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.

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- Dawn Hert; Department of Land Conservation and Development (DLCD)
- Torrie Griggs; Boardman Chamber of Commerce
- Dejan Dudich; ODOT Transportation Planning & Analysis Unit (TPAU)

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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. • 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. • 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. • 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:
	  ○ 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.
	  ○ 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. • 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: ○ **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. ○ **Rail**: Boardman has a Class I Railroad Corridor which provides mobility to freight-dependent industries in Oregon and along the national rail network. ○ **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 • S Main Street / I-84 Eastbound Ramp Terminal • Laurel Lane / I-84 Westbound Ramp Terminal • Laurel Lane / I-84 Eastbound Ramp Terminal
City	• N Main Street / Boardman Avenue • N Main Street / N Front Street • S Main Street / S Front Street • S Main Street / Oregon Trail Boulevard • S Main Street / Kinkade Road • 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.

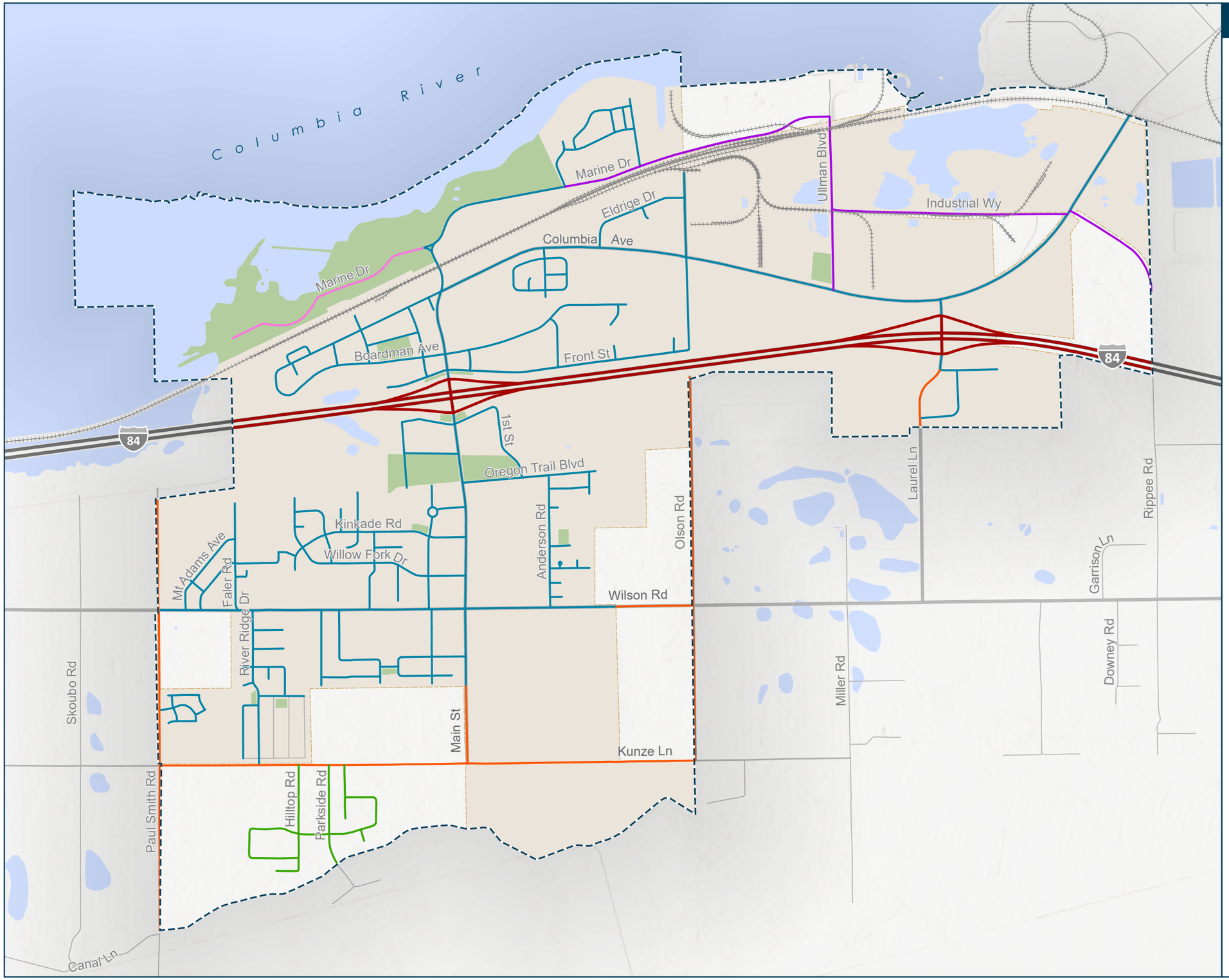
Figure 4-1

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.

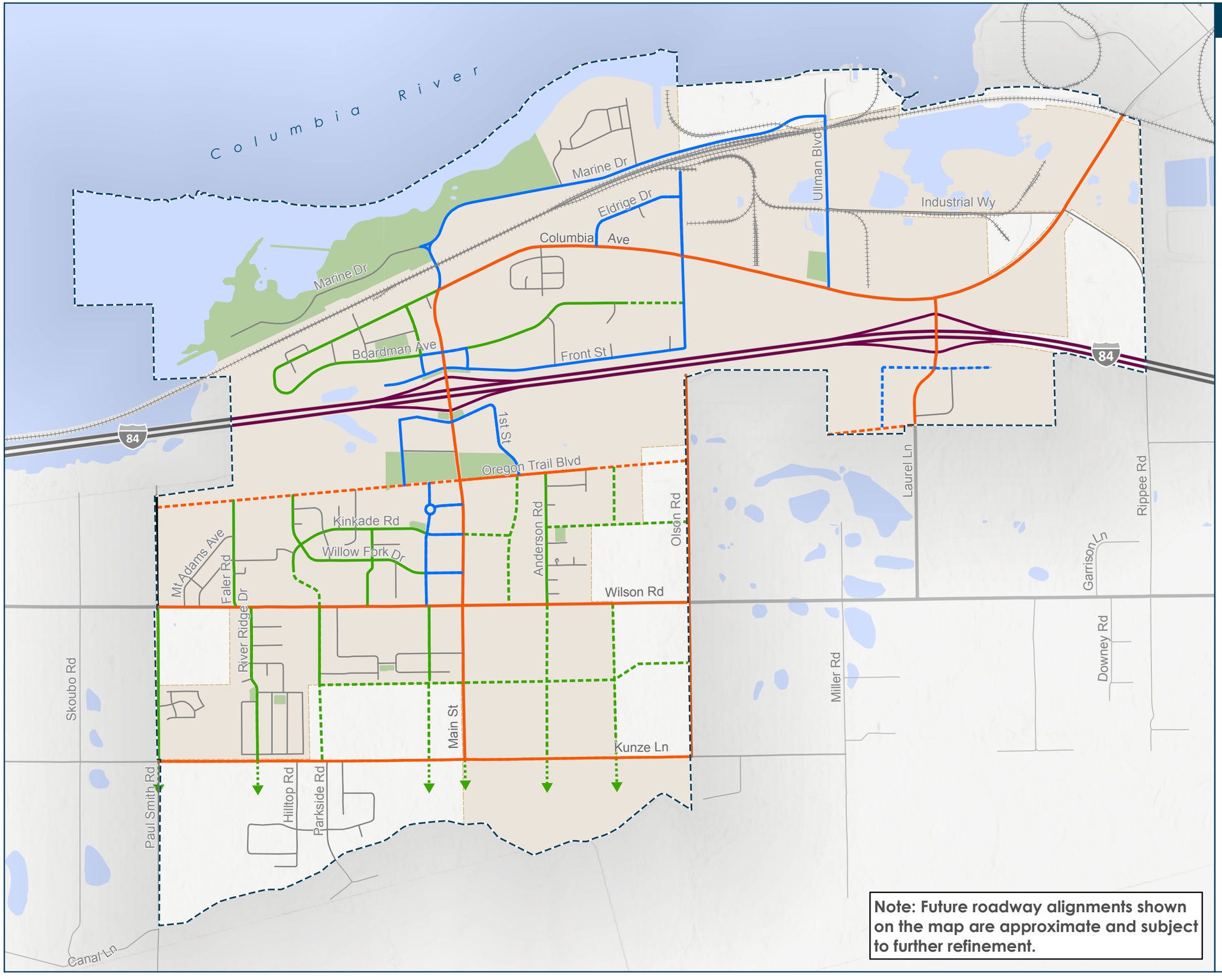
- **Private Streets** are a special type of local street that provide access specific properties or neighborhoods. Boardman is not responsible for maintenance or management of these streets.

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.



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

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

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
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

Columbia River
Marine Dr
Eldrige Dr
Columbia Ave
Ullman Blvd
Industrial Wy
Boardman Ave
Front St
84
1st St
Oregon Trail Blvd
Kinkade Rd
Willow Fork Dr
Mt Adams Ave
Faler Rd
River Ridge Dr
Anderson Rd
Olson Rd
Wilson Rd
Laurel Ln
Rippee Rd
Garrison Ln
Downey Rd
Miller Rd
Skoubo Rd
Main St
Kunze Ln
Paul Smith Rd
Hilltop Rd
Parkside Rd
Canal Ln

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) 2. Or, construct a mini roundabout.	2024 Main St Corridor Refinement	1. $750k 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
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

0 0.25 0.5 Mile

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

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
CONNECTING COMMUNITIES
Making big dreams a reality.

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

Columbia River
Marine Dr
Eldrige Dr
Columbia Ave
Marine Dr
Boardman Ave
Front St
Ullman Blvd
Industrial Wy
84
1st St
Oregon Trail Blvd
Kinkade Rd
Willow Fork Dr
Mt Adams Ave
Faler Rd
Dr
River Ridge
Anderson Rd
Olson Rd
Wilson Rd
Laurel Ln
Rippee Rd
Garrison Ln
Downey Rd
Miller Rd
Skoubo Rd
Main St
Kunze Ln
Paul Smith Rd
Hilltop Rd
Parkside Rd
Canal Ln

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
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.

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. • Work with Morrow County The Loop to explore service modifications and infrastructure enhancements to existing fixed route services lines as needed.	• Morrow County TSP • Morrow County Coordinated Transit Plan
New Amenities	• Add transit shelters and/or benches to existing bus stops • As new service is added, improve ADA accessibility to all new/proposed stop locations (if needed)	• Morrow County TSP • 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. • Explore establishing a park-n-ride at or near the Boardman City Hall.	• Morrow County TSP • 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.