **Local Streets** are primarily intended to provide access to abutting land uses. Local street facilities offer the lowest level of mobility and consequently tend to be short, low-speed facilities. As such, local streets should primarily serve passenger cars, pedestrians, and bicyclists; heavy truck traffic is discouraged. On-street parking is common, and sidewalks are always present.
- **Private Streets** are a special type of local street that provide access specific properties or neighborhoods. Boardman is not responsible for maintenance or management of these streets.

Over time, as the city continues to grow, functional classifications will be periodically revisited to ensure that street designations are still appropriate. Future land use approvals may require changes to existing streets (beyond those identified in the TSP) consistent with functional classification requirements.

# Figure 4-2

## Roadway Functional Classification System

Boardman STRATEGIC PLAN
CONNECTING COMMUNITIES
Making big dreams a reality.




- Freeway
- Arterial
- Planned/Future Arterial
- Collector
- Planned/Future Collector
- Neighborhood Collector
- Planned/Future Neighborhood Collector
- Local
- City Boundary
- Urban Growth Boundary
- Park
- Water

**Note: Future roadway alignments shown on the map are approximate and subject to further refinement.**

0 0.25 0.5 Mile

## Truck Freight System

Truck freight route classifications are provided at the State and Federal levels. In Oregon, the Oregon Highway Plan documents State freight designations. Locally, Boardman has established a local truck freight route network that supports truck freight movements off the State Highway System. The truck freight system is illustrated in Figure 4-3 and consists of the following:

- **Regional Truck Route** - Regional Truck Routes accommodate the continuous and regional flow of truck freight through the city. These routes serve as the primary travel routes for regionally oriented truck freight, connecting freight-generating land uses to the state highway network. They are consistent with the NHS Intermodal Connectors.
- **Local Truck Route** - Local Truck Routes serve local truck circulation and access and provide for goods and service delivery to individual commercial, employment, and residential land uses outside of industrial areas.

# Figure 4-3

## Truck Freight System

Boardman STRATEGIC PLAN
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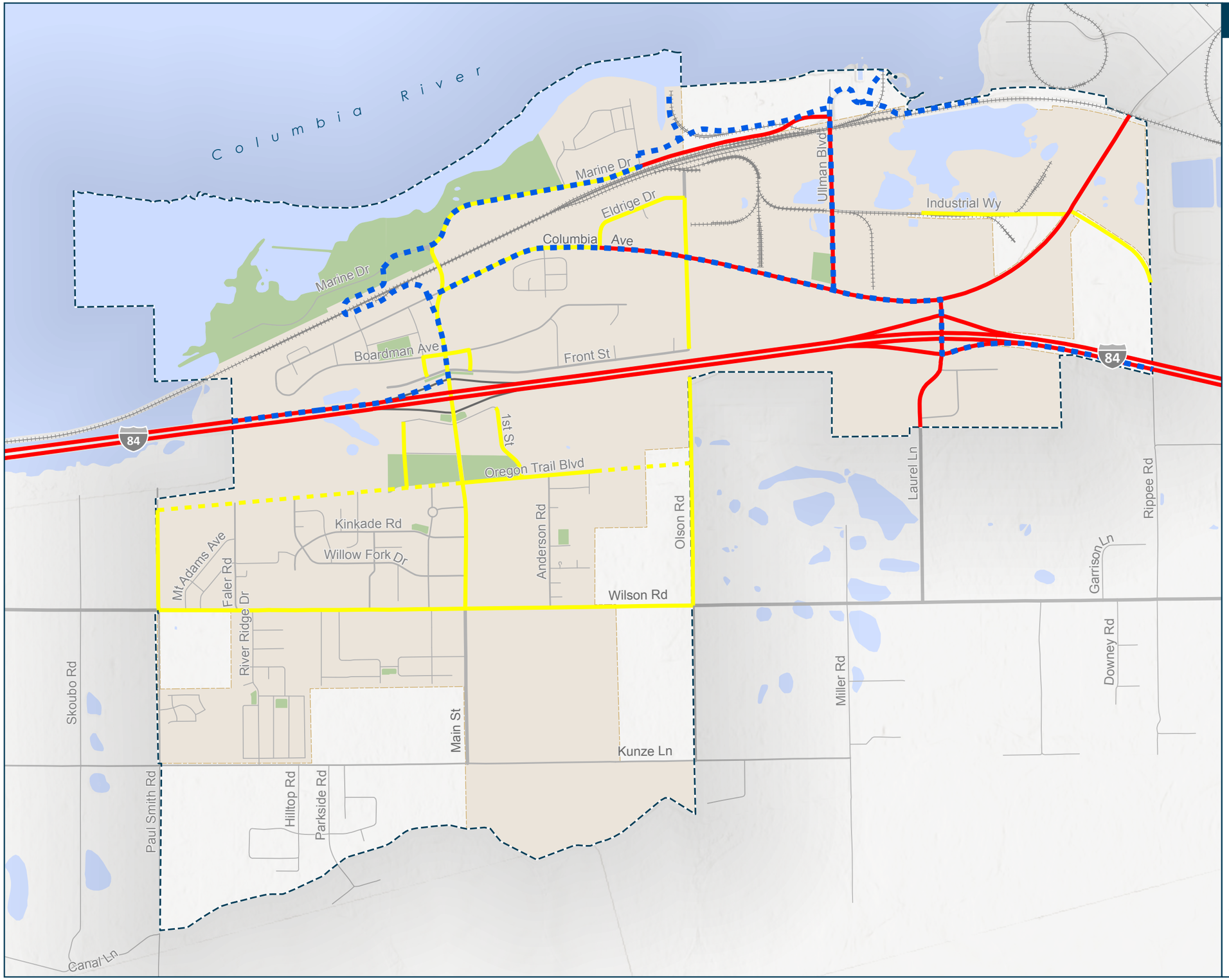


- Regional Freight Route
- Local Freight Route
- Proposed Future Local Freight Route
- High, Wide, and Heavy Freight Routes
- City Boundary
- Urban Growth Boundary
- Park
- Water

0 0.25 0.5 Mile

# Multimodal Network Design

Roadway improvement standards are guidelines set by transportation agencies that establish the design, construction, and operation of roadways to meet the needs of all users of the system. These standards are tied to the roadway functional classification hierarchy.

Various streets within Boardman are not built to their current standards and not all will be rebuilt over the next 20 years to match them. The City will periodically evaluate and implement changes to existing streets to meet these standards through maintenance projects, capital projects, and partnerships with private development.

## Roadway Design Elements

Street cross sections that reflect the unique characteristics of Boardman are presented below. The design of a street can (and will) vary from street to street and segment to segment due to adjacent land uses and demand. The street cross sections are intended to define a system that allows standardization of key characteristics to provide consistency, but also to provide criteria for application that provides some flexibility while meeting the design standards. The street cross-section standards for each functional classification are contained in the City of Boardman's Public Works Standards. The County's standards are detailed in the Morrow County TSP.

Unless prohibited by significant topographic or environmental constraint, newly constructed streets should meet the maximum standards indicated in the cross sections. When widening an existing street, the City may use lesser standards than the maximum to accommodate physical and existing development constraints where determined to be appropriate by the Public Works Director. In some locations "green streets" (those that utilize vegetation or pervious material to manage drainage) may be appropriate due to design limitations or adjacent land use.

### SEPARATED MULTI-USE PATHWAYS

Separated multi-use pathways are designed to accommodate a variety of users, including pedestrians, cyclists, and other users of non-motorized forms of transportation. The pathways typically separate vehicular traffic from these users to enhance safety and provide a more pleasant experience. Multi-use pathway standards are contained in the City of Boardman's Public Works Standards under Sidewalk Details.

## Vehicle Performance Standards

Vehicle performance standards (also known as operational standards or mobility targets) for streets and intersections define the maximum amount of congestion that an agency or community has deemed acceptable. These standards are commonly used to assess the impacts of proposed land use actions on vehicular operating conditions and are one measure that staff use to determine transportation improvement needs for project planning.

Mobility targets are typically defined by motor vehicle level of service (LOS), which is presented as grades "A" (free-flow traffic conditions) to "F" (congested traffic conditions) and/or by a volume-to-capacity ratio (V/C), which represents the amount of measured traffic volumes that are utilizing the capacity of a street or intersection. As V/C ratios approach 1.0, traffic congestion increases.

City street performance standards for motor vehicles are identified in the Boardman Development Code (BDC).

## Traffic Management

The City of Boardman strives to provide a safe and efficient transportation network that accommodates travelers of all ages and abilities. Effectively managing traffic volumes and speeds on the transportation network is a means to this goal. This section identifies a variety of traffic management tools the city will use as situations arise.

The Traffic Management Toolbox provides information about specific treatments and considerations when applying the treatments. The treatments are generally intended to reduce traffic speeds through at least one of the following ways:

- Create a narrower cross-section (throughout a roadway corridor or at individual locations along the corridor) or tighter turning radii at intersections, which has been shown to slow traffic speeds;
- Create a visual change in context and/or gateways to the corridor to alert drivers of the need to reduce speed;
- Provide a visual or audible warning to drivers to reduce their speed;
- Create horizontal or vertical curvature in the roadway to reduce travel speeds; and/or
- Provide breaks in the corridor to slow or stop through traffic.

# Chapter 5 – Transportation Improvement Projects

This chapter presents the transportation system improvement projects that are intended to address Boardman's circulation needs over the next 20 years. These projects represent recommended investments in the transportation system that can provide a (1) safe, (2) efficient, (3) interconnected, (4) community focused, (5) sustainable, and (6) achievable multimodal transportation network.

Projects were identified and prioritized through feedback obtained from the community and stakeholders, technical analysis of existing/projected travel patterns, and input from partnering agencies. Many of the identified projects carry forward the recommendations from prior plans or studies adopted by the City, Morrow County, and/or ODOT, along with other partner agencies. Specific references are identified in the project tables contained in this chapter. Original priorities for projects identified in prior plans and studies have been maintained, unless findings from this TSP warranted adjustments; priorities for new projects were determined using the goals and policies in Chapter 2 and from community input.

Inclusion of a project in the TSP does not represent a commitment by the City of Boardman to fund, allow, or construct the project. Projects on the State of Oregon ("State") Highway System that are contained in the TSP are not considered "planned" projects until they are programmed in the Statewide Transportation Improvement Program (STIP). As such, projects proposed in the TSP that are located on a State Highway cannot be considered until they are programmed into an adopted STIP or ODOT provides a letter indicating that the project is "reasonably likely" to be funded in the STIP. For the purposes of the TSP, transportation projects involving ODOT are identified for planning purposes and for determining planning-level costs. As part of the TSP implementation, the City will continue to coordinate with ODOT and other partner agencies regarding project prioritization, funding, and implementation.

The projects presented in this chapter are prioritized as follows:

- High Priority Projects: Projects that could be implemented within 5 years.
- Medium Priority Projects: Projects that could be implemented within 10 years.
- Low Priority Projects: Projects that could be implemented within 20 years.
- Vision Projects: Projects that are generally needed related to concentrated development areas and may be long-term needs beyond the TSP planning horizon.

This section presents the recommended transportation projects for the TSP Update and are organized into five primary categories:

- Intersection Projects: These projects include intersection modifications that address either an identified capacity, geometric, or safety needs.
- Roadway Corridor Projects: These projects include new street connections and street modifications that address either connectivity, safety, or traffic calming needs – or the need for further study.
- Local Street Connectivity and Extension Plan: These projects include new street connections for future local circulation.
- Pedestrian Projects: These projects include pedestrian connections and crossing treatments that address either a system gap or safety need.
- Bicycle Projects: These projects include bicycle connections that address either a system gap or safety need.

## Intersection Projects

Intersection projects aim to enhance the operational efficiency, safety, and/or geometrics at intersecting roadways on the roadway network. These projects were identified through a combination of prior plans and studies, technical analyses, and community input to address the needs summarized in Chapter 3. Intersection projects are categorized by capacity and geometric changes, safety treatments, and access management applications. Projects may overlap between categories (e.g., capacity-induced changes can also have safety benefits). Intersection projects are illustrated in Figure 5-1 and described in the following table.

**Table 5-1. Intersection Traffic Control, Capacity and/or Geometric Improvement Projects**

| Project ID | Intersection | Jurisdiction | Project Description | Project Source | Cost Estimate | Priority |
|---|---|---|---|---|---|---|
| I-1 | N. Main Street / Boardman Ave | City | 1. Signalize (with widening/re-striping of east and west approaches to provide separate left- and through/right-turn lanes)<br>2. Or, construct a mini roundabout. | 2024 Main St Corridor Refinement | 1. $750k<br>2. $1M | High |
| I-2 | N. Main Street / N. Front Street | City | • Modify intersection to be consistent with the outcome of project R-25 (IAMP Refinement). Modifications may include implementing right-in/right-out turning movement restrictions to/from N. Front Street via a raised median. | 2009 Main Street IAMP | $100k | High |
| I-3 | I-84 WB Ramp / N. Main Street | ODOT/City | • Modify intersection to be consistent with the outcome of project R-25 (IAMP Refinement). Modifications may include providing a separate northbound left-turn lane and through lane, installing traffic signals once ODOT standards for traffic control are met, widening the offramp to include separate left- and through/right-turn lanes, and/or lengthening of the offramp. | 2009 Main Street IAMP | $35M+ | Vision |
| I-4 | I-84 EB Ramp / S. Main Street | ODOT/City | • Modify intersection to be consistent with the outcome of project R-25 (IAMP Refinement). Modifications may include providing a separate southbound left-turn lane and through lane, installing traffic signals once ODOT standards for traffic control are met, widening the offramp to include separate left- and through/right-turn lanes, and/or lengthening of the offramp. | 2009 Main Street IAMP | | |
| I-5 | S. Main Street / S. Front Street | City | • Modify intersection to be consistent with the outcome of project R-25 (IAMP Refinement). Modifications may include implementing right-in/right-out turning movement restrictions to/from S. Front Street via a raised median. | 2009 Main Street IAMP | $100k | High |
| I-6 | S. Main Street / Oregon Trail Blvd | City | • Modify intersection to be consistent with the outcome of project R-25 (IAMP Refinement). Modifications may include signalization, a mini roundabout, and/or enhanced pedestrian crossing features. | TSP analysis | $500k-$1.5M | Low |
| I-7 | S. Main Street/ Kinkade Rd | City | • Identify improvements that address capacity constraints when they arise which may include implementing right-in/right-out turning movement restrictions to/from Kinkade Road via a raised median, signalization, or a mini roundabout. | TSP analysis | $500k-$1M | Low |

| Project ID | Intersection | Jurisdiction | Project Description | Project Source | Cost Estimate | Priority |
|---|---|---|---|---|---|---|
| I-8 | I-84 WB Ramp / Laurel Lane / Columbia Blvd | ODOT/City | • Combine the Laurel Lane/Columbia Boulevard and the Laurel Lane/I-84 WB ramp terminal intersections into one roundabout intersection. Modify the westbound offramp alignment accordingly and lengthen to current standards. | 2022 Port of Morrow IAMP | $10-$15M+ | High |
| I-9 | I-84 EB Ramp / Laurel Lane | ODOT/City | • Widen Laurel Lane south of the roundabout to include a 14 ft center turn lane to accommodate southbound left-turn movements at the EB Ramp. Lengthen and widen the eastbound off ramp to provide separate left/through and right-turn lanes. | 2022 POM IAMP | $2M | Med |

# Figure 5-1

## Planned Intersection and Roadway Corridor Projects

Boardman STRATEGIC PLAN
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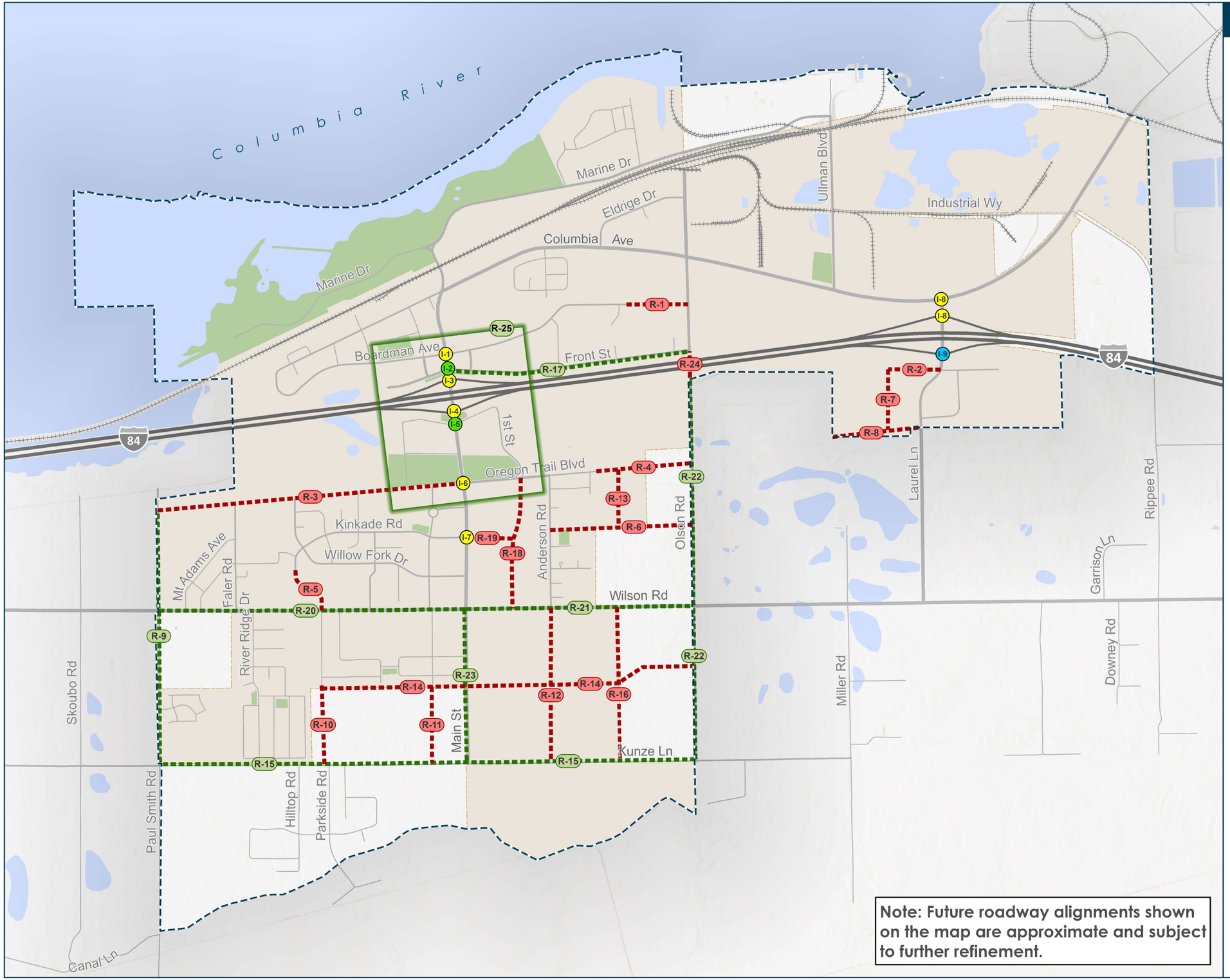


- Planned Traffic Control/ Geometric Improvement
- Planned Turn Lane Improvement
- Planned Turn Movement Restriction
- Planned Roadway Corridors
- Planned Road Reconstruction/ Modernization
- City Boundary
- Urban Growth Boundary
- Park
- Water

**Note: Future roadway alignments shown on the map are approximate and subject to further refinement.**

0 0.25 0.5 Mile

## Roadway Corridor Projects

Roadway corridor projects entail new roadway segments or modifications to existing roadway corridors. New roadway segments are intended to improve overall circulation in the city and meet the needs of future development. Modifications to existing roadway corridors are intended to improve or modernize the travel conditions on existing unimproved roadway segments. Some roadway corridor projects are carried forward from previously adopted plans and studies, while others are newly identified in this TSP. The combined corridor projects for Neighborhood Collectors and higher are illustrated in Figure 5-1 and described in the following table.

### Table 5-2. New/Modified Roadway Corridor Improvement Projects

| Project ID | Roadway Segment | Jurisdiction | Project Description | Project Source | Cost Estimate | Priority |
|---|---|---|---|---|---|---|
| R-1 | **NE Boardman Avenue:** Eastern extents to NE Olson Road | City | • Extend Boardman Avenue to Olson Road at Neighborhood Collector standards | 2001 TSP | $2.6M | Low[1] |
| R-2 | **New East-West Roadway (west of Laurel Lane):** Laurel Lane to New North-South Roadway | City | • Construct a new east-west Collector roadway from Laurel Lane to a future north-south roadway (R-7) | TSP analysis | $2.2M | Med |
| R-3 | **Oregon Trail Boulevard:** S. Main Street to Paul Smith Road | City | • Construct a new Oregon Trail Boulevard corridor between S Main Street and Paul Smith Road at Arterial standards | 2001 TSP | $15.4M | High |
| R-4 | **Oregon Trail Boulevard:** Eastern extents to Olson Road | City | • Extend Oregon Trail Boulevard to Olson Road at Arterial standards | 2001 TSP | $4.8M | Med[1] |
| R-5 | **Kinkade Road** Western extents to Wilson Lane/Juniper Drive intersection | City | • Extend Kinkade Road to Wilson Road at Neighborhood Collector standards | TSP analysis | $2.5M | Low[1] |
| R-6 | **New East-West Road:** Anderson Road to Olson Road | City | • Construct a new east-west Neighborhood Collector between Anderson Road and Olson Road | TSP analysis | $6.0M | Low[1] |
| R-7 | **New North-South Roadway (west of Laurel Lane)** Parallel circulation road to Laurel Lane | City | • Construct a new north-south Collector roadway that would link projects R-2 and R-8 | TSP analysis | $2.8M | Med[1] |
| R-8 | **Oregon Trail Boulevard** Laurel Lane to UGB line | City | • Construct a new east-west Arterial roadway from Laurel Lane to the city limits | TSP analysis | $4.4M | Med[1] |

| Project ID | Roadway Segment | Jurisdiction | Project Description | Project Source | Cost Estimate | Priority |
|---|---|---|---|---|---|---|
| R-9 | **Paul Smith Road:** Oregon Trail Boulevard Extension to Kunze Lane | County | • Upgrade Paul Smith Road to Neighborhood Collector standards between Kunze Lane and a future Oregon Trail Boulevard (R-3) | TSP analysis | $9.1M | Low |
| R-10 | **Juniper Drive:** Current southern extents to Kunze Lane | City | • Extend Juniper Drive to Kunze Lane at Neighborhood Collector standards | TSP analysis | $3.3M | Vision[1] |
| R-11 | **Tatone Street:** Current southern extents to Kunze Lane | City | • Extend Tatone Street to Kunze Lane at Neighborhood Collector standards | TSP analysis | $3.3M | Vision[1] |
| R-12 | **Anderson Road:** Wilson Road to Kunze Lane | City | • Extend Anderson Road to Kunze Lane at Neighborhood Collector standards | TSP analysis | $6.6M | Vision[1] |
| R-13 | **New North-South Road**: Oregon Trail Boulevard to New East-West Road (R-6) | City | • Construct a new north-south Neighborhood Collector roadway that would link R-4 and R-6 | TSP analysis | $2.6M | Low[1] |
| R-14 | **New East-West Road**: Juniper Drive to Olson Road | City | • Construct a new east-west Neighborhood Collector roadway between R-10 and Olson Road | TSP analysis | $16.0M | Vision[1] |
| R-15 | **Kunze Lane:** Paul Smith Road to Olson Road | County | • Upgrade Kunze Lane to Arterial standards between Paul Smith Road and Olson Road. | TSP analysis | $9.7M | Vision |
| R-16 | **New North-South Road:** Wilson Road to Kunze Lane | City | • Construct a new north-south Neighborhood Collector roadway between Wilson Road and Kunze Lane | TSP analysis | $6.6M | Vision[1] |
| R-17 | **N. Front Street**: N. Main Street to Olson Road | City | • Upgrade Front Street to Collector standards from N. Main Street to Olson Road | 2024 Capital Improvement Plan | $2.1M | High |

| Project ID | Roadway Segment | Jurisdiction | Project Description | Project Source | Cost Estimate | Priority |
|---|---|---|---|---|---|---|
| R-18 | **SE 1st Street:** Oregon Trail Boulevard to Wilson Road | City | • Extend SE 1st Street from Oregon Trail Boulevard to Wilson Road at Collector standards | TSP analysis | $5.7M | Low[1] |
| R-19 | **Kinkade Road**: S. Main Street to Future Roadway | City | • Extend Kinkade Road from S Main Street to Anderston Road at Collector standards | TSP analysis | $3.6M | Low[1] |
| R-20 | **Wilson Road:** Faler Road to Paul Smith Road | City | • Upgrade Wilson Road to Arterial standards between Paul Smith Road and S. Main Street | TSP analysis | $12.7M | Med |
| R-21 | **Wilson Road:** S. Main Street to Olson Road | City | • Upgrade Wilson Road to Arterial standards between S. Main Street and Olson Road | TSP analysis | $8.0M | Low |
| R-22 | **Olson Road:** Kunze Lane to End of Olson Road/UGB | County | • Upgrade S. Olson Road to Arterial standards between Kunze Lane and northern extents | TSP analysis | $10.7M | Vision |
| R-23 | **S. Main Street:** Wilson Road to Kunze Lane | City | • Upgrade S. Main Street to Arterial standards between Wilson Road and Kunze Lane | TSP analysis | $2.8M | Low |
| R-24 | **Olson Road** | ODOT | • Extend S. Olson Road underneath I-84 from northern extents to Front Street at Arterial standards | 2001 TSP | $25M | Vision |
| R-25 | **Main Street Interchange Area** | City/ODOT | • Refine the 2009 Interchange Area Management Plan to specifically address interchange form, traffic control improvements at the I-84 ramp terminals, and Main Street overpass limitations. | TSP Analysis | $100k | High |

Note: The cost estimates presented do not include costs associated with right-of-way acquisition due to its high variability depending on location, parcel sizes, and other characteristics. The cost estimates also reflect the full cost of the projects, including costs likely to be funded by others, such as private developers.

[1] Project anticipated to be primarily development-driven.

# Local Street Connectivity and Extension Plan

Most streets within Boardman are classified as local streets. Most of Boardman's residential growth potential is located south of I-84. Development to date has been laid out on a partial street grid. With large parcels available for future infill and master-planned development, improvements to the street grid can be planned to create a more efficient local street network and maximize connections for motorists, cyclists, and pedestrians while accounting for potential neighborhood impacts. In addition, the quality of the transportation system can be improved by making connectivity improvements to the pedestrian and bicycle system separate from street connectivity, as discussed in previous TSP sections.

## Local Street Connections

There are a number of areas within Boardman that could experience future development or redevelopment, including in the southwest, southeast, and northeast parts of the City. Within these areas, there are opportunities for new local streets that could improve access and circulation for all travel modes. Figure 5-2 illustrates the location of the local street connections. The arrows shown in Figure 5-2 represent preferred connections and the general direction for the placement of the connection. In each case, the specific alignments and design will be determined upon development review. As shown, these local street extensions are consistent with the future Collector and Neighborhood Collector extensions identified in Figure 5-2.

# Figure 5-2

# Local Street Connectivity Plan

Boardman STRATEGIC PLAN
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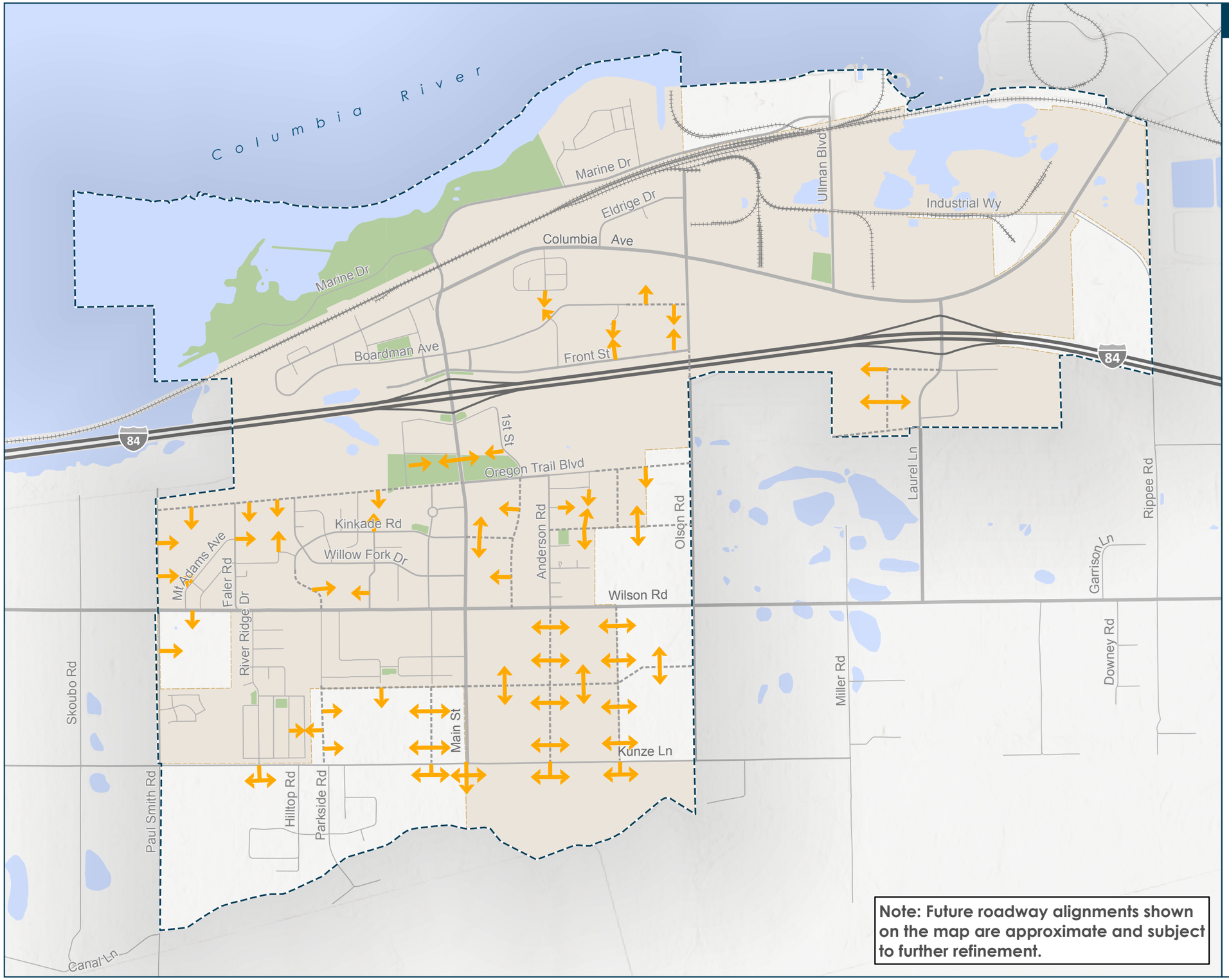


- Potential Local Street Connection
- City Boundary
- Urban Growth Boundary
- Park
- Water

**Note: Future roadway alignments shown on the map are approximate and subject to further refinement.**

0 0.25 0.5 Mile

# Active Transportation (Pedestrian and Bicycle) Projects

Active transportation projects include pedestrian and bicycle connections and crossing treatments that promote a safe, efficient, and connected active transportation network for people walking, biking, and rolling. Treatments include sidewalks, multi-use paths, enhanced crossings, and bicycle lanes.

## Pedestrian Projects

Pedestrian projects include new sidewalks, sidewalk improvements, other treatments such as enhanced pedestrian crossings, and multi-use paths. The pedestrian projects detailed in Figure 5-3 and the table below focus on improving overall connectivity and developing a complete network of pedestrian facilities in the city.

# Figure 5-3

## Planned Pedestrian Network

Boardman STRATEGIC PLAN
CONNECTING COMMUNITIES
Making big dreams a reality.

- Planned Crossing Project
- Planned Sidewalks
- Planned Multi-Use Path
- Planned Sidewalks - Fill in Gaps
- Planned/Future Arterial or Collector Roadway (See Intersection and Roadway Corridor Projects map)
- Transit Stops
- City Boundary
- Urban Growth Boundary
- Park
- Water

0 0.25 0.5 Mile

**Note: Future roadway alignments shown on the map are approximate and subject to further refinement.**

### Table 1-3. Pedestrian Projects

| Project ID | Roadway Segment | Jurisdiction | Project Description | Project Source | Cost Estimate | Priority |
|---|---|---|---|---|---|---|
| P-1 | **Columbia River Heritage Trail:** Marina Park to Riverfront Center | City | • Reconstruct the Columbia River Heritage Trail to be a 10-foot multi-use path and construct a new connection to Marine Drive | Columbia River Heritage Trail Plan | $250k | High |
| P-2 | **N Main Street:** Marine Drive to Columbia Avenue | City | • Construct a new 5 ft sidewalk (west side) | TSP analysis | $1.5 M | High |
| P-3 | **Boardman Avenue:** Allen Court to NW 3rd Street NW | City | • Fill in the sidewalk gaps with new 5 ft sidewalk (east side) | TSP analysis | $450k | Low |
| P-4 | **Boardman Avenue:** NW 2nd Street to NW 1st Street | City | • Fill in the sidewalk gaps with new 5 ft sidewalks (north and south side) | TSP analysis | $400k | Low |
| P-5 | **Columbia Avenue:** Olson Road to Ullman Boulevard | City | • Construct a new 5 ft sidewalk (north side) | TSP analysis | $1.2 M | Med |
| P-6 | **Ullman Boulevard**: Rail Crossing to Marine Drive | Port of Morrow/ City | • Construct a new 5 ft sidewalk (east side) | TSP analysis | $1.8 M | Med |
| P-7 | **Oregon Trail Boulevard:** S. Main Street to east extents | City | • Fill in the sidewalk gaps with new 5 ft sidewalk (north and south side) | TSP analysis | $1.3 M | High |
| P-8 | **Faler Road:** Wilson Road to Mt Hood Avenue | City | • Construct a new 5 ft sidewalk (east side) | TSP analysis | $430k | Med |
| P-9 | **Anderson Road:** Wilson Road to 1/2 of Anderson Road | City | • Fill in the sidewalk gaps with new 5 ft sidewalk (west side) | TSP analysis | $160k | High |

| Project ID | Roadway Segment | Jurisdiction | Project Description | Project Source | Cost Estimate | Priority |
|---|---|---|---|---|---|---|
| P-10 | **S. Main Street/ Wilson Road** | City | • Pedestrian crossing enhancement | TSP analysis | $10k | High |
| P-11 | **Laurel Lane:** Curve on Laurel Lane to UGB | City | • Construct a new 5 ft sidewalk (east and west sides) | TSP analysis | $560k | Low |
| P-12 | **Laurel Lane/Columbia Ave:** Yates Lane to Ullman Blvd | City/ ODOT | • Construct a new 10 ft multi-use path (west/south side) | TSP analysis | $1.6 M | Low |
| P-13 | **N. Olson Road:** N. Front Street to Columbia Avenue | City | • Fill in the sidewalks gaps with a new 5 ft sidewalk (west side) | TSP analysis | $780k | Med[1] |
| P-14 | **Wilson Road/ Jupiter Drive/ future Kinkade Rd** | City | • When Kinkade Road is extended and connected to Wilson Road/Juniper Drive intersection, relocate nearby pedestrian crossing to the intersection and install pedestrian crossing beacons | TSP analysis | $50k | Med[1] |
| P-15 | **Boardman Avenue:** N. Main Street to NE 2nd Avenue | City | • Fill in the sidewalk gaps with new 5 ft sidewalks (south side) | TSP analysis | $910k | High[1] |
| P-16 | **S. Main Street/ S. Front Street** | City | • Evaluate the existing pedestrian crossing beacon on S. Main Street in conjunction with future access control modifications planned for the corridor between S. Front Street and Oregon Trail Boulevard | TSP analysis | $60k | Med |
| P-17 | **S. Main Street:** Wilson Road to Kunze Lane | City/ County | • Fill in the sidewalk gaps with new 5 ft sidewalks (east and west side) | TSP analysis | $1.1 M | Low[1] |
| P-18 | **Wilson Road:** Faler Road to Paul Smith Road | City/County | • Construct a new 5 ft sidewalk (south side) | TSP analysis | $820k | Low[1] |
| P-19 | **Paul Smith Road:** Oregon Trail Blvd to Kunze Lane | City/ County | • Construct a new 5 ft sidewalk (east side) | TSP analysis | $715k | Vision[1] |

| Project ID | Roadway Segment | Jurisdiction | Project Description | Project Source | Cost Estimate | Priority |
|---|---|---|---|---|---|---|
| P-20 | **Paul Smith Road:** Wilson Road to Kunze Lane | City/ County | • Construct a new 5 ft sidewalk (east side) | TSP analysis | $1.1 M | Low[1] |
| P-21 | **Kunze Lane:** Paul Smith Road to S Main Street | City/ County | • Construct a new 5 ft sidewalk (north and south side) | TSP analysis | $3.3 M | Vision[1] |
| P-22 | **Kunze Lane:** S. Main Street to Olson Road | City/ County | • Construct a new 5 ft sidewalk (north and south side) | TSP analysis | $2.5 M | Vision[1] |
| P-23 | **Olson Road:** Kunze Lane to Wilson Road | City/ County | • Construct a new 5 ft sidewalk (west side) | TSP analysis | $1.2 M | Vision[1] |
| P-24 | **Olson Road:** Wilson Road to north extents | City/ County | • Construct a new 5 ft sidewalk (west side) | TSP analysis | $1.8 M | Vision[1] |
| P-25 | **Wilson Road:** S Main Street to Tatone Street | City | • Fill in the sidewalk gaps with new 5 ft sidewalks (south side) | TSP analysis | $270k | Med[1] |
| P-26 | **Wilson Road:** S Main Street to Olson Road | City/ County | • Construct a new 5 ft sidewalk (north and south side) | TSP analysis | $2.5 M | Vision[1] |
| P-27 | **Wilson Road/ Tatone Street** | City | • Install pedestrian crossing beacons | TSP analysis | $60k | High |
| P-28 | **Oregon Heritage Trail:** S Main Street to UGB | City/County | • Construct a 10 foot multi-use path | Morrow County Heritage Trail | $1.8 M | Low |

Note: The cost estimates presented do not include costs associated with right-of-way acquisition due to its high variability depending on location, parcel sizes, and other characteristics. The cost estimates also reflect the full cost of the projects, including costs likely to be funded by others, such as ODOT or private developers.

[1] Project anticipated to be primarily development-driven.

## Bicycle Projects

To encourage increased travel by bicycle, the TSP provides a list of bike facility projects as well as programs that will improve safety, convenience, and direct connections for this mode. Riding bikes can help promote health, has a lower environmental impact, and allows people to move independently throughout the community without motorized vehicles, including many who cannot or choose not to drive.

The bicycle project list includes a variety of on- and off-street facilities that provide various levels of separation between people biking and people driving. The projects detailed in Table 5-4 focus on connectivity within, to, and from transportation disadvantaged areas, first- and last-mile connections to transit, and increasing recreational opportunities by enhancing connections to and from recreational trails and parks. The bicycle-focused projects detailed in Figure 5-4 and Table 5-4 focus on improving overall connectivity and serving riders of all ages and abilities.

# Figure 5-4

# Planned Bicycle Network

Boardman STRATEGIC PLAN
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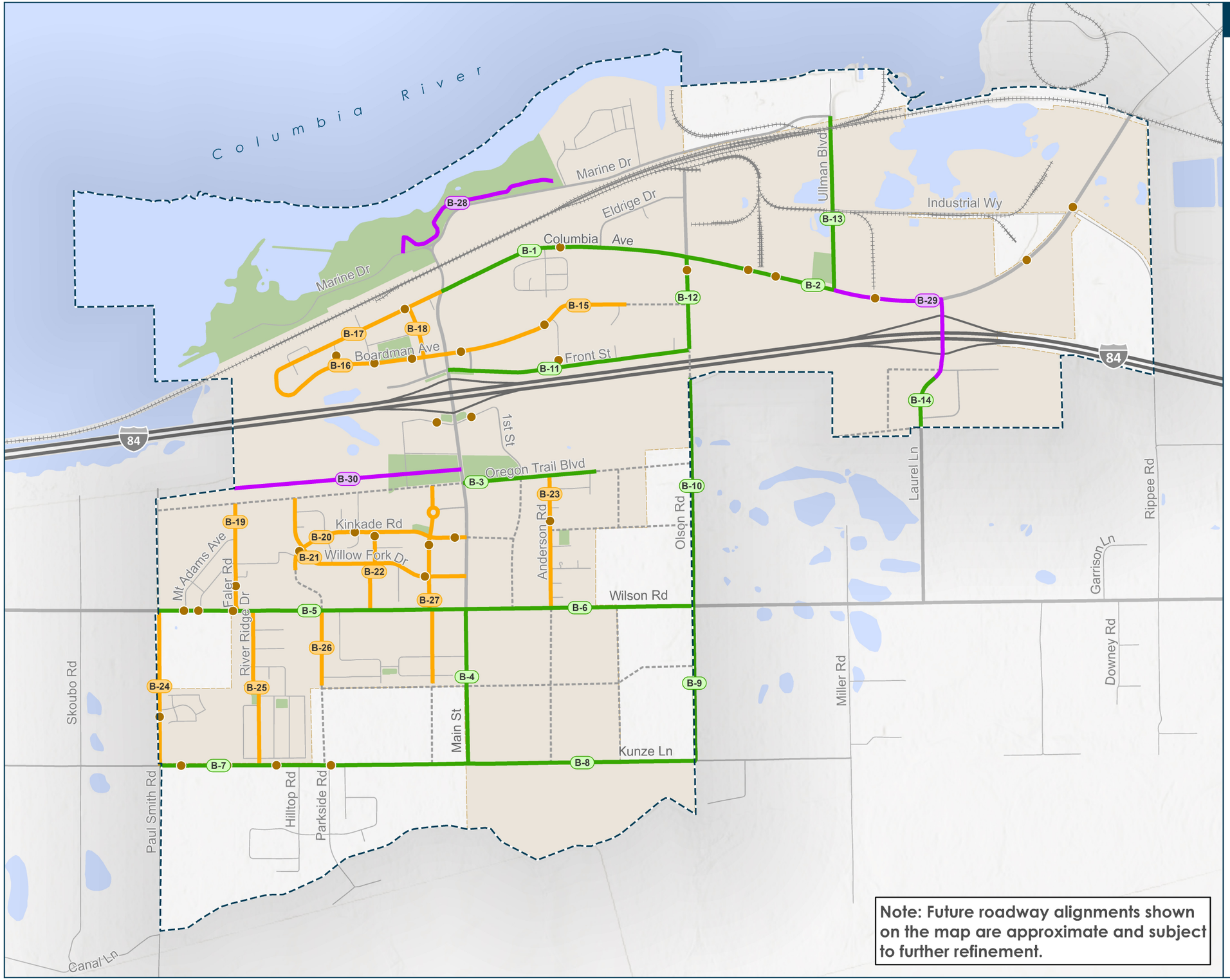



- Planned Bike Lanes
- Planned Shared Lanes
- Planned Multi-Use Path
- Planned/Future Arterial or Collector Roadway (See Intersection and Roadway Corridor Projects map)
- Transit Stops
- City Boundary
- Urban Growth Boundary
- Park
- Water

**Note: Future roadway alignments shown on the map are approximate and subject to further refinement.**

0 0.25 0.5 Mile

## Table 5-4. Bicycle Projects

| Project ID | Roadway Segment | Jurisdiction | Project Description | Project Source | Cost Estimate | Priority |
|---|---|---|---|---|---|---|
| B-1 | **Columbia Avenue:** N. Main Street to N. Olson Road | City | • Construct new 6 ft buffered bike lanes (north and south side) | TSP analysis | $3.4 M | High |
| B-2 | **Columbia Avenue:** N. Olson Road to Laurel Ln | City | • Construct new 6 ft buffered bike lanes (north and south side) | TSP analysis | $3.5 M | Med |
| B-3 | **Oregon Trail Boulevard:** S. Main Street to east extents | City | • Widen roadway and construct new 6 ft buffered bike lane (north and south side) | TSP analysis | $1.9M | Low |
| B-4 | **S Main Street:** Wilson Road to Kunze Lane | City/County | • Construct new 6 ft buffered bike lanes (east and west side) | TSP analysis | $2.1 M | Low[1] |
| B-5 | **Wilson Road:** Paul Smith Road to S. Main Street | City/County | • Construct new 6 ft buffered bike lanes (north and south side) | TSP analysis | $4.1 M | Med[1] |
| B-6 | **Wilson Road:** S. Main Street to S. Olson Road | City | • Construct new 6 ft buffered bike lanes (north and south side) | TSP analysis | $3.0 M | Low[1] |
| B-7 | **Kunze Lane:** Paul Smith Road to S. Main Street | City/County | • Construct new 6 ft buffered bike lane (north and south side) | TSP analysis | $4.1 M | Vision[1] |
| B-8 | **Kunze Lane:** S. Main Street to S. Olson Road | City/County | • Construct new 6 ft buffered bike lane (north and south side) | TSP analysis | $3.1 M | Vision[1] |
| B-9 | **Olson Road:** Kunze Lane to Wilson Road | City/County | • Construct new 6 ft bike lane (east and west side) | TSP analysis | $2.1 M | Vision[1] |
| B-10 | **Olson Road:** Wilson Road to north extents | City/County | • Construct new 6 ft bike lane (east and west side) | TSP analysis | $3.0 M | Vision[1] |

| Project ID | Roadway Segment | Jurisdiction | Project Description | Project Source | Cost Estimate | Priority |
|---|---|---|---|---|---|---|
| B-11 | **NE Front Street:** N. Main Street to N. Olson Road | City | • Construct new 6 ft bike lane (north and south side) | TSP analysis | $3.3 M | High |
| B-12 | **Olson Road:** NE Front Street to Columbia Ave | County | • Construct new 6 ft bike lane (east and west side) | TSP analysis | $1.2 M | High[1] |
| B-13 | **Ullman Blvd:** Columbia Avenue to Marine Drive | Port of Morrow/City | • Construct new 6 ft bike lane (east and west side) | TSP analysis | $2.3 M | Low |
| B-14 | **Laurel Lane:** Yates Lane to south city limits | City/County | • Construct new 6 ft bike lane (east and west side) | TSP analysis | $740k | Low[1] |
| B-15 | **Boardman Avenue:** N. Main Street to eastern limits | City | • Install shared lane markings and signs | TSP analysis | $20k | High |
| B-16 | **Boardman Avenue:** N. Main Street to Columbia Avenue | City | • Install shared lane markings and signs | TSP analysis | $20k | High |
| B-17 | **Columbia Avenue:** Boardman Avenue to N. Main Street | City | • Install shared lane markings and signs | TSP analysis | $20k | High |
| B-18 | **NW 1st Street:** Boardman Avenue to Columbia Avenue | City | • Install shared lane markings and signs | TSP analysis | $10k | High |
| B-19 | **Faler Road**: Wilson Road to north extents | City | • Install shared lane markings and signs | TSP analysis | $20K | High |
| B-20 | **Kinkade Road:** West extents to S. Main St | City | • Install shared lane markings and signs | TSP analysis | $20k | High |

| Project ID | Roadway Segment | Jurisdiction | Project Description | Project Source | Cost Estimate | Priority |
|---|---|---|---|---|---|---|
| B-21 | **Willow Fork Drive:** Cottonwood Loop to S. Main Street | City | • Install shared lane markings and signs | TSP analysis | $20k | High |
| B-22 | **Locust Road:** Wilson Road to Kinkade Rd | City | • Install shared lane markings and signs | TSP analysis | $330k | High |
| B-23 | **Anderson Road:** Wilson Road to Oregon Trail Boulevard | City | • Install shared lane markings and signs | TSP analysis | $20k | High |
| B-24 | **Paul Smith Road:** Wilson Road to Kunze Lane | City | • Install shared lane markings and signs | TSP analysis | $20k | Low |
| B-25 | **River Ridge Drive:** Wilson Road to Kunze Lane | City | • Install shared lane markings and signs | TSP analysis | $20k | High |
| B-26 | **Juniper Drive:** Sage Street to Wilson Road | City | • Install shared lane markings and signs | TSP analysis | $10k | High |
| B-27 | **Tatone Street:** City Center Drive to South extents | City | • Install shared lane markings and signs | TSP analysis | $10k | High |
| B-28 | **Columbia River Heritage Trail:** Marina Park to Port of Morrow Riverfront Center | City/POM | • Reconstruct the Columbia River Heritage Trail to be a 10-foot multi-use path and construct a new connection to Marine Drive | Columbia River Heritage Trail Plan | $250k | High |
| B-29 | **Laurel Lane/ Columbia Avenue:** Ullman Blvd to Laurel Lane | ODOT/City | • Construct new 10 ft multi-use path (west side) | 2022 POM IAMP | $1.6 M | Low |
| B-30 | **Oregon Heritage Trail:** S Main Street to UGB | City/County | • Construct a 10 foot multi-use path | Morrow County | $1.8 M | Low |

| Project ID | Roadway Segment | Jurisdiction | Project Description | Project Source | Cost Estimate | Priority |
|---|---|---|---|---|---|---|
| | | | | Heritage Trail | | |

Note: The cost estimates presented do not include costs associated with right-of-way acquisition due to its high variability depending on location, parcel sizes, and other characteristics. The cost estimates also reflect the full cost of the projects, including costs likely to be funded by others, such as ODOT or private developers.

[1] Project anticipated to be primarily development-driven.

## Transit Projects

The TSP promotes providing high-quality, available, and reliable transit service that can support the environment, economic development, and improve travel options for all residents. Public transportation service in Boardman is provided by Morrow County's The Loop and Kayak. To better facilitate access to these transit services, Table 5-5 identifies various transit supportive projects throughout Boardman.

**Table 5-5. Boardman Transit Supportive Projects**

| Transit Facilities and Services | Improvement | Project Source |
|---|---|---|
| **Service Frequency, Hours, Coverage** | • Work with Morrow County to install signage at every bus stop that indicates the location of the stop and includes scheduling information for The Loop.<br>• Work with Morrow County The Loop to explore service modifications and infrastructure enhancements to existing fixed route services lines as needed. | • Morrow County TSP<br>• Morrow County Coordinated Transit Plan |
| **New Amenities** | • Add transit shelters and/or benches to existing bus stops<br>• As new service is added, improve ADA accessibility to all new/proposed stop locations (if needed) | • Morrow County TSP<br>• Morrow County Coordinated Transit Plan |
| **Park and Ride Locations** | • Explore establishing a shared park-n-ride at or near the Boardman Pool & Recreation Center/SAGE Center.<br>• Explore establishing a park-n-ride at or near the Boardman City Hall. | • Morrow County TSP<br>• Morrow County Coordinated Transit Plan |

# Chapter 6 - Transportation Funding Plan

Given the uncertainty of today's fiscal environment for funding transportation projects, this plan includes a prudent and conservative list of transportation investments, emphasizes lower cost methods that strengthen mobility within the city, and increases reliance on partnerships to help implement projects.

The identified TSP projects are under City, Morrow County, Port of Morrow, and ODOT jurisdiction, and some may occur as part of private development activities. For this reason, each project may be funded through a different combination of Federal, State, City, County, or private sources.

This chapter presents the City's current funding sources and revenue, a summary of the overall cost for the recommended projects, and possible new funding mechanisms that could help implement projects during the life of the TSP. It is important to note that the possible new funding mechanisms presented in this chapter do not guarantee that every project that is contained in the TSP will be constructed over the next 20 years.

## Current Funding

The City of Boardman currently receives funding from the state gas tax, which is comprised of proceeds from excise taxes imposed by the state and federal government, and from several local sources.

## Project Costs and Funding Gap

The City of Boardman has limited to no revenue for capital improvements based on available resources and ongoing regular maintenance needs. As such, new projects identified in this TSP are not considered financially constrained. Table 6-1 provides a summary, by project type, of the recommended TSP projects, which are provided in 2025 dollars, and rounded to the nearest $100,000.

In comparing the City's street funding to the estimated costs of recommended transportation solutions, the City will need to identify additional funding sources to implement future improvements to its transportation system. As such, the City will need to partner with other agencies, the private development community, and pursue alternative funding sources to address these 20-year transportation projects.

**Table 6–1. Total Cost of Project Types**

| Facility/Project Type | Total Cost (In 2025 Dollars) |
|---|---|
| Intersections | $55.7M+ |

| Facility/Project Type | Total Cost (In 2025 Dollars) |
|---|---|
| Roadways | $168.5M |
| Pedestrian Facilities | $28.6M |
| Bicycle Facilities | $42.0M |
| **Total** | **$294.8M** |

## Potential Future Funding Sources

Based on the current transportation funding sources, the City of Boardman needs to identify additional funding sources that can be dedicated to transportation-related capital improvement projects over the next 20 years. Reliance upon transportation improvements grants, partnerships with regional and state agencies, and other funding sources to help implement future transportation-related improvements is a reality. Table 6–2.-2 summarizes the funding opportunities and identifies the intended use of the funds and any applicable project types, broken out into the following categories.

- Local Funding Mechanisms: These mechanisms can currently be used to fund future projects or can be considered by elected officials for adoption as new funding sources. Inclusion of these sources in the TSP does not create a new funding source but identifies the various funding sources that local governments throughout Oregon have utilized. In general, local funding sources are more flexible than funding obtained from state or federal grant sources.

- State and Federal Grants: The City can seek opportunities to leverage funding from grants at the state and federal levels for specific projects. Potential state funding sources are extremely limited, with some having significant competition. Any future improvements that rely on state funding may require City, County, and regional consensus that they are more important than transportation needs elsewhere in the region and the state. It will likely be necessary to combine multiple funding sources to pay for a single improvement project (e.g., combining state or City bicycle and pedestrian funds to pay for new bike lanes and sidewalks). At the federal level, many new grant opportunities have become available through the Infrastructure Investment and Jobs Act (IIJA). The City and partner agencies should continue to monitor available funding opportunities offered by this program through its end in fiscal year 2026.

**Table 6–2. Priority Funding Sources for Boardman TSP Implementation**

| Funding Source | Description | Application |
|---|---|---|
| **Local City-Wide Funding Sources** | | |
| Local Gas Tax | A local tax can be assessed on the purchase of gas within the urban area. This tax is added to the cost of gasoline at the pump, along with the state and federal gas taxes. | System-wide transportation facilities including streets, sidewalks, and bike lanes. |
| Street Utility Fees | A fee based on the number of automobile trips a particular land use generates; usually collected through a regular utility bill. Fees can also be tied to the annual registration of a vehicle to pay for improvements, expansion, and maintenance of the street system. | System-wide transportation facilities including streets, sidewalks, bike lanes, and shared use paths. |
| General Obligation Bond | Bonding allows municipal and county government to finance construction projects by borrowing money and paying it back over time, with interest. General obligation bonds are often used to pay for construction of large capital improvements and must be approved by a public vote because the cost of the improvement is added to property taxes over time. | Construction of major capital improvement projects within the urban area, street maintenance and incidental improvements. |
| Vehicle Registration Fee | An extra fee on all registered motor vehicles in the urban area. Requires county-wide approval and implementation. | Operations or capital programs. |
| **State/Federal Sources for Specific Projects** | | |
| Statewide Transportation Improvement Program (STIP) | STIP is the State of Oregon's four-year transportation capital improvement program. ODOT's system for distributing these funds has varied over recent years. Generally, local agencies apply in advance for projects to be funded in each four-year cycle. | Projects on any facility that meet the benefit categories of the STIP. |
| Statewide Transportation Improvement Fund (STIF) | Introduced by the House Bill 2017 Transportation Funding Package to fund public transportation improvements across Oregon, STIF funds may be used for public transportation purposes that support the effective planning, deployment, operation, and administration of public transportation programs. This can include projects that are secondary but important to public transportation, such as walking and biking infrastructure near transit stops. | Pedestrian and bicycle improvements that provide connections to transit. |
| All Roads Transportation Safety (ARTS) | The federal Highway Safety Improvement Program is administered as ARTS in Oregon. ARTS provides funding to infrastructure and non-infrastructure projects that improve safety on all public roads. ARTS requires a data-driven approach and prioritizes projects in demonstrated problem areas. | Areas of safety concerns within the urban area, consistent with Oregon's Transportation Safety Action Plan. |
| Safe Routes to School (SRTS) | Administered by ODOT and focuses on infrastructure and non-infrastructure programs to improve access and safety for children to walk, roll, and/or bike to school. | Pedestrian and bicycle-related projects within the vicinity of local schools. |
| Community Paths Program | This is a State of Oregon program focused on helping communities create and maintain connections through shared-use paths. | Shared-use paths. |

| Funding Source | Description | Application |
|---|---|---|
| Oregon Parks and Recreation Local Government Grants | Oregon Parks and Recreation Department administers this program using Oregon Lottery revenues. These grants can fund acquisition, development, and major rehabilitation of public outdoor parks and recreation facilities. A match of at least 20 percent is required. | Trails and other recreational facility development or rehabilitation. |
| Rebuilding American Infrastructure with Sustainability and Equity (RAISE) | The RAISE Discretionary Grant program invests in projects that promise to achieve national objectives. RAISE can provide capital funding directly to any public entity, in contrast to traditional Federal programs which provide funding to very specific groups of applicants. The RAISE program provides supplemental funding for grants to the State and local entities on a competitive basis for projects that will have a significant local/regional impact. | Road, rail, transit, and port projects aimed toward national objectives with significant local or regional impact. |
| Infrastructure Investment and Jobs Act (IIJA) | The IIJA (aka "Bipartisan Infrastructure Law," BIL) signed into law in November 2021 includes a five-year (FY 2022-26) reauthorization of existing federal highway, transit, safety, and rail programs as well as new programs (resilience, carbon reduction, bridges, electric vehicle charging infrastructure, wildlife crossings, and reconnecting communities) and increased funding. Oregon will receive over $4.5 billion through the life of the act. | Projects around the state that will benefit drivers, transit riders, cyclists, and pedestrians, and that help maintain roads and bridges, and address climate change. |
| Rural Surface Transportation Grant Program (Rural Surface) | This program will support projects to improve and expand the surface transportation infrastructure in rural areas to increase connectivity, improve safety and reliability for moving people and freight, and generate regional economic growth and improve quality of life. | Surface transportation infrastructure in rural areas. |

# Figure 4-1

## Roadway Jurisdiction

Boardman STRATEGIC PLAN
CONNECTING COMMUNITIES
Making big dreams a reality.

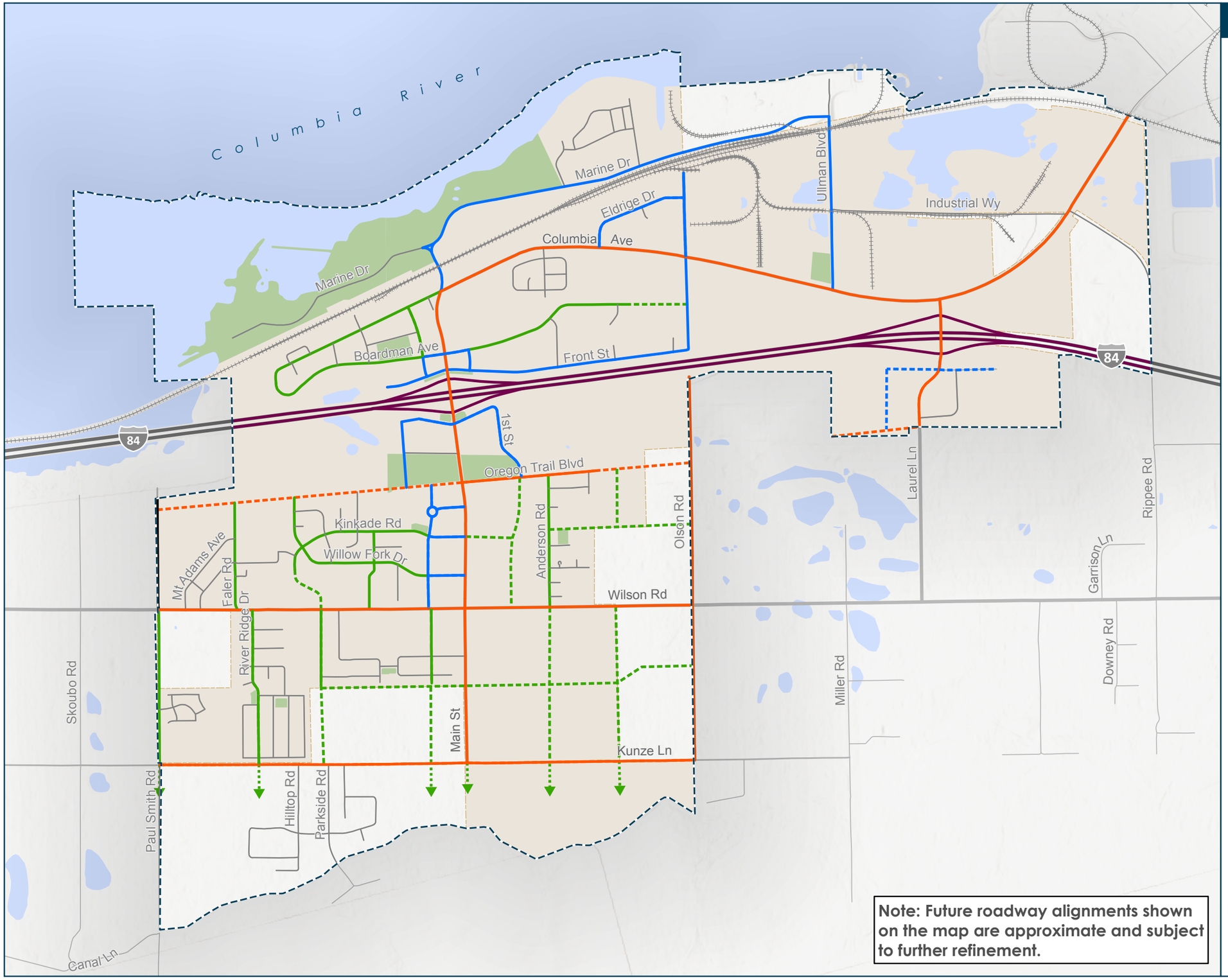
- City of Boardman
- Morrow County
- Oregon Department of Transportation
- Port of Morrow
- Public
- Private
- City Boundary
- Urban Growth Boundary
- Park
- Water

0 0.25 0.5 Mile

# Figure 4-2

## Roadway Functional Classification System

Boardman STRATEGIC PLAN
CONNECTING COMMUNITIES
Making big dreams a reality.




- Freeway
- Arterial
- Planned/Future Arterial
- Collector
- Planned/Future Collector
- Neighborhood Collector
- Planned/Future Neighborhood Collector
- Local
- City Boundary
- Urban Growth Boundary
- Park
- Water

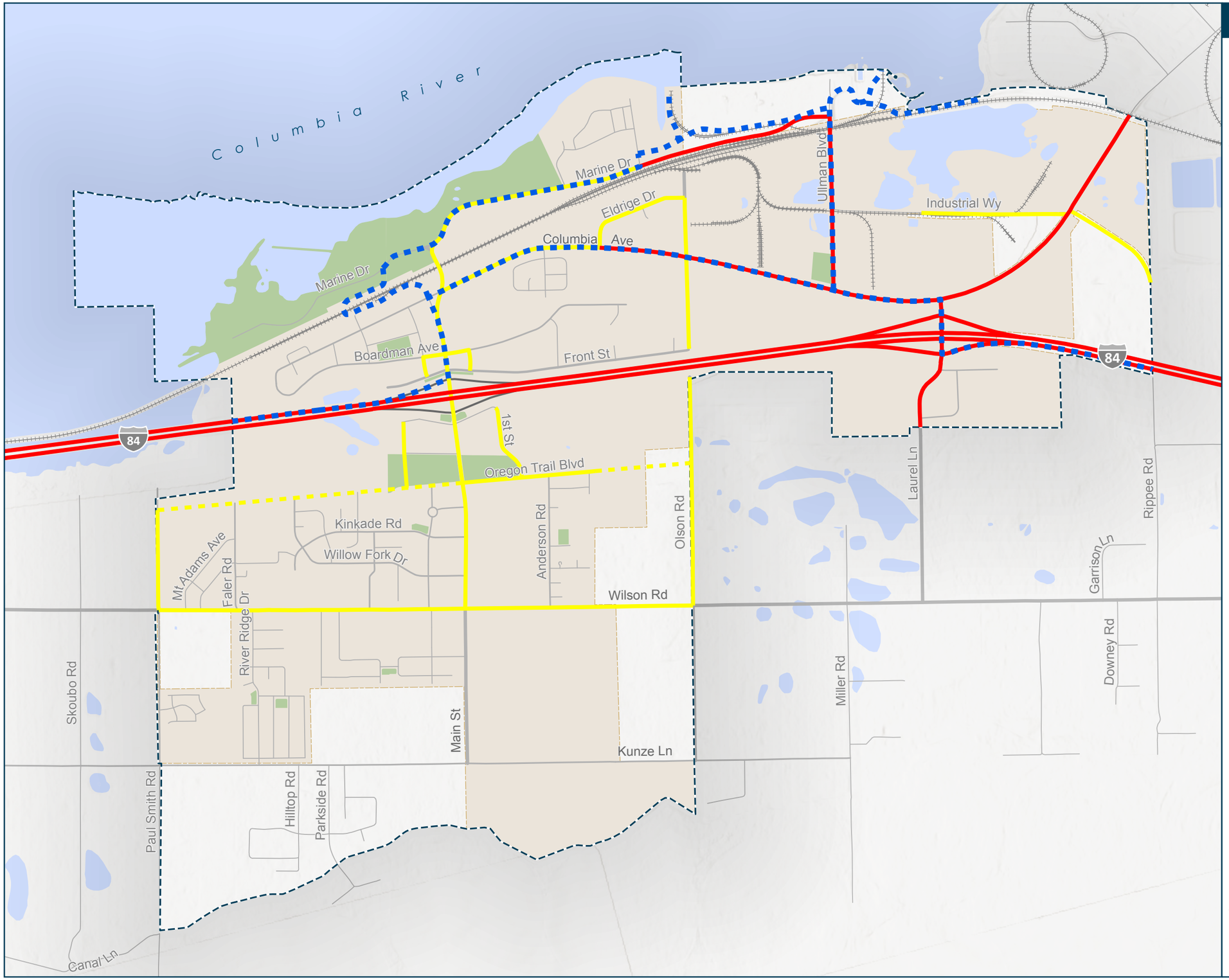
**Note: Future roadway alignments shown on the map are approximate and subject to further refinement.**

0 0.25 0.5 Mile

# Figure 4-3

## Truck Freight System

Boardman STRATEGIC PLAN
CONNECTING COMMUNITIES
Making big dreams a reality.



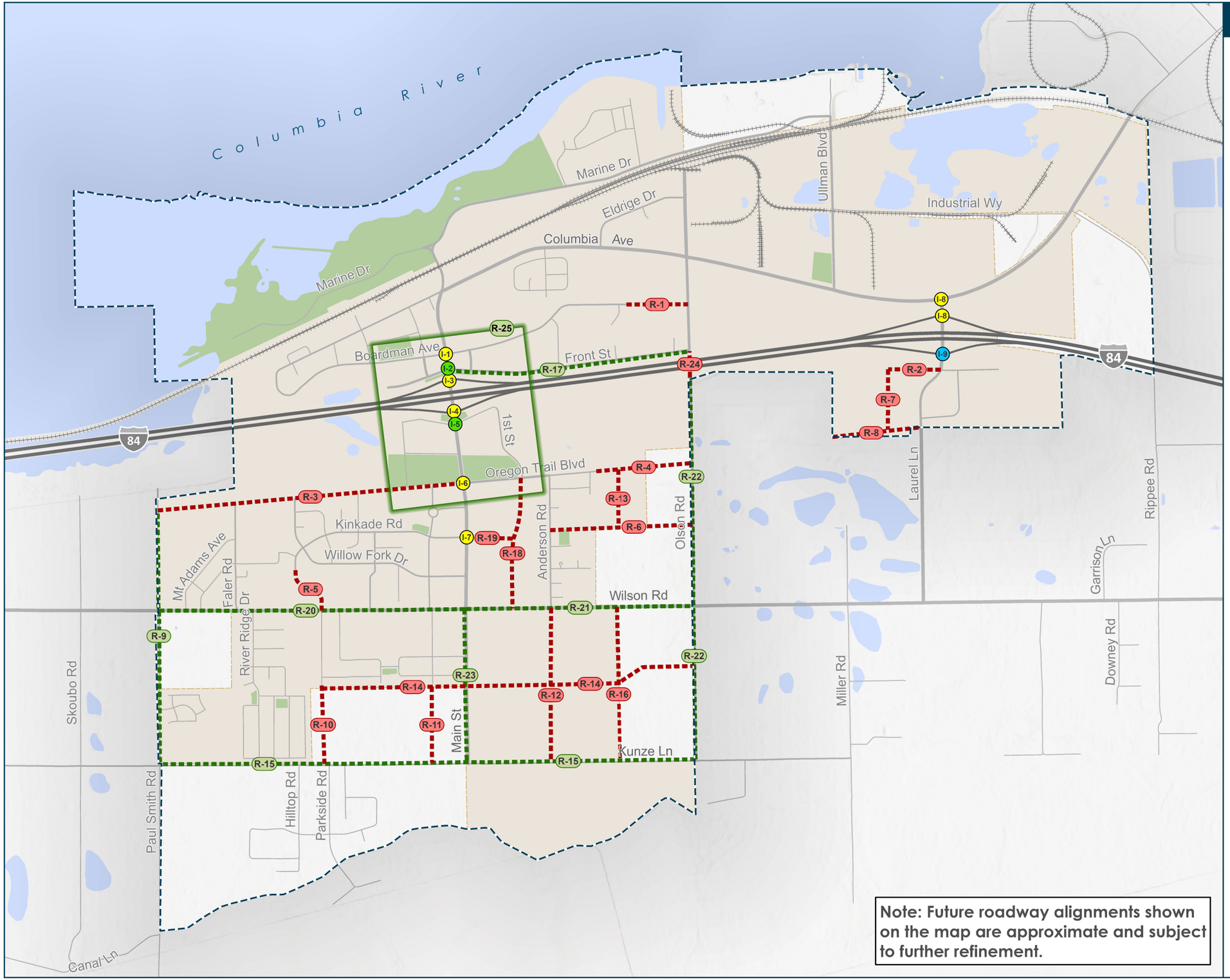

- Regional Freight Route
- Local Freight Route
- Proposed Future Local Freight Route
- High, Wide, and Heavy Freight Routes
- City Boundary
- Urban Growth Boundary
- Park
- Water

0 0.25 0.5 Mile

# Figure 5-1

## Planned Intersection and Roadway Corridor Projects

Boardman STRATEGIC PLAN
CONNECTING COMMUNITIES
Making big dreams a reality.




- Planned Traffic Control/ Geometric Improvement
- Planned Turn Lane Improvement
- Planned Turn Movement Restriction
- Planned Roadway Corridors
- Planned Road Reconstruction/ Modernization
- City Boundary
- Urban Growth Boundary
- Park
- Water

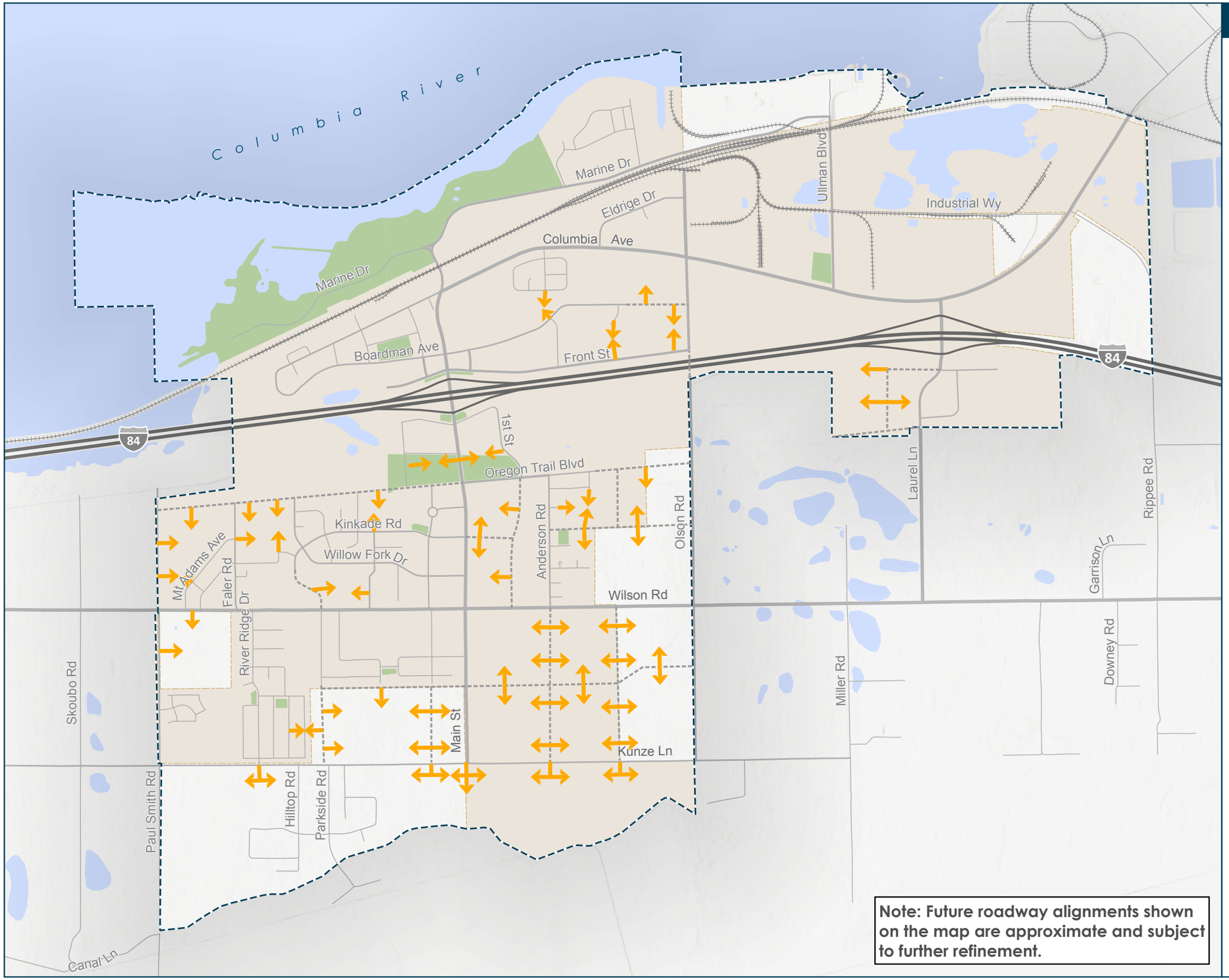
**Note: Future roadway alignments shown on the map are approximate and subject to further refinement.**

0 0.25 0.5 Mile

# Figure 5-2

# Local Street Connectivity Plan

Boardman STRATEGIC PLAN
CONNECTING COMMUNITIES
Making big dreams a reality.




- Potential Local Street Connection
- City Boundary
- Urban Growth Boundary
- Park
- Water

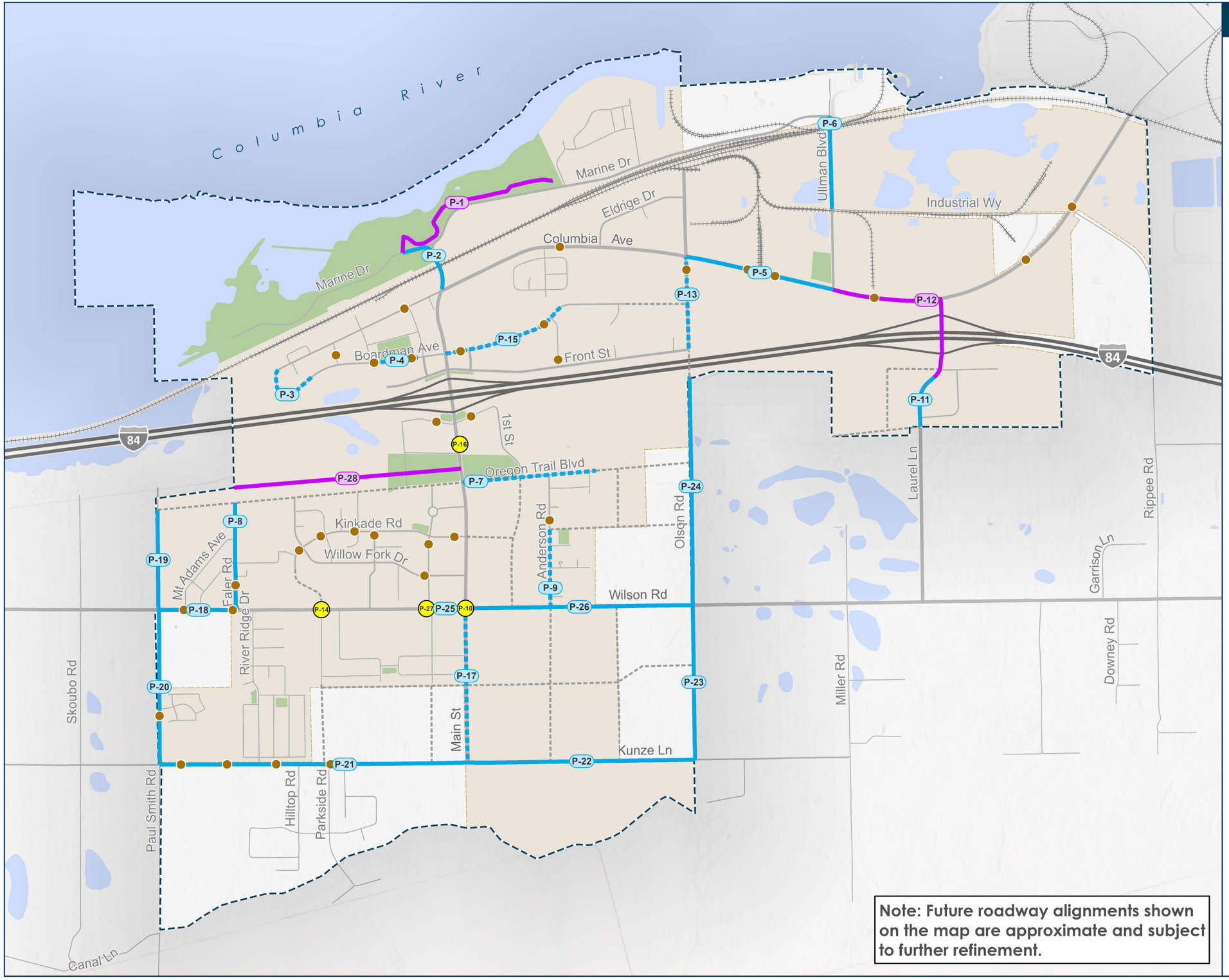
**Note: Future roadway alignments shown on the map are approximate and subject to further refinement.**

0 0.25 0.5 Mile

# Figure 5-3

## Planned Pedestrian Network

Boardman STRATEGIC PLAN
CONNECTING COMMUNITIES
Making big dreams a reality.




- Planned Crossing Project
- Planned Sidewalks
- Planned Multi-Use Path
- Planned Sidewalks - Fill in Gaps
- Planned/Future Arterial or Collector Roadway (See Intersection and Roadway Corridor Projects map)
- Transit Stops
- City Boundary
- Urban Growth Boundary
- Park
- Water

**Note: Future roadway alignments shown on the map are approximate and subject to further refinement.**

0 0.25 0.5 Mile

# Figure 5-4

## Planned Bicycle Network

Boardman STRATEGIC PLAN
CONNECTING COMMUNITIES
Making big dreams a reality.

- Planned Bike Lanes
- Planned Shared Lanes
- Planned Multi-Use Path
- Planned/Future Arterial or Collector Roadway (See Intersection and Roadway Corridor Projects map)
- Transit Stops
- City Boundary
- Urban Growth Boundary
- Park
- Water

0 0.25 0.5 Mile

**Note: Future roadway alignments shown on the map are approximate and subject to further refinement.**

# Technical Memorandum: Implementing Ordinances

| | | |
|---|---|---|
| **Date:** | July 10, 2025 | Kittelson Project No: 30287 |
| **To:** | Project Management Team (PMT) | |
| **From:** | Darci Rudzinski – MIG<br>Shayna Rehberg, AICP – MIG<br>Meg Grzybowski – MIG | |
| **Subject:** | Draft Implementing Ordinances | |



## Introduction

This memorandum presents recommended actions and proposed code language to help implement the Updated City of Boardman Transportation System Plan (TSP). Implementing ordinances and measures in this memorandum also enact relevant provisions in the Oregon Transportation Planning Rule (TPR) (OAR 600, Division 12). The TPR guides connections between transportation planning and land use regulations. It supports the development of safe, convenient, and economic transportation systems designed to maximize investments and reduce reliance on single-occupant driving.

As part of the TSP update process, MIG initially conducted a regulatory review to determine consistency of the Boardman Development Code (BDC or "code") with the TPR (Task 3.4). That review serves as the basis for the Implementing Ordinances and proposed code amendments summarized in **Table 1** and provided in **Attachment A** in this memorandum. For more information on the regulatory review and code assessment, see **Attachment B.**

## Policy Recommendations

### Comprehensive Plan Updates

Chapter 12 (Transportation) of the Boardman Comprehensive Plan formally includes five policies under Goal XII: Transportation Policies. The Background section of the chapter also includes statements on protection of transportation facilities and nominally policies regarding coordinated review as well as pedestrian and bicycle facilities. To ensure that the City has an up-to-date transportation policy framework, we recommend some version of adopting the updated TSP goals and objectives as part of the Comprehensive Plan. Replacing and updating

the existing transportation policies could be accomplished through the 2025 TSP adoption ordinance, adopting the updated transportation goals and objectives as City Comprehensive Plan policy by reference.

This recommended approach is common in Oregon, where cities use their TSP as an analog to their comprehensive plan transportation chapter, policies, and goals. As stated currently in Chapter 12 of Boardman's Comprehensive Plan, the TSP has previously been incorporated by reference and has been included in the Comprehensive Plan as a technical appendix. This approach of adopting the TSP by reference helps ensure consistency between the TSP and Comprehensive Plan and it simplifies coordination between the goals and policies therein. It also reduces the need to amend both documents when the TSP is amended in the future. In this way, Boardman's TSP Goals and Objectives, addressed next in this memorandum, can be included in the City's Comprehensive Plan Transportation Element.

## TSP Goals and Objectives

The TSP goals and objectives presented below were developed for this project as part of Technical Memorandum #3 and will be included in the Updated TSP. As noted in Technical Memorandum #3, these goals and objectives are rooted in, and build upon, the various goals and objectives developed in the current TSP and other transportation-related planning documents reviewed as part of this planning process. Additional goals and objectives have been proposed to ensure that the Updated TSP is forward-focused, reflects the needs of the community, and supports the development of a safe, efficient, and reliable transportation system for all users.

As they read below, some of the objectives may apply more directly to the development of the TSP and the TSP update process, and less so to review of land use actions. In that regard, City of Boardman Planning staff may identify select objectives below as those to be criteria in evaluating quasi-judicial and legislative land use actions.

**Goal #1: Safety:** Improve the safety and comfort of the multimodal transportation network.

- Objective #1a: Address known safety issues at locations with a history of fatal and/or severe injury crashes.
- Objective #1b: Identify and prioritize transportation improvements that provide safe access for all users, regardless of age, ability, or mode of transportation.
- Objective #1c: Manage vehicular access to key transportation corridors consistent with engineering standards and access management principles, while maintaining reasonable access to adjacent land uses.

**Goal #2: Mobility:** Provide an efficient multimodal transportation system.

- Objective #2a: Identify capacity constraints and develop projects and strategies to address those constraints, including intersection improvements, new crossings of I-84, and alternative multimodal connections.
- Objective #2b: Preserve and maintain the existing transportation system.

- Objective #2c: Support local and regional transit services through the advancement of stop amenities, service hubs, etc.

**Goal #3: Accessibility & Connectivity:** Provide an interconnected, multimodal transportation network that connects all members of the community to key destinations.

- Objective #3a: Provide new connections to/from Boardman's neighborhoods, schools, parks, transit stops, employment centers, and other key destinations.
- Objective #3b: Address existing walking, biking, and rolling gaps in Boardman's multimodal network.
- Objective #3c: Increase multimodal connectivity across I-84.

**Goal #4: Community & Equity:** Provide an equitable multimodal transportation system for all users to promote a livable and fully connected community.

- Objective #4a: Ensure that the transportation system provides equitable multimodal access for underserved and vulnerable populations to schools, parks, employment centers, commercial centers, health and social services, and other essential destinations.
- Objective #4b: Strengthen economic opportunities through the development of new transportation infrastructure.

**Goal #5: Sustainability:** Provide a sustainable transportation system by promoting transportation choices and preserving environmental resources.

- Objective #5a: Consider alternative transportation facility designs in constrained areas to avoid or minimize impacts to natural resources.
- Objective #5b: Avoid or minimize transportation impacts to natural and cultural resources in the city.

**Goal #6: Strategic Investment:** Make the most of transportation resources by leveraging available funding opportunities, preserve existing infrastructure, and reduce system maintenance costs.

- Objective #6a: Preserve and maintain the existing transportation system assets to extend their useful life.
- Objective #6b: Pursue grants and collaborate with partnering agencies to creatively fund transportation improvements and supporting programs.
- Objective #6c: Identify and maintain stable and diverse revenue sources to address transportation needs.

# Public Works Standards

The Public Works Standards (PWS) are a set of guidelines, design standards, technical specifications, and drawings that are intended to be "general in nature and set minimum guidance for projects within the City" (*Responsibility Statement for Use of Standards)*. Roadway design standards are being updated as part of the TSP update and will need to be reflected in corresponding dimensional requirements in the PWS.

The cross-sectional drawings in the PWS, provide sketches of curbs, sidewalks, and roadways of various functional classifications. These PWS figures containing roadway features and associated dimensions will need to be modified for consistency with the Updated TSP.

# Development Code Requirements

The BDC contains land use, permitting, variance and exceptions, and design standards and regulations that govern development in  Boardman. The following chapters are the most applicable to the TSP update, as they contain transportation-related development requirements:

- Chapter 2: Land Use Districts (Zoning Code)
- Chapter 3: Design Standards (including Access and Circulation)
- Chapter 4: Applications and Review Procedures

As previously identified in Technical Memorandum #2, the TPR is responsible for implementing Statewide Planning Goal 12 (Transportation).  The goal of the TPR is to provide and advance safe, accessible, affordable, and convenient transportation opportunities in an economic way for the residents of Oregon. The TPR includes extensive guidance for implementation of Goal 12.

Boardman's TSP is being updated consistently with TPR requirements; updated BDC requirements will ensure that future development implements this long-range plan. Table 1 provides a summary of proposed code amendments in order to provide consistency with the Updated TSP and the following TPR sections:

- TPR Section -0045 details land use regulation requirements that implement and support the TSP.
- TPR Section -0060 ensures that land uses are consistent across Development Code.

## Summary of Proposed Code Amendments

The Development Code for the City guides land use and transportation improvements required for development within city limits. Based on an audit of local development requirements, the code will need to be updated to align with the updated TSP goals and objectives, implement updated standards, and reflect best practices consistent with Transportation Growth Management (TGM) Mission, Goals, and Objectives and the State of Oregon's Smart Development Codes. In addition, MIG evaluated the code to identify local development requirements that may need to be updated to be consistent with the TPR (see **Attachment A**).

Table 1 summarizes code recommendations based on this evaluation. The table is organized by code chapter, listing the sections recommended for modification sequentially. The table also generally describes the potential code text change. The final column includes the relevant compliance citation, including TPR section or TSP consistency citations. **Attachment A** provides detailed descriptions of local compliance with TPR requirements.

**Table 1. Summary of Recommended Boardman Development Code Updates**

| # | BDC Chapter or Section | Recommendations | Compliance Citation |
|---|---|---|---|
| **Chapter 3.1 – Access and Circulation** | | | |
| 1 | 3.1.200 | **Block Standards –** Update block standards code to include a reference to the Local Street Connectivity Plan in the TSP. | TSP consistency |
| 2 | 3.1.300 | **Pedestrian Access and Circulation (Transit and Objective Standards) –** Expand on existing pedestrian access and circulation standards to more robustly address transit access and provide clear and objective pedestrian circulation standards for specified residential development. | -0045(3)(b) and (4)(b)(A)<br><br>TSP consistency |
| 3 | 3.1.300 | **Pedestrian Access and Circulation (Safety and Amenities) –** Enhance existing standards to more specifically address separation for pedestrian safety, as well as amenities for pedestrian comfort and convenience. | -0045(3)(b) |
| **Chapter 3.3 – Vehicle and Bicycle Parking** | | | |
| 4 | 3.3.300 (E) [NEW] | **Automobile Parking Standards (Transit Uses) –** Create new subsection to allow for transit facilities or transit-oriented uses in parking areas. | -0045(4)(e) |
| 5 | 3.3.300 (B) | **Automobile Parking Standards (Rideshare Parking) –** Modify Vehicle Parking Standards Code to designate a portion of off-street employee parking spaces for rideshare parking. | -0045(4)(d) |
| 6 | 3.3.400 (A) | **Bicycle Parking Standards (Transit) –** Add bike parking requirements for transit transfer stations, transit stops with frequent service, and park-and-ride lots. | -0045(3)(a) |
| **Chapter 3.4 Public Facilities Standards** | | | |
| 7 | 3.4.100 (Z) [NEW] | **Transportation Improvements (Transit) –** Add a new section to address transit stop improvements, with references to adopted City and County plans. | -0045(4)(a) |
| 8 | 3.4.100 | **Roadway Standards –** Incorporate updated road design standards consistent with TSP recommendations and PWS updates, including designs that can accommodate transit vehicles and facilities. | -0045(4)(f)<br><br>TSP consistency |
| **Chapter 4.1 – Types of Applications and Review Procedures** | | | |

| # | BDC Chapter or Section | Recommendations | Compliance Citation |
|---|---|---|---|
| 9 | 4.1.700 (D)(2) | **General Provisions –** Amend subsection to include transportation projects that require permitting in the provisions for consolidated application review. | -0045(1)(c) |
| **Chapter 4.4 – Conditional Use Permits** | | | |
| 10 | Table 4.1.200 4.4.400 (D) | **Criteria, Standards, and Conditions of Approval – Exemptions –** Amend Table 4.1.200 and Conditional Use Permit provisions to specify when transportation facilities and activities are not subject to land use review or approval procedures. | -0045(1)(a) |
| **Chapter 4.7 – Land Use District Map and Text Amendments** | | | |
| 11 | 4.7.600 (A) | **TPR Compliance –** Simplify references to TPR Section -0060 for plan amendments and other legislative changes in order to stay synchronized with updates to the TPR. | -0060 |
| **Chapter 4.10 – Traffic Impact Study** | | | |
| 12 | 4.10.200 | **Traffic Impact Study –** Update study triggers to be clear and objective for Traffic Impact Studies required related to City facilities, as well as to be consistent with TSP updates. | -0045(3)(b) |
| **Chapter 1.2 – Definitions** | | | |
| 13 | 1.2 | (To be completed after PMT review of draft memo and any subsequent updates to code amendment language. Check for transportation terms used in Memo 6/Draft TSP and in our proposed code amendments that are not yet defined in the BDC.) | TSP Consistency |

# Next Steps

Following review by the Project Management Team (PMT), updates will be made to the draft Implementing Ordinances (policy and development code amendments) before being shared at the Joint City of Boardman and Morrow County joint work session (Task 7.1). Then the Implementing Ordinances will be updated based on that work session to produce an adoption draft (Task 7.2). Following adoption proceedings, a final version of the Implementing Ordinances will be provided (Task 8.1).

# The final column includes the relevant compliance citation, including TPR section or TSP consistency citations. **Attachment A**. Proposed Code Amendments

The following BDC text amendments are presented in "adoption-ready" format of underline or ~~strikethrough~~, where additions (underline) or retractions (strikethrough) are recommended. Relevant BDC sections and provisions may also be abbreviated to focus on the recommended changes, and an ellipses […] indicate the omission of non-relevant BDC text.

The amendments are numbered below according to the reference numbers in Table 1. They are intended to be adopted in conjunction with the Updated TSP, as part of and/or directly following that process.

## 1. Access and Circulation - Block Standards

*Recommendation*
For consistency with and connection to the Updated TSP, it is recommended to update block standards code to include a reference to the Local Street Connectivity Plan (Figure 5-2) in the TSP.

*Proposed Amendment*

**3.1.200 Vehicular Access and Circulation**

[…]

J. Street Connectivity. In order to promote efficient vehicular and pedestrian circulation throughout the City, land divisions and large site developments shall produce complete blocks bounded by a connecting network of public and/or private streets, in accordance with the following standards:

1. Block Length and Perimeter. The maximum block length and perimeter shall not exceed:
   a. 600 feet length and 1,600 feet perimeter in the Residential District and Sub Districts;
   b. 600 feet length and 1,600 feet perimeter in the Commercial District;
   c. Not applicable to the General Industrial District; and
   d. 800 feet length and 2,000 feet perimeter in the Tourist Commercial Sub District, Service Center Sub District and Light Industrial District, except as required for commercial developments subject to Chapter 2.2, Section 140~~;~~.

The conceptual layout in the Local Street Connectivity Plan in the City's Transportation System Plan shall guide the creation of new local street connections in the city and its UGB.

2. Street Standards. Public and private streets shall also conform to Chapter 3.4.100 - Transportation Standards, Section 3.1.300 - Pedestrian Circulation, and applicable Americans With Disabilities Act (ADA) design standards.

## 2. Access and Circulation - Pedestrian (Transit and Objective Standards)

*Recommendation*

TPR Subsection -0045(3)(b) focuses on provisions and design standards for safe and convenient pedestrian and bicycle access to new developments and transit stops, neighborhood activity centers, cul-de-sacs, and accessways. Regarding transit, Morrow County Public Transit's The LOOP provides service to 28 stops in Boardman. The LOOP has similar frequency compared to regional services, but stops are within ¼ mile of a planned or zoned area with higher density development.

The BDC includes specifications for pedestrian access that addresses safe, convenient, and direct access, but pedestrian access measures should be expanded to more robustly address transit access and provide clear and objective pedestrian circulation standards for specified residential development.

*Proposed Amendment*

**3.1.300 Pedestrian Access and Circulation**

**A. Pedestrian Access and Circulation.** To ensure safe, direct and convenient pedestrian circulation, all developments, except single family detached housing (i.e., on individual lots), shall provide a continuous pedestrian and/or multi-use pathway system. (Pathways only provide for pedestrian circulation. Multi-use pathways accommodate pedestrians and bicycles.) The system of pathways shall be designed based on the standards in subsections 1-6~~3~~, below:

1. **Continuous Pathways.** The pathway system shall extend throughout the development site, and connect to all future phases of development, including new non-residential development, between commercial districts and adjacent residential areas, public transit stops, adjacent trails, public parks, and open space areas, whenever possible. The developer may also be required to connect or stub pathway(s) to adjacent streets and private property, in accordance with the provisions of Section 3.1.200 - Vehicular Access and Circulation, and Chapter 3.4. 100 - Transportation Standards.
2. **Safe, Direct, and Convenient Pathways.** Pathways within developments shall provide safe, reasonably direct and convenient connections between primary building entrances and all adjacent streets, based on the following definitions:
    a. **Reasonably direct.** A route that does not deviate unnecessarily from a straight line or a route that does not involve a significant amount of out-of-direction travel for likely users.
    b. **Safe and convenient.** Bicycle and pedestrian routes that are reasonably free from hazards that would interfere with or discourage travel for short trips and provide a reasonably direct route of travel between destinations.
    c. **Non-Residential ~~Commercial and Industrial~~ Primary Entrance.** For commercial, industrial, mixed use, public, and institutional buildings, the "primary entrance" is the main public entrance to the building. In a case where no public entrance exists, street connections shall be provided to

the main employee entrance. In such a case, an uninterrupted accessway, courtyard, plaza, or other pedestrian-oriented space must be provided between primary pedestrian entrances and the public pedestrian facility, except where the entrance opens directly to the pedestrian facility.

i. The primary entrance shall be accessible to people with mobility disabilities and must be designed to be barrier-free.

d. **Residential Entrance.** For residential buildings the "primary entrance" is the front door (i.e., facing the street). For multifamily buildings in which each unit does not have its own exterior entrance, the "primary entrance" may be a lobby, courtyard, or breezeway that ~~which~~ serves as a common entrance for more than one dwelling.

3. **Connections Within Development.** For all developments subject to Site Design Review, pathways shall connect all building entrances to one another. In addition, pathways shall connect all parking areas, storage areas, recreational facilities and common areas (as applicable), and adjacent developments to the site, as applicable.

4. **For Multifamily Residential and Residential Subdivision Development.** The following clear and objective standards are the minimum pedestrian circulation standards that new multifamily developments and residential subdivisions must meet:

a. Internal connections. On sites larger than 10,000 square feet, an internal pedestrian connection system shall be provided. The system shall connect all primary entrances (in the case of multi-family development) or lots (in the case of a subdivision) to the following:

i. On-site shared facilities (if proposed) including parking areas, bicycle parking, recreational areas, and outdoor areas; and

ii. Adjacent off-site improvements including public transit stops, schools, and parks.

b. On-site circulation systems required by the standards of this section shall be hard-surfaced and shall meet the following minimum width requirements:

i. The pedestrian circulation system on sites with up to 20 residential units shall be at least 4 feet wide.

ii. The pedestrian circulation system on sites with more than 20 residential units shall be at least 5 feet wide.

**5. Multimodal System ~~Street~~ Connectivity**. Pathways (for pedestrians and bicycles) shall be provided at or near mid-block where the block length exceeds the length required by Section 3.1.200 J. Pathways shall also be provided where cul-de-sacs or dead-end streets are planned, to connect the ends of the streets together, to other streets, and/or to other developments. Pathways used to comply with these standards shall conform to all of the following criteria…

6. **Transit Stop Connections**. Continuous pedestrian walkways shall be provided to any existing or planned public transit stop that is within 300 feet of the primary entrance of the primary structure(s).

### 3. Access and Circulation - Pedestrian (Safety and Amenities)

*Recommendation*

TPR Subsection -0045(3)(b) emphasizes safe and convenient pedestrian access. BDC Section 3.1.300 includes some specifications for pedestrian access related to safe, convenient, and direct access. These measures should be enhanced to more specifically address separation for pedestrian safety, as well as amenities for pedestrian comfort and convenience.

*Proposed Amendment*

**B. Design and Construction.** Pathways shall conform to all of the standards in 1-5 and should consider the guidelines in 6.

1. **Vehicle/Pathway Separation.** Where pathways are parallel and adjacent to a driveway, parking areas, or loading areas or street (public or private), they shall be raised 6 inches and curbed or separated from the driveway/street by a 5-foot minimum strip with bollards, a landscape berm, or other physical barrier. If a raised path is used, the ends of the raised portions must be equipped with curb ramps. Striping does not meet this requirement. Elevation changes and speed bumps shall be at least four inches high.

   a. Where the system is parallel and adjacent to an auto travel lane, the system shall be a raised path or be separated from the auto travel lane by a raised curb, bollards, landscaping, or other physical barrier approved as part of a discretionary review. If a raised path is used it shall be at least four inches high and the ends of the raised portions shall be equipped with curb ramps. Bollard spacing shall be no farther apart than five feet on center.

   […]

6. **Pedestrian amenities.** Amenities such as covered pathways, awnings, visual corridors, and benches are encouraged. Benches shall have direct access to the pedestrian circulation system.

### 4. Automobile Parking Standards – Transit Uses

*Recommendation*

TPR Subsection -0045(4)(e) allows existing development to modify and redevelop existing parking spaces for transit-oriented uses, where appropriate. BDC Section 3.3.300, pertaining to automobile parking standards, should include new language to address these TPR provisions.

*Proposed Amendment*

**E. Parking Redevelopment.** Existing developments may redevelop a portion of an existing off-street parking area for transit-oriented uses, including bus stops and

pullouts, bus shelters, and park-and-ride stations, provided the minimum off-street parking requirements in Section 3.3.300 can still be met.

### 5. Automobile Parking Standards – Rideshare Parking

*Recommendation*

TPR regulations require that employee parking in new development have preferential parking established for carpools and vanpools. BDC Section 3.3.300, pertaining to automobile parking standards, should include new language regarding parking location for ridesharing.

*Proposed Amendment*

**B. Parking Location and Shared Parking**

1. Location…
2. Off-site parking…
3. Mixed uses…
4. Shared parking…
5. Carpool and vanpool parking. Uses with at least 25 or more required parking spaces shall include designated carpool or vanpool parking.
   a. At least 10% of the employee, student, or commuter parking spaces shall be carpool or vanpool parking.
   b. Carpool and vanpool designated spaces must be the closest non-ADA parking spaces to the primary employee, student, or commuter entrance.
   c. Carpool and vanpool parking may count toward the minimum parking requirements by use in Section 3.3.300(A).
   d. Carpool and vanpool parking shall be marked "Reserved – Carpool/Vanpool Only."

6~~5~~. Availability of facilities. Owners of off-street parking facilities may post a sign indicating that all parking on the site is available only for residents, customers and/or employees, as applicable. Signs shall conform to the standards of Chapter 3.6.

### 6. Bicycle Parking Standards - Transit

*Recommendation*

TPR Subsection -0045(3)(a) focuses on bicycle parking facilities as a part of multi-family residential, commercial, institutional, and transit station development. While the existing BDC includes bicycle parking standards for multi-family development, retail, office, and institutional developments, it does not include requirements for transit transfer stations, transit stops with frequent service, and park-and-ride lots. Recommendations include adding language to include bicycle parking requirements for these locations.

*Proposed Amendment*

**3.3.400 – Bicycle Parking Requirements**

**A. Number of Bicycle Parking Spaces**

[…]

6. Transit Stops. For development or redevelopment of transit transfer stations, transit stops with frequent service (as defined by the transit service provider), and park-and-ride lots, a minimum of two short-term bicycle parking spaces shall be provided.

## 7. Transportation Improvements - Transit

*Recommendation*

For compliance with TPR regulations, BDC Section 3.4.100 should include code that speaks to development requirements that will accommodate planned transit services and infrastructure. The proposed code language is drawn from the Morrow County Coordinated Transportation Plan and other models.

*Proposed Amendment*

**Z. Transit Stop Improvements.** Development that is proposed adjacent to an existing or planned transit stop, as designated in an adopted transportation or transit plan, shall provide easements and/or transit stop improvements (e.g., seating, shelters, signage, trash receptacles, bicycle parking, and/or lighting) in coordination with the transit service provider and consistent with the Morrow County Transit Master Plan (TMP) and the City's Transportation System Plan (TSP) transit plan element.

## 8. Roadway Standards

*Recommendation*

The TPR requires jurisdictions to establish street design standards that are capable of accommodating transit vehicles and facilities, while also providing opportunities for pedestrian connectivity and access to transit services and facilities.

BDC Section 3.4.100 (Transportation Standards) should be amended to incorporate road design standards developed through the TSP update process.

***Placeholder and note for reviewers: We're expecting a draft of updated cross sections and road design standards from Public Works sometime early July, and will incorporate those into this code section and Table 3.4.100(F) accordingly.***

*Proposed Amendment*

**E. Street Location, Width and Grade.** Except as noted below, the location, width and grade of all streets shall conform to the Transportation System Plan and its functional classification cross-section standards, and an approved street plan or subdivision plat. Street location, width and grade shall be determined in relation to existing and planned streets, topographic conditions, public convenience and safety, in response to existing and planned transit development, and in appropriate relation to the proposed use of the land to be served by such streets:

1. Street grades shall be approved by the City Manager or his/her designee in accordance with the design standards in Section 'N', below; and

2. Where the location of a street is not shown in an existing street plan (See Section 'H'), the location of streets in a development shall either:
   a. Provide for the continuation and connection of existing streets in the surrounding areas, conforming to the street standards of this Chapter, or
   b. Conform to a street plan adopted by the City Council, if it is impractical to connect with existing street patterns because of particular topographical or other existing conditions of the land. Such a plan shall be based on the type of land use to be served, the volume of traffic, the capacity of adjoining streets and the need for public convenience and safety.

**F. Minimum Rights-of-Way and Street Sections**. Street rights-of-way and improvements shall conform with the widths in Table 3.4.100. A Class B variance shall be required in conformance with Section 3.4.1.B to vary the standards in Table 3.4.100. Where a range of width is indicated, the width shall be determined by the decision-making authority based upon the following factors:

1. Street classification in the Transportation System Plan;
2. Anticipated traffic generation;
3. On-street parking needs;
4. Sidewalk and bikeway requirements based on anticipated level of use;
5. Transit services and facilities;
6. Requirements for placement of utilities;
7. Street lighting;
8. Minimize drainage, slope, and sensitive lands impacts, as identified by Chapter 3.7;
9. Street tree location, as provided for in Chapter 3.2;
10. Protection of significant vegetation, as provided for in Chapter 3.2;
11. Safety and comfort for motorists, bicyclists, and pedestrians;
12. Street furnishings and transit amenities or structures (e.g., benches, lighting, bus shelters, etc.), when provided;
13. Access needs for emergency vehicles; and
14. Transition between different street widths (i.e., existing streets and new streets), as applicable.

**Table 3.4.100 F. Street Widths**

| Type of Street | Minimum Right of Way | Minimum Roadway |
|---|---|---|
| Local Street (Optional/Conditional) | 56 feet | 23 feet |
| Local Street | 60 feet | 34 feet |
| Neighborhood Collector | 60 feet | 38 feet |
| Minor Collector | 68 feet | 47 feet |

| | | |
|---|---|---|
| New Arterial | 80 feet | 49 feet |
| East Columbia, Wilson Road and South Main Street Arterial | 80 feet | 49 feet |
| North Main Street Arterial | 60 feet | 48 feet |

## 9. Applications and Review Procedures – Consolidated Review

*Recommendation*

Modify BDC Section 4.1.700(D) (Applications) to include transportation projects in the consolidated application review process of land use applications, pursuant to TPR requirements.

*Proposed Amendment*

**2. Consolidation of proceedings.** When an applicant applies for more than one type of land use or development permit (e.g., Type II and III) for the same one or more parcels of land, the proceedings shall be consolidated for review and decision.

a. If more than one approval authority would be required to decide on the applications if submitted separately, then the decision shall be made by the approval authority having original jurisdiction over one of the applications in the following order of preference: the Council, the Commission, or the City Manager.

b. When proceedings are consolidated:

(1) Required notices may be consolidated. The notice shall identify each application to be decided;

(2) The decision on a plan map amendment shall precede the decision on a proposed land use district change and other decisions on a proposed development.

Similarly, the decision on a zone map amendment shall precede the decision on a proposed development and other actions; and

(3) Separate findings and decisions shall be made on each application.

c. Consolidated review shall also be allowed for land use decisions that involve permitting transportation projects, when permitting is required.

## 10. Conditions of Approval – Transportation Exemptions

*Recommendation*

Certain transportation uses, including operations, maintenance, repair, construction of improvements (to standards), and changes in frequency of transit, are not subject to land use regulations pursuant to TPR requirements. While this may be generally implicit in code in Chapter 4.4 (Conditional Use Permits), it is recommended that this be made more explicit in the BDC.

*Proposed Amendment*

### 4.1.200 Description of Permit/Decision-Making Procedures

[…]

| Table 4.1.200<br>Summary of Development Decisions/Permit by Type of Decision-making Procedure | | |
|---|---|---|
| **Action** | **Decision Type** | **Applicable Regulations** |
| Transportation Facilities and Improvements (not in TSP or not part of land division) | Type II/III | Chapter 4.4 |

### 4.4.400 Criteria, Standards and Conditions of Approval

[…]

**D. Transportation System Facilities and Improvements**

1. **City or County facilities and improvements.** Construction, reconstruction, or widening of highways, roads, bridges or other transportation facilities that are (1) not designated in the City's adopted Transportation System Plan ("TSP"), or (2) not designed and constructed as part of an approved subdivision or partition, are allowed in all Districts subject to a Conditional Use Permit and satisfaction of all of the following criteria:

   a. The project and its design are consistent with the City's adopted TSP, or, if the city has not adopted a TSP, consistent with the State Transportation Planning Rule, OAR 660-012 ("the TPR").

   b. The project design is compatible with abutting land uses in regard to noise generation and public safety and is consistent with the applicable zoning and development standards and criteria for the abutting properties.

   c. The project design minimizes environmental impacts to identified wetlands, wildlife habitat, air and water quality, cultural resources, and scenic qualities; and a site with fewer environmental impacts is not reasonably available. The applicant shall document all efforts to obtain a site with fewer environmental impacts, and the reasons alternative sites were not chosen.

   d. The project preserves or improves the safety and function of the facility through access management, traffic calming, or other design features.

   e. The project includes provisions for bicycle and pedestrian access and circulation consistent with the comprehensive plan, the requirements of this ordinance, and the TSP or TPR.

   Transportation facilities, services, and improvements that are consistent with the adopted Transportation System Plan are not subject to land use review.

## 11. Transportation Planning Rule Compliance

*Recommendation*

The TPR – including Section -0060 – has been updated multiple times over recent years. It is recommended that text in BDC Chapter 4.7 (Land Use District Map and Text

Amendments) that duplicates past language from TPR Section -0060 be replaced with a more general reference to the TPR in order to stay synchronized with current and changing TPR language.

*Proposed Amendment*

**4.7.600 Transportation Planning Rule Compliance**

A. ~~TPR Compliance~~ Comprehensive Plan Amendments and Changes to Land Use Districts or Land Use Regulations.

1. When a development application includes a proposed comprehensive plan amendment or land use district change, the proposal shall be reviewed to determine whether it significantly affects a transportation facility, in accordance with Oregon Administrative Rule (OAR) 660-012-0060, the Transportation Planning Rule. ~~"Significant" means the proposal would:~~

~~1. Change the functional classification of an existing or planned transportation facility. This would occur, for example, when a proposal causes future traffic to exceed the capacity of "collector" street classification, requiring a change in the classification to an "arterial" street, as identified by the Transportation System Plan; or~~

~~2. Change the standards for implementing a functional classification system; or~~

~~3. Allow types or levels of land use that would result in levels of travel or access that are inconsistent with the functional classification of a transportation facility; or~~

~~4. Reduce the level of service of the facility below the minimum acceptable level identified in the Transportation System Plan.~~

~~B. Amendments to the Comprehensive Plan.~~

2. Amendments to the comprehensive plan and to City land use standards that ~~which~~ significantly affect a transportation facility shall assure that allowed land uses are consistent with the function, capacity, and performance standards or targets ~~level of service~~ of the facility identified in the Transportation System Plan. This shall be accomplished by measures identified in OAR 660-012-0060.~~one of the following:~~

~~1. Limiting allowed land uses to be consistent with the planned function of the transportation facility; or~~

~~2. Amending the Transportation System Plan to ensure that existing, improved, or new transportation facilities are adequate to support the proposed land uses consistent with the requirement of the Transportation Planning Rule; or,~~

~~3. Altering land use designations, densities, or design requirements to reduce demand for automobile travel and meet travel needs through other modes of transportation.~~

## 12. Traffic Impact Study

*Recommendation*

Triggers for Traffic Impact Studies are sometimes vague in the current BDC and more specific requirements should be codified. Update Chapter 4.10 (Traffic Impact Study) to establish clear and objective triggers for a study that are consistent with reasonable traffic thresholds, remove ambiguity, and are consistent with the Updated TSP.

*Proposed Amendment*

4.10.200 When Required

A. When a Traffic Impact Study is Required. A Traffic Impact Study shall be prepared and submitted to the City with the application, for review by the City and the Oregon Department of Transportation, when the following apply:

1. The development application involves one or more of the following actions:
   a. A change in zoning or a plan amendment designation; or
   b. Any proposed development or land use action that ODOT states may have operational or safety concerns along a state highway; and
2. The development shall cause one or more of the following effects, which can be determined by field counts, site observation, traffic impact analysis or study, field measurements, crash history, Institute of Transportation Engineers Trip Generation manual; and/or information and studies provided by the local reviewing jurisdiction and/or ODOT:
   a. An increase in site traffic volume generation by 500 Average Daily Trips (ADT) or more; or
   b. An increase in ADT volume of a particular movement to and from the State highway by 20% or more; or
   c. An increase in use of adjacent streets by vehicles exceeding the 20,000 pound gross vehicle weights by 20 vehicles or more per day; or
   d. The location of the access driveway does not meet minimum <u>sight</u> ~~site~~ distance requirements, or is located where vehicles entering or leaving the property are restricted, or such vehicles queue or hesitate on the State highway, creating a safety hazard; or
   e. A change in internal traffic patterns that may cause ~~safety problems, such as~~ <u>traffic to</u> back up onto the <u>adjacent streets</u> ~~highway or traffic crashes in the approach area~~.

## 13. Definitions

- To be completed after PMT review of draft memo -

# **Attachment B**. Development Code Evaluation

TPR Section -0045 Implementation

| TPR Requirement | Evaluation and Recommendation |
|---|---|
| ***(1) Each local government shall amend its land use regulations to implement the TSP.*** | |
| *(a) The following transportation facilities, services and improvements need not be subject to land use regulations except as necessary to implement the TSP and, under ordinary circumstances do not have a significant impact on land use:*<br><br>*(A) Operation, maintenance, and repair of existing transportation facilities identified in the TSP, such as road, bicycle, pedestrian, port, airport and rail facilities, and major regional pipelines and terminals;*<br><br>*(B) Dedication of right-of-way, authorization of construction and the construction of facilities and improvements, where the improvements are consistent with clear and objective dimensional standards;*<br><br>*(C) Uses permitted outright under ORS 215.213(1)(j)–(m) and 215.283(1)(h)–(k), consistent with the provisions of OAR 660-012-0065; and*<br><br>*(D) Changes in the frequency of transit, rail, and airport services.* | **Summary:** The outlined transportation services need not be subject to land use application or review procedures, such as, operation/maintenance/repair of existing facilities and clear and objective construction in the right-of-way.<br><br>**Existing Code and Conditions:** Table 4.1.200 includes the Summary of Development Decisions, including Transportation Facilities and Services. Chapter 4.4 (D)(Criteria, Standards, and Conditions of Approval) includes reference to transportation system facilities and improvements, stating that City and County facilities that are not included as part of the TSP or are not included in the construction of a subdivision development, are allowed in all districts, pending a Conditional Review and satisfaction of five (5) criteria.<br><br>**Recommendation:** Add explicit provisions to Chapter 4.4 (D) that specifically state transportation facilities and activities that *are* included in the TSP are not subject to land use review or approval procedures.<br><br>Land Use and Building Types Permitted Tables (2.2.110.A or 2.3.110.A) in Chapter 2 (Land Use Districts) include transportation facilities and improvements, consistent with the TPR. However, changes to the frequency of transit is not mentioned, and should be permitted outright in all zones (though passenger rail or airport services need not be included). |

| TPR Requirement | Evaluation and Recommendation |
|---|---|
| *(b) To the extent, if any, that a transportation facility, service or improvement concerns the application of a comprehensive plan provision or land use regulation, it may be allowed without further land use review if it is permitted outright or if it is subject to standards that do not require interpretation or the exercise of factual, policy or legal judgment;* | See responses to 660-012-0045 (1)(a). |
| *(c) In the event that a transportation facility, service or improvement is determined to have a significant impact on land use or to concern the application of a comprehensive plan or land use regulation and to be subject to standards that require interpretation or the exercise of factual, policy or legal judgment, the local government shall provide a review and approval process that is consistent with OAR 660-012-0050. To facilitate implementation of the TSP, each local government shall amend its land use regulations to provide for consolidated review of land use decisions required to permit a transportation project.* | **Summary:** This TPR Section references project development and implementation - how a transportation facility or improvement authorized in a TSP is designed and constructed (660-012-0050). Project development may or may not require land use decision-making. The TPR directs that during project development, projects authorized in an acknowledged TSP will not be subject to further justification with regard to their need, mode, function, or general location. To this end, the TPR calls for consolidated review of land use decisions and proper noticing requirements for affected transportation facilities and service providers.<br><br>**Existing Code and Conditions:** BDC 4.1.700 (D)(2) (General Provisions; Applications) allows for applicants applying for more than one type of land use or development permit to consolidate proceedings. Although it may apply to and include transportation projects and facilities, it is not explicitly stated in the regulation.<br><br>**Recommendation:** The City should amend BDC 4.1.700 (General Provisions) to include transportation projects in the consolidated application review. |
| ***(2) Local governments shall adopt land use or subdivision ordinance regulations, consistent with applicable federal and state requirements, to protect transportation facilities, corridors, and sites for their identified functions. Such regulations shall include:*** | |
| *(a) Access control measures, for example, driveway and public road spacing, median control and signal spacing standards, which are consistent with the functional classification of roads and consistent with limiting development on rural lands to rural uses and densities;* | **Summary:** This section requires jurisdictions to implement access management consistent with the planned function of roadways. |

| TPR Requirement | Evaluation and Recommendation |
|---|---|
| | **Existing Code and Conditions:** BDC 3.1.200, Vehicular Access and Circulation, contains the City's access control measures.<br><br>Section 3.1.200 (F) includes options for access, depending on street classification.<br><br>Section 3.1.200 (G) addresses access spacing measures for transportation-specific facilities, including local streets, arterials and collectors, state highways, all streets, corners, and variances.<br><br>Section 3.1.200 (H) includes permitted number of access points for residential, commercial, industrial, and institutional developments.<br><br>Section 3.1.200 (I) regulates shared driveways and includes standards for access easements, frontage streets, cross access, and exceptions.<br><br>Section 3.1.200 (J) addresses street connectivity as it pertains to block length and ADA accessible street standards.<br><br>Section 3.1.200 (K) provides clear and objectives standards for driveways, surface water runoff regulation, and pedestrian safety.<br><br>Section 3.1.200 (L) includes parking lot fire access requirements, as well as references to 3.4.100.M, cul-de-sacs and dead-end streets standards.<br><br>Section 3.1.200 (M) sets a minimum vertical clearance of 13'6" for the entire length and width of driveways, private streets, aisles, and turn arounds/ramps.<br><br>Section 3.1.200 (N) limits vision obstructions and requires a maximum height of three (3) feet for vision clearance; Subsection (O) expands upon required vision clearance for driveways. |

| TPR Requirement | Evaluation and Recommendation |
|---|---|
| | **Recommendation:** The Updated TSP will include access and spacing standards; existing provisions will need to be reviewed and potentially updated for consistency. Note that there specific access restrictions in the vicinity of Boardman's two interchanges, as governed by the Port of Morrow Interchange Area Plan and the Boardman Mainstreet Area Management Plan. Access management at the interchanges will be reflected in the Updated TSP and potentially referenced in the Code. |
| *(b) Standards to protect future operation of roads, transitways and major transit corridors;* | **Summary:** This provision requires that jurisdictions have adopted development requirements and standards to protect the future functionality, capacity, service, and operations of roadways.<br><br>**Existing Code and Conditions:** Section 3.4.100 (E) (Transportation Standards) requires that the location, width, and grade of local streets conform with the TSP standards and approved street plan or subdivision plat.<br><br>Section 3.4.100 (H and I) has provisions for future street plans, extension of current streets, and street alignment or connections.<br><br>Section 4.10.200 includes Traffic Impact Study requirements when there are zoning changes or proposed developments.<br><br>**Recommendation:** The "triggers" for when a Traffic Impact Study is required should be updated to be consistent with reasonable traffic thresholds (as determined through the TSP update) and refined to remove ambiguity (e.g., "may cause safety problems"). |
| *(c) Measures to protect public use airports by controlling land uses within airport noise corridors and imaginary surfaces, and by limiting physical hazards to air navigation;* | **Summary:** This provision protects airport uses from potential hazards posed by surrounding land uses.<br><br>**Existing Code and Conditions:** There are no public use airports in the City of Boardman. |

| TPR Requirement | Evaluation and Recommendation |
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| | **Recommendation:** No updates are recommended at this time. |
| *(d) A process for coordinated review of future land use decisions affecting transportation facilities, corridors, or sites;* | **Summary:** This provision requires that jurisdictions coordinate land use decisions with planned transportation services and facilities.<br><br>**Existing Code and Conditions:** Section 4.3.4 (B) requires future plat submissions to consider proposed improvements to streets, driveways, easements, railroad crossings.<br><br>Section 4.7.600 (A) states that any proposed land use change or Comprehensive Plan amendment requires a review to determine if there are significant impacts to a transportation facility.<br><br>**Recommendation:** Local regulations allow coordinated land use and transportation review; no updates are suggested at this time. |
| *(e) A process to apply conditions to development proposals in order to minimize impacts and protect transportation facilities, corridors, or sites;* | See response to 660-0045 (1)(d). |
| *(f) Regulations to provide notice to public agencies providing transportation facilities and services, MPOs, and ODOT of:*<br>*(A) Land use applications that require public hearings;*<br>*(B) Subdivision and partition applications;*<br>*(C) Other applications which affect private access to roads; and*<br>*(D) Other applications within airport noise corridors and imaginary surfaces which affect airport operations; and* | **Summary:** This requirement helps give transportation providers an opportunity to review land use actions that may have an impact on transportation facilities.<br><br>**Existing Code and Conditions:** Section 4.1.700 (D)(3)(b) (General Provisions; Applications) insists on a coordinated review by the City Engineer, ODOT, and other applicable agencies to determine application completeness.<br><br>Table 4.1.200 (Summary of Development Decisions/Permit by Type of Decision-Making Procedure) states that the City shall send ODOT notice of any Type II, III, and IV land use applications and any required traffic impact studies or applications. |

| TPR Requirement | Evaluation and Recommendation |
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| | **Recommendation:** The regulation is in alignment with the TPR. No updates are suggested at this time. |
| *(g) Regulations assuring that amendments to land use designations, densities, and design standards are consistent with the functions, capacities and performance standards of facilities identified in the TSP.* | **Summary:** Local regulations must be in place to ensure that land use changes do not have an adverse impact on transportation facility functions or performance standards, as documented in the adopted TSP.<br><br>**Existing Code and Conditions:** Section 4.7.600 TPR Compliance, requires a review to take place in "significant" land use district changes or comprehensive plan amendments, which implies TSP alignment, as the TSP must be consistent with the TPR.<br><br>**Recommendation:** Consider including a general requirement in Chapter 3.0, 3.1 or 4.0 that speaks to TSP compliance to help ensure consistency across documents and regulations. |
| ***(3) Local governments shall adopt land use or subdivision regulations for urban areas and rural communities as set forth below. The purposes of this section are to provide for safe and convenient pedestrian, bicycle and vehicular circulation consistent with access management standards and the function of affected streets, to ensure that new development provides on-site streets and accessways that provide reasonably direct routes for pedestrian and bicycle travel in areas where pedestrian and bicycle travel is likely if connections are provided, and which avoids wherever possible levels of automobile traffic which might interfere with or discourage pedestrian or bicycle travel.*** | |
| *(a) Bicycle parking facilities as part of new multi-family residential developments of four units or more, new retail, office and institutional developments, and all transit transfer stations and park-and-ride lots;* | **Summary:** Bicycle parking must be provided in proposed developments belonging to the use categories listed.<br><br>**Existing Code and Conditions:** Section 3.3.400 (A) outlines the required bicycle parking standards for different use categories. Multi-family residences are required to provide at least one (1) sheltered bicycle parking space per dwelling unit in residential buildings with four (4) or more dwelling units. It also requires new retail, office, and institutional developments to include bicycle parking.<br><br>**Recommendation:** Add transit transfer stations and park-and-ride lots to the list of uses and the associated required bicycle |

| TPR Requirement | Evaluation and Recommendation |
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| | parking spaces. Ensure consistency with the recommendations in the Updated TSP. |
| *(b) On-site facilities shall be provided which accommodate safe and convenient pedestrian and bicycle access from within new subdivisions, multi-family developments, planned developments, shopping centers, and commercial districts to adjacent residential areas and transit stops, and to neighborhood activity centers within one-half mile of the development. Single-family residential developments shall generally include streets and accessways. Pedestrian circulation through parking lots should generally be provided in the form of accessways.*<br><br>*(A) "Neighborhood activity centers" includes, but is not limited to, existing or planned schools, parks, shopping areas, transit stops or employment centers;*<br><br>*(B) Bikeways shall be required along arterials and major collectors. Sidewalks shall be required along arterials, collectors, and most local streets in urban areas, except that sidewalks are not required along controlled access roadways, such as freeways;*<br><br>*(C) Cul-de-sacs and other dead-end streets may be used as part of a development plan, consistent with the purposes set forth in this section;*<br><br>*(D) Local governments shall establish their own standards or criteria for providing streets and accessways consistent with the purposes of this section. Such measures may include but are not limited to: standards for spacing of streets or accessways; and standards for excessive out-of-direction travel;*<br><br>*(E) Streets and accessways need not be required where one or more of the following conditions exist:*<br><br>*(i) Physical or topographic conditions make a street or accessway connection impracticable. Such conditions include but are not limited to freeways, railroads, steep slopes, wetlands, or other bodies of water* | **Summary:** This subsection pertains to safe, non-motorized access from development sites to adjacent uses and nearby activity centers.<br><br>**Existing Code and Conditions:** Section 3.1.300 (A) (Pedestrian Access and Circulation) requires that pathways be convenient, reasonably direct, and safe, as defined in Section 3.1.300 (A)(2)(b) (Safe, Direct, and Convenient Pathways).<br><br>For street connectivity, pedestrian crossings are required if block length exceeds that identified in Section 3.1.200 (J) (Street Connectivity) (length varies depending on the district). Pathways are also required as part of planning cul-de-sacs and dead-end streets to offer connections between streets (Section 3.1.300 (A)(4)).<br><br>BDC 3.4.100 (Transportation Standards) requires that streets within or adjacent to development be in compliance with the TSP and the provisions of Chapter 3.4. Section 3.4.100 (J) (Sidewalks, Planter Strips, and Bicycle Lanes) reference Table 3.4.100, which is not included in the Development Code Section.<br><br>PWS includes figures and technical drawings for sidewalks and roadways.<br><br>**Recommendation:** Update pedestrian pathway requirements for residential uses to be clear and objective.<br><br>Specifications for improvements based on street type and functional class, consistent with recommendations from the TSP update, should be codified.<br><br>Compare PWS drawings and technical standards to TSP for roadway width and dimensional standards for consistency. |

| TPR Requirement | Evaluation and Recommendation |
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| *where a connection could not reasonably be provided;*<br><br>*(ii) Buildings or other existing development on adjacent lands physically preclude a connection now or in the future considering the potential for redevelopment; or*<br><br>*(iii) Where streets or accessways would violate provisions of leases, easements, covenants, restrictions, or other agreements existing as of May 1, 1995, which preclude a required street or accessway connection.* | |
| *(c) Where off-site road improvements are otherwise required as a condition of development approval, they shall include facilities accommodating convenient pedestrian and bicycle travel, including bicycle ways along arterials and major collectors;* | See response to Section 660-0045 (3)(d). |
| *[Note: Subsection (d) defines safe and convenient]* | |
| *(e) Internal pedestrian circulation within new office parks and commercial developments shall be provided through clustering of buildings, construction of accessways, walkways and similar techniques.* | **Summary:** Provisions for pedestrian access and walkways internal to a proposed development should be a requirement for office and commercial uses.<br><br>**Existing Code and Conditions:** Section 3.1.300 (A) ensures safe and convenient pedestrian circulation through continuous paths throughout a development site and connections within the development and between entrances. Section 3.1.300 (A)(3) references connections within a development.<br><br>**Recommendation:** The local regulations are in compliance with the TPR. No updates are suggested at this time. |
| ***(4) To support transit in urban areas containing a population greater than 25,000, where the area is already served by a public transit system or where a determination has been made that a public transit system is feasible, local governments shall adopt land use and subdivision regulations as provided in subsections (a)–(g) below:*** | |
| *(a) Transit routes and transit facilities shall be designed to support transit use through provision of bus stops, pullouts and shelters, optimum road* | **Summary:** This provision ensures that a local jurisdiction can require development to provide transit improvements that will support and encourage transit ridership. |

| TPR Requirement | Evaluation and Recommendation |
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| *geometrics, on-road parking restrictions and similar facilities, as appropriate;* | **Existing Code and Conditions:** Boardman has a population of fewer than 25,000 people, but it is served by a public transit system (The Loop, with 28 stops in Boardman). However, there are no references to transit routes or facilities in the Code. The current Code is silent on required improvements related to transit facilities, referring only to vehicle, pedestrian, and bicycle facilities.<br><br>**Recommendation:** Consider including transit-specific requirements in Section 3.4.100 (Transportation Standards) to ensure that future land use decisions are supportive of planned transit service. |
| *(b) New retail, office, and institutional buildings at or near major transit stops shall provide for convenient pedestrian access to transit through the measures listed in paragraphs (A) and (B) below.*<br><br>*(A) Accessible walkways shall be provided connecting building entrances and streets adjoining the site;*<br><br>*(B) Accessible pedestrian facilities connecting to adjoining properties shall be provided except where such a connection is impracticable as provided for in paragraph (3)(b)(E). Pedestrian facilities shall connect the on-site circulation system to existing or proposed streets, walkways, and driveways that abut the property. Where adjacent properties are undeveloped or have potential for redevelopment, streets, accessways and walkways on site shall be laid out or stubbed to allow for extension to the adjoining property;*<br><br>*(C) In addition to paragraphs (A) and (B) above, on sites at major transit stops provide the following:*<br><br>*(i) Either locate buildings within 20 feet of the transit stop, a transit street or an intersecting* | **Summary:** This section requires that commercial buildings near major transit stops provide reasonable pedestrian access to them. The subsections outline the measures taken to ensure accessibility.<br><br>**Existing Code and Conditions:** The Loop is a county-run, fixed route bus system that currently has 28 stops in Boardman. The City does not currently have requirements for proposed development in the vicinity of existing or planned transit stops.<br><br>Walkway and pedestrian facility requirements are addressed in the City's Design Standards, Section 3.1.300 (2) and (3) (Pedestrian Access and Circulation), including the provision that adjoining buildings, entrances, and streets are connected through pathways. ADA accessible routes are included in Section 3.1.300 (B)(5).<br><br>**Recommendation:** Ensure future accessibility to planned transit routes and stops by including additional requirements for proposed development with retail, office, or public buildings. This may be accomplished through adding clear and objective criteria related to existing and |

| TPR Requirement | Evaluation and Recommendation |
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| *street or provide a pedestrian plaza at the transit stop or a street intersection;*<br><br>*(ii) An accessible and reasonably direct pedestrian facility between the transit stop and building entrances on the site;*<br><br>*(iii) A transit passenger landing pad accessible to people with disabilities;*<br><br>*(iv) An easement or dedication for a passenger shelter if requested by the transit provider; and*<br><br>*(v) Lighting at the transit stop.* | planned stops in either existing Commercial District pedestrian requirements (2.2.160) or in existing or new sections(s) in Chapter 3.6 – Other Standards. |
| *(c) Local governments may implement paragraphs (b)(A) and (B) through the designation of pedestrian districts and adoption of appropriate implementing measures regulating development within pedestrian districts. Pedestrian districts must comply with the requirement of paragraph (b)(C);* | **Summary:** This section allows jurisdictions to implement pedestrian connectivity and safety requirements to transit stops by establishing pedestrian districts.<br><br>**Existing Code and Conditions:** The City Center Sub District identified in Section 2.2.190, promotes "human-scaled design" and includes building orientation and design standards that arguably support transit.<br><br>**Recommendation:** If the City elects to satisfy the TPR transit requirements through City Center Sub District criteria, "major" transit stops will need to be identified in the Updated TSP, and corresponding Code amendments should address TPR Section (4)(b)(C), including required proximity of building entrances to the stop, easement dedications, and lighting. |
| *(d) Designated employee parking areas in new developments shall provide preferential parking for carpools and vanpools;* | **Summary:** This subsection requires jurisdictions to include provisions for designated vanpool or carpool parking for employee parking areas. This requirement is intended to discourage single-occupancy vehicle trips by reserving designated vanpool and carpool spaces over standard parking spaces.<br><br>**Existing Code and Conditions:** Chapter 3.3, Vehicle and Bicycle Parking, has a purpose statement explaining how provisions for parking require extensive |

| TPR Requirement | Evaluation and Recommendation |
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| | paving and can lead to the inefficiency and underutilization of parking lots. Section 3.3.300 (Automobile Parking Standards) contains minimum off-street vehicle parking space requirements by land use (i.e., retail is 1 space per 350 sq. ft., offices are 1 space per 450 sq. ft., restaurants are 1 space per 4 seats or 100 sq. ft., etc.). Subsection (B) includes provisions for shared parking, allowed where two (or more) structures or uses will not have overlapping needs.<br><br>**Recommendation:** There is no language around the vanpool, carpool, or ride share parking for employees. Language should be included in Section 3.3.300 (A) or Section 3.3.300 (B) that designates a certain portion or share of off-street parking spaces for rideshare parking in commercial, industrial, or light industrial land use districts. |
| *(e) Existing development shall be allowed to redevelop a portion of existing parking areas for transit-oriented uses, including bus stops and pullouts, bus shelters, park and ride stations, transit-oriented developments, and similar facilities, where appropriate;* | **Summary:** This section requires jurisdictions to allow provisions for the redevelopment of parking facilities and areas into transit facilities and structures; encouraging the development of transit infrastructure.<br><br>**Existing Code and Conditions:** Chapter 3.3, Vehicle and Bicycle Parking, has a purpose statement explaining how provisions for parking requires extensive paving and can lead to the inefficiency and underutilization of parking lots. However, there is no mention of transit-oriented uses or the redevelopment of existing parking areas for transit infrastructure.<br><br>**Recommendation:** Language should be included in Chapter 3.3 that allows exceptions to minimum parking requirements in exchange for development of transit facilities listed in -0045 (4)(e) or for the redevelopment of existing parking areas into transit facilities. |
| *(f) Road systems for new development shall be provided that can be adequately served by transit, including provision of pedestrian access to existing and identified future transit routes.* | **Summary:** This section requires street standards and access standards that can |

| TPR Requirement | Evaluation and Recommendation |
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| *This shall include, where appropriate, separate accessways to minimize travel distances;* | accommodate transit services and vehicles to reduce travel times.<br><br>**Existing Code and Conditions:** Section 5.1.300 (A) includes variances to vehicular access and circulation standards but does not include mention of transit routes or street-design/cross-section standards for transit routes or vehicles.<br><br>**Recommendation:** Language should be included in the Class B Variance section (Section 5.1.300 (A)) to account for road systems and adjustments required for transit services. Roadway right-of-way requirements should be included in code standards and any references to the TSP cross-sections must be specific (e.g., figure number). The TSP's updated cross-section standards will need to include adequate space for pedestrian facilities and should consider space for transit vehicle pullouts in the future. |
| *(g) Along existing or planned transit routes, designation of types and densities of land uses adequate to support transit.* | See response to Section 660-0045 (4)(b). |
| ***(5) In developing a bicycle and pedestrian circulation plan as required by OAR 660-012-0020(2)(d), local governments shall identify improvements to facilitate bicycle and pedestrian trips to meet local travel needs in developed areas. Appropriate improvements should provide for more direct, convenient, and safer bicycle or pedestrian travel within and between residential areas and neighborhood activity centers (i.e., schools, shopping, transit stops). Specific measures include, for example, constructing walkways between cul-de-sacs and adjacent roads, providing walkways between buildings, and providing direct access between adjacent uses.*** | **Summary:** This requirement looks to ensure safe facilities and facility improvements for bicycle and pedestrian networks.<br><br>**Existing Code and Conditions:** See response to Section 660-0045 (3)(b) for current BMC references to pedestrian and bicycle networks. Additional improvements for pedestrian and bicycle circulation are included in 3.1.300 (Pedestrian Access and Circulation).<br><br>**Recommendation:** The regulation is in compliance with the TPR. No updates are suggested at this time. |
| ***(6) Local governments shall establish standards for local streets and accessways that minimize pavement width and total right-of-way consistent with the operational needs of the facility. The intent of this requirement is that local governments consider and reduce excessive standards for local streets*** | **Summary:** This requirement looks to reduce width of local streets to optimize use of urban space and accommodate safe and convenient pedestrian and bicycle systems. The TSP update will make recommendations |

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| ***and accessways in order to reduce the cost of construction, provide for more efficient use of urban land, provide for emergency vehicle access while discouraging inappropriate traffic volumes and speeds, and which accommodate convenient pedestrian and bicycle circulation. Notwithstanding section (1) or (3) of this rule, local street standards adopted to meet this requirement need not be adopted as land use regulations.*** | to the bicycle and pedestrian plan that are consistent with TPR -0020.<br><br>**Existing Code and Conditions:** Section 3.4.100 (C), Transportation Standards, includes language that states the City may approve a street as long as it is in accordance with the TSP.<br><br>Section 3.4.100 (E), (F) and Table 3.4.100 F include street widths based on City street functional classification, as well as language that the street width is dependent on the TSP.<br><br>**Recommendation:** This TPR requirement will be addressed by the TSP planning process, which will identify pedestrian and bicycle improvements for inclusion in the TSP and will require improvements in developing areas consistent with adopted code provisions and design requirements. Street standards in the Code will be updated to be consistent with the recommendation of the Updated TSP and with the PWS. |

## TPR Section -0060 Plan and Land Use Regulation Amendments

| TPR Requirement | Evaluation and Recommendation |
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| *Amendments to functional plans, acknowledged comprehensive plans, and land use regulations that significantly affect an existing or planned transportation facility shall assure that allowed land uses are consistent with the identified function, capacity, and performance standards of the facility.* | **Summary:** This TPR requirement ensures that amendments to land use policies and regulations consider impacts to existing and planned transportation facilities.<br><br>**Existing Code and Conditions:** Section 4.7.600 (A) (TPR Compliance) requires that any proposed Comprehensive Plan or land use district change be reviewed to determine any significant impacts to transportation facilities and their function, capacity, and performance standards or targets.<br><br>Section 4.7.600 (B) (Amendments to the Comprehensive Plan) states that any proposed land use change or |

| TPR Requirement | Evaluation and Recommendation |
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| | Comprehensive Plan amendment requires a review to determine if there are significant impacts to a transportation facility.<br><br>**Recommendation:** Section 4.7.600 should be amended to simplify references to TPR Section -0060 in order to stay synchronized with updates to the TPR. |