



Technical Memorandum #2

Date: October 25, 2024

Kittelson Project No: 30287

To: Project Advisory Committee (PAC)

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Subject: Plans and Policy Review DRAFT

Introduction

The City of Boardman adopted its Transportation System Plan (TSP) in 1999, and the document was last in 2001. This TSP Update will address transportation facility and service updates that align with planned land use and existing and future development. It will integrate regional and statewide network connections that impact local circulation and accommodate the significant growth that occurred in the City of Boardman and the Urban Growth Boundary (UGB) since its last TSP Update. As part of this project, there will be extensive community engagement to better understand the challenges and infrastructure improvement ideas of the community.

This memorandum summarizes local, regional, and state planning documents applicable to the TSP, as outlined by the Oregon Department of Transportation (ODOT) Transportation System Plan Guidelines. Some of the documents and plans reviewed consist of circulation standards, infrastructure improvements, and demographic targets that must be in compliance with the TSP Guidelines and the forecasted 20-year growth allocations for Boardman. This memorandum serves as the groundwork for the proposed policy and development code amendments scoped as part of the implementation work for the project (Task 6). As a note, evaluation of the City's *Development Code* for its consistency with relevant policies – namely, Transportation Planning Rule requirements – will be presented as part of Task 6 implementation work.

Plan and Policy Review

This section highlights the plans, policies, and regulations that have an impact on Boardman's transportation system. The review is organized into a table and separated into local (i.e., City and County) documents in Table 1 and State documents in Table 2. The tables are comprised of a summary of each document, how they relate to the TSP, and suggested recommendations for consistency with the document. The following documents are included in the review.

Local Plans, Policies, and Ordinances

- Boardman Transportation System Plan (TSP), 2001
- Boardman Development Code
- Main Street Downtown Development Plan, 2001
- Boardman Comprehensive Plan, 2003
- Boardman Main Street Interchange Area Management Plan, 2009
- Boardman Central Urban Renewal Plan, 2008
- Boardman West Urban Renewal Plan, 2013
- Boardman North Urban Renewal Plan, 2023
- Port of Morrow Interchange Area Management Plan, 2011
- Morrow County Transportation System Plan (TSP), Effective 2012, Updated 2022
- Morrow County/Umatilla County Transit Development Strategy, 2018
- Port of Morrow Strategic Business Plan, 2020
- Hermiston-Boardman Connector/Boardman-Port of Morrow Circular, 2021
- Morrow County Coordinated Human Services Transportation Plan, 2022

Statewide Plans and Policies

- ODOT and Department of Land Conservation and Development (DLCD) Transportation and Growth Management Program (TGM) mission, goals, and objectives
- Oregon Statewide Planning Goals
- Oregon Administrative Rules (OAR) Chapter 660, Division 12 (Transportation Planning Rule)
- OAR Chapter 734, Division 51 (ODOT – Highway Division – Highway Approaches, Access Control, Spacing Standards, and Medians)
- OAR Chapter 731, Division 12 (Reduction of Vehicle – Carrying Capacity)
- Oregon Transportation Plan (2023) and its modal and topic plans
- Oregon Pedestrian and Bicycle Safety Implementation Plan, 2020
- Statewide Transportation Improvement Program (STIP), 2024-2027
- ODOT Highway Design Manual, 2022
- ODOT Blueprint for Urban Design, 2019

Table 1. Local Plans, Policies, and Ordinances

Document	Overview	TSP Relevance and Recommendations
Boardman Transportation System Plan (TSP), 2001	<p>The 2001 TSP documents Boardman’s transportation infrastructure and plans for the needed transportation improvements that align with the anticipated 20-year growth in the city.</p> <p>The Plan consists of goals and associated planning process objectives; a description of existing land use and transportation system conditions; forecasted future conditions (horizon year 2020); and a description of needs for each mode of transportation. Section 7 includes the recommended City transportation policies.</p>	<p>Relevance: The TSP Update process will also include an existing conditions review and an assessment of transportation facilities, connectivity, and services. The planning process is expected to revisit existing and identify new community goals and needs through public engagement activities that focus, in particular, on underserved communities.</p> <p>Recommendations:</p> <ul style="list-style-type: none"> - Consider and update the following to reflect current and forecasted conditions: 2001 TSP’s Goals, Improvement Needs, Development Code Revisions, and Preferred Land Use Plan/Alternative. - Consider modal inventories from the existing TSP when planning for an integrated, multimodal system. - Ensure consistency between updated TSP and Public Works standards.
City of Boardman Development Code	<p>The City of Boardman Development Code governs land use and development throughout the city.</p> <p>The Development Code regulates standards for development such as access and circulation for pedestrians, bicycles, and vehicles; parking; and public facilities (Chapter 3).</p> <p>The Development Code employs review and permitting processes that align with the TSP.</p>	<p>Relevance: The TSP will include land use objectives and considerations for access, circulation, and transportation facilities.</p> <p>Recommendations:</p> <ul style="list-style-type: none"> - Review land use districts in Chapter 2 to assess whether or not transportation facilities and improvements in each land use district are consistent with TSP Update. - Revisit access and spacing standards (Chapter 3) to ensure compliance with TSP Update recommendations.

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		<ul style="list-style-type: none"> - As needed, amend transportation standards and variances within Section 3.4.100 in order to align with the updated TSP. - Identify other code changes necessary for consistency with TSP Update recommendations and regulations such as the Transportation Planning Rule.
Main Street Downtown Development Plan, 2001	<p>The Main Street Downtown Development Plan identifies needed improvements to support existing businesses and future development at the I-84/Main Street interchange.</p> <p>The Plan includes designs for grid system patterns that consist of blocks and streets with sidewalks and multi-use paths.</p>	<p>Relevance: The Plan is a focused look at land use and transportation needs near the west-side of the I-84 interchange, at Main Street, and along the streets in the interchange’s vicinity. Recommendations related to circulation, connections to existing streets, and pedestrian and bicycle networks will need to be made consistent with other adopted plans, and updated and integrated into the updated TSP.</p> <p>Recommendations:</p> <ul style="list-style-type: none"> - Revisit Plan recommendations, as compared to the 2009 Boardman Main Street Interchange Area Management Plan (IAMP) that encompassed the same area, to ensure concurrency for improvements in the I-84 interchange area and Main Street. - Identify the Conceptual Design and Key Plan Components or Elements when developing TSP projects that affect Downtown Boardman, particularly the: <ul style="list-style-type: none"> o Land Use Plan o Street Design Standards o Streetscape Elements o Traffic Projections and Analysis o Cost Estimates o Project Objectives and Transportation Benefits

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Boardman Comprehensive Plan, 2003	<p>The Comprehensive Plan provides the policy framework for long-range planning pertaining to land use, housing, employment, and transportation over a 20-year growth period.</p> <p>Chapter 12 – Transportation includes 1 overarching goal and 5 policies, one of which references the entirety of the 2001 TSP.</p>	<p>Relevance: The Comprehensive Plan documents the City’s land use and transportation needs, infrastructure, services, and facilities based on the projected 20-year population growth. The TSP and Comprehensive Plan will need to align.</p> <p>Recommendations:</p> <ul style="list-style-type: none"> - Ensure adopted goal(s) and policies are consistent with the updated TSP objectives. - Retain the current reference to the TSP and Technical Appendix in Chapter 12.
Boardman Main Street Interchange Area Management Plan 2009	<p>The 2009 Boardman Main Street Interchange Area Management Plan (IAMP) assesses the Interstate 84 (I-84) interchange at Main Street. Within the study area, the IAMP identifies issues, needs, circulation, improvements, and updates to street standards.</p>	<p>Relevance: The IAMP focuses on safety issues and traffic efficiency to decrease congestion at major intersections in the city. Chapter 5 includes proposed transportation alternatives – including cost estimates and prioritization for timing – for improvements on Main Street in the vicinity of the interchange. Recommendations include a local street connectivity plan, pedestrian and bicycle network improvements, and an access management plan outlining access restrictions.</p> <p>Recommendations:</p> <ul style="list-style-type: none"> - Review the list of identified alternatives, suggested improvements, management strategies, and improvement timing considering existing and projected transportation conditions. Note projects in the City’s CIP that are to be concluded in 2024-2025 FY, including: <ul style="list-style-type: none"> o Main Street & I-84 Westbound Ramp o Main Street & I-84 Eastbound Ramp o Main Street & Front Avenue (North and South) o Main Street and Boardman Avenue o Main Street Overpass Bridge

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		<ul style="list-style-type: none"> - Integrate the elements of the Roadway Network and Classification Plan (Figure 5.1) into the updated TSP as appropriate. - Review, update as necessary, and integrate the access management actions for local roadways (Tables 5.1, 5.2). - Evaluate Development Code amendments related to access spacing and local street connectivity requirements; incorporate and update, as necessary. - Ensure that identified IAMP policies are reflected in updated City transportation policy statements.
Boardman Central Urban Renewal Plan, 2008	<p>The Plan provides goals, objectives, tools, and projects to help optimize development and urban renewal in the Central Boardman Urban Renewal Area. The area is roughly 164 acres between SE Front Street to Wilson Lane along the east side of Main Street. It serves as the main connector between north and south Boardman and divides east and west.</p> <p>Plan goals include:</p> <ul style="list-style-type: none"> - Improve access and connectivity throughout the area - Improve and extend utilities to commercial properties - Increase employment and business activity in the area - Enhance the pedestrian environment on streets throughout the area 	<p>Relevance: The Plan looks at the Central Boardman Urban Renewal Area (URA), particularly south of I-84 and along Main Street. Goals 1 and 4 focus on strengthening connections and pedestrian orientation throughout the Central URA through increased traffic circulation and improving access between sidewalks and buildings.</p> <p>Recommendations:</p> <ul style="list-style-type: none"> - Review the list of projects and public improvements for alignment with the updated TSP objectives and recommendations. The priority projects identified in the Plan include: <ul style="list-style-type: none"> o Access between the Oregon Trail Boulevard Extension and SW Front Street o Main Street Improvements o Interim East West Connector - Integrate the adopted Roadway Network and Classification Plan (Figure 5.1) into the TSP and update, as necessary.

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		<ul style="list-style-type: none"> - Review Plan financing in Section V and identify what level of potential funding sources remain for the priority transportation projects and improvements through the year 2030.
<p>Boardman West Urban Renewal Plan and Report, 2013</p>	<p>The Plan provides background information on how to optimize development and determine feasibility in an area on the western side of the city, south of I-84. The area is roughly 170 acres and bordered by SW Wilson Road to the south, Paul Smith Road, and Faler Road to the west, and S Main Street to the east.</p> <p>The Plan includes goals and objectives for improving economic health, residential character, transportation, and aesthetic appearance within the defined area. Preliminary assessment of the area revealed inadequate street connections and other rights-of-way (particularly in the northern portion of the URA).</p>	<p>Relevance: The Plan’s purpose includes creating public improvements, addressing blighting conditions, and increasing utilization of vacant or underutilized parcels.</p> <p>Recommendations:</p> <ul style="list-style-type: none"> - Review the list of recommended projects and public improvements for alignment with the TSP Update, pertaining to: <ul style="list-style-type: none"> o Road improvements (SW Faler Road, SW Wilson Road, and Oregon Trail Boulevard) o Connector street extensions o Land use changes and acquisition for parks, walking trails, and open space - Identify which projects have since been completed and which should be reflected in the updated TSP. <ul style="list-style-type: none"> o The extension of Oregon Trail Boulevard, estimated to be completed in 2024. o Improvements to SW Faler Road through street construction, widening, paving, and additional improvements are not anticipated until 2034. o Extensions of local streets through the URA are not anticipated to be completed until 2034. o Functionality increases, multimodal access, parking, and other road improvements to SW Wilson Road are not anticipated until 2034.

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		<ul style="list-style-type: none"> - Review the Summary of Estimated Project Costs (Figure 6.1) to determine how much of the project budgets have been spent and identify the level of funding for existing transportation priority projects that remain through 2034.
Boardman North Urban Renewal Plan and Report, 2023	<p>The Plan provides background information on how to optimize development and urban renewal in an approximately 181-acre area between I-84 and the Columbia River. The stated purpose of the Plan includes addressing infrastructure deficiencies; goals and objectives will guide tax increment financing investment within the area.</p> <p>It includes three main goals for improving infrastructure and distributing resources to the area, focusing on: 1) eliminating blight, 2) facilitating economic development and job creation, and 3) providing resources to administer the Plan.</p>	<p>Relevance: The Plan includes infrastructure improvements along major roadways and will need to be assessed to determine which projects have been completed and which ones are still remaining and a priority of the City.</p> <p>Recommendations:</p> <ul style="list-style-type: none"> - Review the list of recommended projects and public improvements for alignment with the TSP Update, pertaining to: <ul style="list-style-type: none"> o Infrastructure improvements and connecting NE Boardman Avenue to Olson Road o NE Front Street improvements and sidewalk additions (2026-2027 FY timeline) o Alley improvements from 2nd Ave NE to 3rd Street NE o New road connection between 2nd Ave NE to Columbia Ave NE o Columbia Ave NE to Boardman Avenue NE o Main Street intersection improvements and roadwork - Identify which projects have been completed and which remain and integrate remaining projects into the TSP Update as needed. - Update the estimated total cost project costs as needed.

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		<ul style="list-style-type: none"> - Refer to Tax Increment Financing (Sections VI and IX) and revenues that will be generated through 2044 for the North URA priority projects in the TSP Update. - Integrate Relationship to Local Objectives elements from Plan into TSP Update objectives and policies as appropriate.
Port of Morrow Interchange Area Management Plan, 2011 (Amended 2022)	<p>The 2011 Port of Morrow (POM) IAMP (amended 2022) looks at the short- and long-term transportation improvements, access management goals, land use management, and funding strategies to preserve capacity at the POM interchange and to align with ODOT's mobility standards that are set through 2030. The primary roadways in the POM interchange include I-84, Laurel Lane, and Columbia Avenue.</p> <p>Identified objectives include:</p> <ul style="list-style-type: none"> - Consider surrounding land use in relation to the roadway network - Provide connectivity, right-of-way, and access control in the area that leads to more efficiency - Prioritize improvements to maintain traffic operations - Create improved local street connectivity, while limiting cul-de-sacs or other non-connected streets - Align with the TSP and other local plans and ordinances 	<p>Relevance: The IAMP focuses on safety issues and traffic efficiency to decrease congestion at the POM interchange. It also addresses the alignment of local circulation and access spacing standards for the major interchange ramp terminals in the vicinity of the POM.</p> <p>Recommendations:</p> <ul style="list-style-type: none"> - Consider relevance of IAMP evaluation criteria to TSP evaluation criteria, namely: <ul style="list-style-type: none"> o Transportation Options o Land Use o Cost o Environmental, Social, and Equity Factors o Accessibility - Consider Section 1 and the IAMP objectives for alignment with the TSP. - Review Section 5 (Future Conditions set through 2030) for consistency of the 2030 No Build traffic forecasts with TSP assumptions, in order to align priority projects and accurately assess growth. - Integrate traffic improvements from Table 7-1 of Section 7 into the TSP project list as appropriate: <ul style="list-style-type: none"> o I-84/Laurel Lane interchange improvements o I-84 ramp improvements

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		<ul style="list-style-type: none"> ○ Laurel Lane sight distance improvements ○ Yates Lane access connection ○ Laurel Lane realignment ○ SW quadrant access - Review proposed policy and zoning changes for private approaches. - Ensure that the IAMP Overlay District and related recommendations are reflected in the City's Comprehensive Plan and updated TSP. - Include the statements about the interchange's functions in updated TSP policies.
Morrow County Transportation System Plan (TSP), 2012 (Amended 2022)	<p>The 2012 Countywide TSP documents Morrow County's transportation infrastructure and plans for transportation services that will align with the anticipated 20-year growth within the county.</p> <p>The Plan consists of 10 goals pertaining to coordination, land use, economic development, quality of life, roadway systems, transit, air transportation, freight and goods, finance, and the Oregon Motor Speedway.</p>	<p>Relevance: County and City long-range transportation plans need to be in alignment, specifically where recommended improvements have policy, right-of-way, and/or funding implications for both jurisdictions.</p> <p>Recommendations:</p> <ul style="list-style-type: none"> - At a minimum, ensure that updated Boardman TSP goals and policies do not conflict with goals and policies in the County TSP. - Consider needs identified in the County TSP such as an alternative to US 730 between Irrigon and Boardman in the event of an emergency and traffic for the Oregon National Guard's Boardman Bombing Range in developing the Boardman TSP Update. - Assess I-84-related improvements within the County that transect Boardman and reflect relevant projects in the TSP project list update (e.g., overpass near Olson Road in Table 5-2), as appropriate.

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		<ul style="list-style-type: none"> - Review County access standards (Table 4-3 and Table 6-1) and mobility standards for where they may apply to County roads in Boardman. - Review Chapter 7 for funding sources to potentially incorporate into the TSP Update.
Morrow County / Umatilla County Transit Development Strategy, 2018	<p>Both Morrow County and Umatilla County prepared Coordinated Human Services Transportation Plans.</p> <p>This strategy is intended to identify, coordinate, enhance, and improve transportation programs and services for key populations across the counties.</p>	<p>Relevance: The strategy focuses on enhancing the coordination and availability of transit for key underserved populations – for example, older adults, people with disabilities, and people with low incomes – in both Morrow and Umatilla Counties. The counties serve a wide area and multiple incorporated cities, so coordination is critical. These key demographic groups are also being considered in developing the Boardman TSP Update.</p> <p>Recommendations:</p> <ul style="list-style-type: none"> - Review the Transit Solutions Assessment and identified transit needs, particularly as they pertain to increasing the geographic scope of transit service in the City of Boardman and identifying park-and-ride facility locations along the I-84 corridor. - Assess Table 21 and the Transit Development Strategy Summary to identify priority projects and if they have been moved from the long-term to near-term. <ul style="list-style-type: none"> o Arlington-Boardman-Port of Morrow Connector (medium priority) o Heppner-Boardman Connector (high priority) o Hermiston-Boardman Connector (high priority) - Reflect regional transit priorities and strategies in City transportation policy.

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Port of Morrow Strategic Business Plan, 2020	The Plan guides the policies and projects of the Port for the next 20 years. Plan objectives include helping the Port secure funding opportunities for infrastructure improvements.	<p>Relevance: The Port of Morrow is one of the largest employers for residents of Boardman. As a regional, multi-modal transportation hub with growing facilities and infrastructure needs, it will be important to align growth projections and improvement plans with the TSP Update. The Port owns and manages Light Industrial- and General Industrial-zoned property within the city (Table 5). As stated in the Plan, job growth at the Port leads to urbanization and service delivery in Boardman and increases the demand for housing in the area.</p> <p>Recommendations:</p> <ul style="list-style-type: none"> - Review the list of goals and determine which ones should be incorporated or reflected in the update TSP, e.g., Goal 1 and Goal 6. <ul style="list-style-type: none"> o Goal 1: Expand the Port’s role as the regional transportation hub by providing superior facilities and services. o Goal 6: Increase agency coordination and communication for greater transparency between parties and to help streamline permitting processes and approvals. - Consider how the City’s transportation system facilitates access to the Port and supports port and rail activities. - Ensure Port growth projections are evaluated and reflected in the future forecasting and transportation needs.
Hermiston-Boardman	This Plan is a coordinated effort between the Confederated Tribes of the Umatilla Indian Reservation’s (CTUIR’s) public transportation	Relevance: Regional and local transit connections in this Plan will be considered as part of the TSP Update.

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Connector / Boardman-Port of Morrow Circular, 2021	<p>branch, Kayak Public Transit, and Morrow County’s transit service, The Loop. It also brings in partnerships from Morrow and Umatilla Counties and the Port of Morrow.</p> <p>The Plan articulates a strategic approach to providing expanded transit services to meet the needs of the community and provide alternative routing options for enhanced service.</p> <p>It identifies two main corridors; the (1) Hermiston-Boardman Connector between Umatilla and Morrow County; and (2) Boardman-Port of Morrow Circular between the Port of Morrow and the Hermiston-Boardman Connector.</p>	<p>Recommendations:</p> <ul style="list-style-type: none"> - Identify stops in Boardman in Table 8 that still are considered ‘fair’ or ‘poor’ and consider including them in the TSP Update as infrastructure projects. - Update the TSPs transit element to include information from this Plan related to proposed changes to transit routes and stops within the City. - Review federal, state, and local funding sources and opportunities identified in the Plan and determine which ones apply to the TSP updated projects. <ul style="list-style-type: none"> o Section 5310 o Section 5339 o Surface Transportation Block Grant (STBG) o Special Transportation Fund (STF) - Assess the Capital Needs Plan and Table 22 to identify costs of updating transit stops, such as Employment stops, the SAGE Center, and Boardman Ave/Main St. facilities. - Table 23 looks at previous pedestrian and bicycle facilities identified in the Boardman TSP that are priorities of the City. Identify if these still are priority projects. <ul style="list-style-type: none"> o Extending NE Boardman Avenue to Olson Road o Extending Third Street, Second Street, Chaperell Drive, Kinkade Road, and Anderson Road o Footbridge crossing the railroad near the Port Offices o New multi-use path on Columbia Avenue between Main Street and Olson Road and to the

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		<p>south of Wilson Lane, as an extension of Faler Road.</p> <ul style="list-style-type: none"> - Consider the inclusion of Park N Ride properties for the SAGE Center in Boardman. - Consider partners and management strategies to determine how they should/if they should be incorporated in the TSP Update, such as: <ul style="list-style-type: none"> o Creating a Transportation Management Association (TMA) between the local government and businesses o Creating performance measures to monitor transit service performance
Morrow County Coordinated Human Services Transportation Plan, 2022	<p>This type of plan is required in order to be eligible for funding from the Federal Transit Administrations (FTA's) Section 5310 program and the Oregon's Special transportation Fund (STF).</p> <p>The Plan assesses the:</p> <ul style="list-style-type: none"> - current services and the transportation providers - transportation services and mobility opportunities for seniors, people with low income, and people with disabilities. <p>The Plan also guides future investment by identifying strategies and projects to mitigate gaps between current services and community needs.</p>	<p>Relevance: Regional and local connections will need to be considered in the TSP Update.</p> <p>Recommendations:</p> <ul style="list-style-type: none"> - Consider reflecting goals in updated strengthen City policies . <ul style="list-style-type: none"> o Goal 1. Provide improved service to meet the needs of all community members, with a focus on those reliant on public transportation. o Goal 2. Provide reliable transportation options for health-supporting destinations. o Goal 3. Provide reliable transportation options for economic opportunities. o Goal 4. Improve marketing of services and education across transportation service areas. o Goal 5. Pursue stable funding sources to maintain and lower transportation costs for the public.

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		<ul style="list-style-type: none"> - Consider including suggested strategies when evaluating transportation solutions and update transportation policy to support the following: <ul style="list-style-type: none"> o Implement and continue to monitor the Boardman – Port of Morrow Circular and Hermiston – Boardman Connector o Enhance service hours and number of vehicles operating at a time o Expand bilingual information o Promote rideshares - Review Table 4 in the Plan to reassess Cost, Benefit, and Difficulty of Implementation for these strategies. - Table 6 targets funding sources and determines eligibility; the priorities and funding opportunities should be assessed to determine relevancy to the TSP Update.

Table 2. Statewide Plans and Policies

Document	Overview	TSP Relevance and Recommendations
ODOT and DLCD Transportation and Growth Management Program (TGM), pertaining to mission, goals, and objectives	<p>The TGM Program addresses the integration of land use and transportation decisions throughout the state.</p> <p>There are 5 main goals, with supporting objectives. The goals include:</p> <ul style="list-style-type: none"> - Providing transportation choices; - Creating communities; - Supporting economic vitality and growth; 	<p>Relevance and Recommendations: Consistent with TGM goals and objectives, the TSP Update will focus on providing transportation opportunities to communities that support mobility and equity, promoting energy efficiency transportation systems and land use patterns, and maximizing the functionality of current facilities to support local networks in Boardman.</p>

Document	Overview	TSP Relevance and Recommendations
	<ul style="list-style-type: none"> - Saving public and private costs; and - Promoting environmental stewardship. 	
Oregon Statewide Planning Goals	<p>Oregon has a total of 19 statewide planning goals that pertain to land use and other related topics.</p> <p>The Transportation Planning Rule (TPR) (OAR 660-012) implements Statewide Planning Goal 12 – Transportation and is discussed below.</p>	<p>Relevance: The TPR requires aligning the City’s Comprehensive Plan, Development Code, and TSP. The TPR is discussed in further detail in the section below.</p> <p>Recommendations: The TSP will need to consider the integration of supporting and other pertinent statewide planning goals, such as, Land Use Planning (Goal 2), Natural Resources (Goal 5), Air and Water Quality (Goal 6), Economic Development (Goal 9), Housing (Goal 10), Public Facilities and Services (Goal 11), Energy Conservation (Goal 13), and Urbanization (Goal 14).</p>
Oregon Administrative Rules (OAR) Chapter 660, Division 12 (Transportation Planning Rule – TPR)	<p>The TPR implements Statewide Planning Goal 12 – Transportation. There is extensive guidance for implementation of the goal.</p> <p>TPR Section -0020 outlines the required elements of the TSP.</p> <p>TPR Section -0045 details how jurisdictions need to amend land use regulations to implement and support the TSP.</p> <p>TPR Section -0060 ensures that land uses are consistent across development code, TSP, and Comprehensive Plans.</p>	<p>Relevance and Recommendations: TPR 0020 outlines the required elements of the TSP that are necessary for the TSP Update process.</p> <p>The TSP Update process will need to review changes that have occurred that pertain to Sections -0020 or -0150, and that were not included in the current TSP, such as transportation needs within the community, transportation services provided, roadway or infrastructure or circulation, and transportation facility inventories or providers.</p> <p>Development Code amendments will be developed as part of the TSP Update process to ensure consistency with requirements in TPR Sections -0045 and -0060, as</p>

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	TPR Section -0150 ensures the coordination of transportation and facility and service providers.	well as TSP recommendations. These amendments will be prepared as part of Task 6 TSP implementation work.
OAR Chapter 734, Division 51 (Highway Approaches, Access Control, Spacing Standards, and Medians)	<p>OAR 734-051 establishes procedures, standards, and approval criteria for governing highway approach permitting and access management.</p> <p>The City of Boardman has interchange facilities on I-84 and will need to comply with OAR 734-051.</p> <p>Th regulation also includes standards related to spacing distance, sight distance, permitting for approaches, and additional considerations.</p>	<p>Relevance and Recommendations: Any changes to interchanges along I-84 or surrounding the Port of Morrow in the Boardman UGB proposed as part of the TSP Update will need to comply with this rule.</p> <p>Any modifications to a public approach (City or County streets) to a State facility will need to comply with this rule – in particular, Section -1050.</p> <p>Private approaches must align with Section -3010 and include the public in the planning process.</p>
OAR Chapter 731, Division 12 (Reduction of Vehicle – Carrying Capacity)	<p>OAR 731-012 establishes Reduction Review Routes across the state, in accordance with Oregon Revised Statute (ORS) 366.215. A Reduction Review Route is any section of state highway that connects a travelled route to other state highways, including interchanges.</p> <p>The rule is intended to define terminology surrounding this ruling, outline a review process, and initiate communication for consensus during that process.</p>	<p>Relevance and Recommendations: Any proposed changes or priority projects that includes an obstruction, reduction in clearance, or changes to the right-of-way for vehicles and their carrying capacity along a state highway need to comply with the procedures in OAR 731-012 and ORS 366.215.</p> <p>Consideration for proposed access and safety actions (Sections 012-0080 and 012-0090) will need to be integrated into the TSP Update.</p>

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Oregon Transportation Plan (OTP) (2023), and its modal and topic plans	<p>The OTP is a statewide, long-range transportation systems plan that looks to guide transportation policy, frameworks, and strategies through 2050.</p> <p>The Plans look at transportation networks for different modes and elements – aviation, bicycle and pedestrian infrastructure, freight, public transportation, state and local roadways, rail, safety, options, and funding.</p> <p>The OTP and its modal and topic plans have been updated since the last Boardman TSP update.</p>	<p>Relevance: The TSP Update will build upon the OTP Vision and Values, especially as they pertain to safety, equity, and climate impacts – with a focus on meeting the transportation needs of underserved communities.</p> <p>In accordance with the OTP, the TSP Update will address building up a resilient transportation system that integrates context-sensitive solutions through public participation and involvement.</p> <p>Recommendations:</p> <ul style="list-style-type: none"> – Review OTP and modal/topic plan goals and objectives for potential incorporation into the TSP goals or policies. – Integrate roadway and bicycle/pedestrian design guidance from the modal plans into TSP recommendations as appropriate.
Oregon Pedestrian and Bicycle Safety Implementation Plan (2020)	<p>The Safety Implementation Plan (National Cooperative Highway Research Program (NCHRP) Research Report 893) provides a systemic 7-step pedestrian and bicycle safety analysis of ODOT’s highway network.</p> <p>Based on crash data, 25 pedestrian sites and 25 bicycle sites on state highways were identified as high-risk locations for pedestrian and bicycle crashes. These sites are not itemized in the Plan, but the Plan outlines a</p>	<p>Relevance and Recommendations:</p> <p>The Plan’s intention is to provide guidance for ODOT and other jurisdictions and roadway authorities to implement countermeasures outlined in the Plan.</p> <p>These countermeasures in the Plan can be consulted for bicycle and pedestrian safety needs identified through the TSP Update process.</p>

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	countermeasure process to address high-risk sites.	
Statewide Transportation Improvement Program (STIP), 2024-2027	<p>It is a short-term capital improvement program for regional and statewide transportation improvements and networks.</p> <p>It includes budgeting and financials for the upcoming four-year period.</p>	<p>Relevance and Recommendations: Review projects in the STIP that are not already integrated into the TSP, and determine which ones need to be accounted for during the update process.</p> <p>The I-84 Interchange pavement project (key 22893), curb cuts (key 22561), and National Electric Vehicle Infrastructure (NEVI, Key 22740) are included in the STIP and should be considered for implementation in the TSP Update.</p> <p>Consider funding gaps and how they can be addressed through the TSP Update process.</p>
ODOT Highway Design Manual (HDM), 2024	<p>The HDM provides uniform standards and procedures for ODOT, and all of their projects related to State highways.</p> <p>The BUD is a Design Concurrence Document that was once a standalone document but has since been integrated into the HDM. This section defines design criteria and is intended to offer more flexibility for the urban context.</p>	<p>Relevance and Recommendations: The TSP Update will need to assess highway facilities that serve Boardman, including I-84, Main Street, and Columbia Avenue.</p> <p>Where needed improvements or projects include or affect state highway facilities, the HDM will provide the guidance for determining which design standards and practical design concepts need to be integrated into the TSP Update.</p> <p>The BUD will provide transportation design guidance that is more sensitive to and flexible for urban contexts.</p>