

Chapter XII **TRANSPORTATION**

BACKGROUND INFORMATION

INTRODUCTION

The transportation system in and around Boardman is characterized by a multi-modal network of major highway, rail and water facilities. With the present availability of alternative transportation facilities, the movement of goods and services is not restricted by or confined to a single transportation method. This is a key advantage to Boardman and its growing role as an industrial oriented full-service city in Eastern Oregon. The City completed and adopted a Transportation System Plan (TSP) in 2001. The Transportation System Plan is an element of the Boardman Comprehensive Plan (incorporated here by reference and as a Technical Appendix to the Comprehensive Plan). Policies and standards contained within the TSP are also cross referenced in this Comprehensive Plan chapter.

Mass Transit

Because of Boardman's small population, a mass transit system is not now feasible. At higher population levels where there are distinct high-density areas with concentrated origins and destinations, mass transportation systems should be explored more thoroughly.

Air, Water and Rail Service

Air, water and rail services are all adequately provided to Boardman. The Pendleton airport, 45 miles to the east, and the Tri-Cities airport, 45 miles northeast, serves large commercial passenger and freight traffic as well as small planes. The Hermiston airport, 25 miles east, is an excellent general aviation airport. The Boardman airstrip, operated by the Port of Morrow, 5 miles west of Boardman, provides more immediate service for small aircraft. The navigable waters of the Columbia River and the rail service of Burlington-Northern and Union Pacific provide reliable east-west movement of raw materials and products. AMTRAK maintains a passenger terminal at Hinkle (Hermiston) just 25 miles east. There is a barge terminal at the Port of Morrow, just east of the City.

Highways, Roads and Streets

Major highways access east and west from Boardman is provided by Interstate 84. The route provides full-service freeway to interstate standards from Western Oregon through Eastern Idaho. As part of the City's Transportation System Plan, the City has adopted a Street Plan which provides for the safe movement of traffic throughout the City of Boardman, while accounting for the variety of traffic in Boardman, including the Port of Morrow and the City's commercial and industrial areas.

Transportation System Plan

This section describes the policies for the City's transportation planning as described in the City of Boardman Transportation System Plan (TSP).

The Transportation System Plan is an element of the Boardman Comprehensive Plan (incorporated here by reference and included in the Comprehensive Plan as a Technical Appendix). It identifies the general location of transportation improvements. Changes in the specific alignment of proposed public road and highway projects that shall be permitted without plan amendment if the new alignment falls within a transportation corridor identified in the Transportation System Plan.

- Operation, maintenance, repair and preservation of existing transportation facilities shall be allowed without land use review, except where specifically regulated.
- Dedication of right-of-way, authorization of construction and the construction of facilities and improvements for improvements designated in the Transportation System Plan, the classification of the roadway and approved road standards shall be allowed without land use review.
- Changes in the frequency of transit, rail and airport services that are consistent with the Transportation System Plan shall be allowed without land use review.
- For State projects that require an Environmental Impact Statement (EIS) or Environmental Assessment (EA), the draft EIS or EA shall serve as the documentation for local land use review, if local review is required:
 - Where the project is consistent with the Transportation System Plan (TSP), formal review of the draft EIS or EA and concurrent or subsequent compliance with applicable development standards or conditions will not be required;
 - Where the project is not consistent with the Transportation System Plan, formal review of the draft EIS or EA and concurrent completion of necessary goal exceptions or plan amendments will be required.

Protection of Transportation Facilities

- The City of Boardman shall protect the function of existing and planned roadways as identified in the Transportation System Plan.
- The City of Boardman shall include a consideration of their impact on existing or planned transportation facilities in all land use decisions.
- The City of Boardman shall protect the function of existing or planned roadway or roadway corridors through the application of appropriate land use regulations.
- The City of Boardman shall consider the potential to establish or maintain accessways, paths or trails prior to the vacation of any public easement or right-of-way.
- The City of Boardman shall preserve right-of-way for planned transportation facilities through exactions, voluntary dedication, or setbacks.

Policies for Coordinated Review

The City of Boardman shall coordinate with the Department of Transportation to implement the highway improvements listed in the Statewide Transportation Improvement Program (STIP) that are consistent with the Transportation System Plan and Comprehensive Plan.

The City of Boardman shall consider the findings of ODOT's draft Environmental Impact Statements and Environmental Assessments as integral parts of the land use decision-making procedures. Other actions required, such as a goal exception or plan amendment, will be combined with review of the draft EA or EIS and land use approval process.

Policies for Bicycle and Pedestrian Facilities

- It is the policy of the City of Boardman to plan and develop a series of streets, accessways, and other improvement, including bikeways, sidewalks, and safe street crossing to promote safe and convenient bicycle and pedestrian circulation within the community.
- The City of Boardman shall require streets and accessways where appropriate to provide direction and convenient access to major activity centers, including downtown, schools, shopping areas, and community centers.
- In areas of new development the City of Boardman shall investigate the existing and future opportunities for bicycle and pedestrian accessways. Many existing accessways such as user trails established by school children distinguish areas of need and should be incorporated into the transportation system.
- Bikeways shall be included on all new arterials and collectors within the Urban Growth Boundary except on limited access freeways.
- Retrofitting existing arterials and collectors with bike lanes shall proceed on a prioritized schedule as appropriate and practical (i.e. bike lanes may not be appropriate in the downtown core areas where it would require the removal of parking.)
- Sidewalks shall be included on all new streets within the Urban Growth Boundary except on limited access freeways.
- Retrofitting existing streets with sidewalks shall proceed on a prioritized schedule.
- Priority shall be given to developing accessways to major activity centers within the Urban Growth Boundary.
- Bikeways and pedestrian accessways shall connect to local and regional travel routes.
- Bikeways and pedestrian accessways shall be designed and constructed to minimize potential conflicts between transportation modes. Design and construction of such facilities shall follow the guidelines established by the Oregon Bicycle and Pedestrian Plan.
- Maintenance and repair of existing bikeways and pedestrian accessways (including sidewalks) shall be given equal priority to the maintenance and repair of motor vehicle facilities.
- The individual plans and policies presented in the TSP were developed specifically to address the requirements of Oregon's Transportation Planning Rule. Projects associated with each plan element have been identified and costs have been estimated as described herein. The recommendations set forth by this plan reflect the findings of the existing and forecast future conditions analyses, the alternatives analysis, and the concerns expressed by both the citizens of Boardman and the public agencies that serve them.

GOAL XII: TRANSPORTATION POLICIES

1. The Transportation System Plan is an element of the Boardman Comprehensive Plan (as a Technical Appendix).
2. The City of Boardman shall protect the function of existing and planned roadways as identified in the Transportation System Plan.
3. The City of Boardman shall include a consideration of land use impacts on existing or planned transportation facilities in all land use decisions.
4. The City of Boardman will plan and develop a network of streets, accessways and other improvements, including bikeways, sidewalks, and safe street crossings to promote safe and convenient bicycle and pedestrian circulation within the community.
5. Several large properties in the southern portion of Boardman that are categorized in the *North Morrow County TGM Project Community Visioning Analysis of Buildable Lands and Housing Needs* as having potential for infill have limited access, posing potential problems for future development. In addition, other areas, such as the one south of Kunze Road, are served by unpaved roads that are in very poor condition. A well connected street pattern will be essential for efficient future urban development in these areas both to provide the opportunity for development at more urban densities and to make it possible to travel easily between and among different parts of the community. The City has developed a local street plan, as part of the Transportation System Plan and require development to improve local streets to city standards.