Section 7

Transportation Planning Rule Ordinances and Policies for the City of Boardman

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APPROVAL PROCESSES FOR TRANSPORTATION FACILITIES

Section 660-12-045(1) of the Transportation Planning Rule requires that cities and counties amend their land use regulations to conform with the jurisdiction's adopted Transportation System Plan. This section of the Transportation Planning Rule is intended to clarify the approval process for transportation-related projects.

Recommended Policies for Approval Process

- *The Transportation System Plan is an element of the Boardman Comprehensive Plan. 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 Study (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.*

(1) Where the project is consistent with the Transportation System Plan, formal review of the draft EIS or EA and concurrent or subsequent compliance with applicable development standards or conditions;

(2) 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.

Recommended Ordinances for Approval Process

__.__ *Standards for Transportation Improvements*

__.__.__ *Uses Permitted Outright. Except where otherwise specifically regulated by this ordinance, the following improvements are permitted outright:*

A. Normal operation, maintenance, repair, and preservation activities of existing transportation facilities.

B. Installation of culverts, pathways, medians, fencing, guardrails, lighting, and similar types of improvements within the existing right-of-way.

C. Projects specifically identified in the Transportation System Plan as not requiring further land use regulation.

D. Landscaping as part of a transportation facility.

E. Emergency measures necessary for the safety and protection of property.

F. Acquisition of right-of-way for public roads, highways, and other transportation improvements designated in the Transportation System Plan except for those that are located in exclusive farm use or forest zones.

G. Construction of a street or road as part of an approved subdivision or land partition approved consistent with the applicable land division ordinance.

__.__.__Conditional Uses Permitted

A. Construction, reconstruction, or widening of highways, roads, bridges or other transportation projects that are: (1) not improvements designated in the Transportation System Plan or (2) not designed and constructed as part of a subdivision or planned development subject to site plan and/or conditional use review, shall comply with the Transportation System Plan and applicable standards, and shall address the following criteria. For State projects that require an Environmental Impact Statement (EIS) or EA (Environmental Assessment), the draft EIS or EA shall be reviewed and used as the basis for findings to comply with the following criteria:

1. *The project is designed to be compatible with existing land use and social patterns, including noise generation, safety, and zoning.*

2. *The project is designed to minimize avoidable environmental impacts to identified wetlands, wildlife habitat, air and water quality, cultural resources, and scenic qualities.*

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

4. *Project includes provision for bicycle and pedestrian circulation as consistent with the comprehensive plan and other requirements of this ordinance.*

B. If review under this Section indicates that the use or activity is inconsistent with the Transportation System Plan, the procedure for a plan amendment shall be undertaken prior to or in conjunction with the conditional permit review.

__.__.__ Time Limitation on Transportation-Related Conditional Use Permits

C. Authorization of a conditional use shall be void after a period specified by the applicant as reasonable and necessary based on season, right-of-way acquisition, and other pertinent factors. This period shall not exceed three years.

PROTECTING EXISTING AND FUTURE OPERATION OF FACILITIES

Recommended Policies for 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 roadways 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.*

Recommended Access Control Ordinances

Section 1. Intent and Purpose

The intent of this ordinance is to manage access to land development while preserving the flow of traffic in terms of safety, capacity, functional classification, and level of service. Major roadways, including highways, arterials, and collectors serve as the primary network for moving people and goods. These transportation corridors also provide access to businesses and homes and have served as the focus for commercial and residential development. If access points are not properly designed, these roadways will be unable to accommodate the needs of development and retain their primary transportation function. This ordinance balances the right of reasonable access to private property with the right of the citizens of the City of Boardman and the State of Oregon to safe and efficient travel.

To achieve this policy intent, state and local roadways have been categorized the Transportation System Plan by function and classified for access purposes based upon their level of importance and function. Regulations have been applied to these roadways for the purpose of reducing traffic accidents, personal injury, and property damage attributable to poorly designed access systems, and to thereby improve the safety and operation of the roadway network. This will protect the substantial public investment in the existing transportation system and reduce the need for expensive remedial measures. These regulations also further the orderly layout and use of land, protect community character, and conserve natural resources by promoting well-designed road and access systems and discouraging the unplanned subdivision of land.

Section 2. Applicability

This ordinance shall apply to all arterials and collectors within City of Boardman and to all properties that abut these roadways.

Section 3. Conformance with Plans, Regulations, and Statutes

This ordinance is adopted to implement the access management policies of the City of Boardman as set forth in the Transportation System Plan.

Section 4. Definitions

1. *Access. A way or means of approach to provide pedestrian, bicycle, or motor vehicular entrance or exit to a property.*

2. *Access Classification. A ranking system for roadways used to determine the appropriate degree of access management. Factors considered include functional classification, the appropriate local government's adopted plan for the roadway, subdivision of abutting properties, and existing level of access control.*

3. *Access Connection. Any driveway, street, turnout or other means of providing for the movement of vehicles to or from the public roadway system.*

4. *Access Management. The process of providing and managing access to land development while preserving the regional flow of traffic in terms of safety, capacity, and speed.*

5. *Accessway. A walkway that provides pedestrian and bicycle passage either between streets or from a street to a building or other destination such as a school, park, or transit stop. Accessways generally include a walkway and additional land on either side of the walkway, often in the form of an easement or right-of-way, to provide clearance and separation between the walkway and adjacent uses. Accessways through parking lots are generally physically separated from adjacent vehicle parking or parallel vehicle traffic by curbs or similar devices and include landscaping, trees, and lighting. Where accessways cross driveways, they are generally raised, paved, or marked in a manner that provides convenient access for pedestrians.*

6. *Corner Clearance. The distance from an intersection of a public or private road to the nearest access connection, measured from the closest edge of the pavement of the intersecting road to the closest edge of the pavement of the connection along the traveled way.*

7. *Cross Access. A service drive providing vehicular access between two or more contiguous sites so the driver need not enter the public street system.*

8. *Easement. A grant of one or more property rights by a property owner to or for use by the public, or another person or entity.*

9. *Frontage Road. A public or private drive which generally parallels a public street between the right-of-way and the front building setback line. The frontage road provides access to private properties while separating them from the arterial street. (see also Service Roads)*

10. *Functional Area (Intersection). That area beyond the physical intersection of two roads that comprises decision and maneuver distance, plus any required vehicle storage length.*

11. *Functional Classification. A system used to group public roadways into classes according to their purpose in moving vehicles and providing access.*

12. *Joint Access (or Shared Access). A driveway connecting two or more contiguous sites to the public street system.*

13. *Lot. A parcel, tract, or area of land whose boundaries have been established by some legal instrument, which is recognized as a separate legal entity for purposes of transfer of title, has frontage upon a public or private street, and complies with the dimensional requirements of this code.*

14. *Lot, Corner. Any lot having at least two (2) contiguous sides abutting upon one or more streets, provided that the interior angle at the intersection of such two sides is less than one hundred thirty-five (135) degrees.*

15. *Lot Depth. The average distance measured from the front lot line to the rear lot line.*

16. *Lot, Flag. A lot not meeting minimum frontage requirements and where access to the public road is by a narrow, private right-of-way line.*

17. *Lot, Through. (also called a double frontage lot). A lot that fronts upon two parallel streets or that fronts upon two streets that do not intersect at the boundaries of the lots.*

18. *Lot Frontage. That portion of a lot extending along a street right-of-way line.*

19. *Nonconforming Access Features. Features of the property access that existed prior to the date of ordinance adopting and do not conform with the requirements of this ordinance.*

20. *Parcel. A division of land comprised of one or more lots in contiguous ownership.*

21. *Plat. An exact and detailed map of the subdivision of land.*

22. *Private Road. Any roadway for vehicular travel which is privately owned and maintained and which provides the principal means of access to abutting properties.*

23. *Public Road. A road under the jurisdiction of a public body that provides the principal means of access to an abutting property.*

24. *Reasonable Access. The minimum number of access connections, direct or indirect, necessary to provide safe access to and from the roadway, as consistent with the purpose and intent of this ordinance and any applicable plans and policies of the City of Boardman.*

25. *Right-of-Way. Land reserved, used, or to be used for a highway, street, alley, walkway, drainage facility, or other public purpose.*

26. *Significant Change in Trip Generation. A change in the use of the property, including land, structures or facilities, or an expansion of the size of the structures or facilities causing an increase in the trip generation of the property exceeding: (1) local–10 percent more trip generation (either peak or daily) and 100 vehicles per day more than the existing use for all roads under local jurisdiction; or (2) State exceeding 25 percent more trip generation (either peak or daily) and 100 vehicles per day more than the existing use for all roads under state jurisdiction.*

27. *Stub-out (Stub-street). A portion of a street or cross access drive used as an extension to an abutting property that may be developed in the future.*

28. *Substantial Enlargements or Improvements. A 10 percent increase in existing square footage or 50 percentage increase in assessed valuation of the structure.*

Section 5. Corner Clearance

1. *Corner clearance for connections shall meet or exceed the minimum connection spacing requirements for that roadway.*

2. *New connections shall not be permitted within the functional area of an intersection or interchange as defined by the connection spacing standards of this ordinance, unless no other reasonable access to the property is available.*

3. *Where no other alternatives exist, the (permitting department) may allow construction of an access connection along the property line farthest from the intersection. In such cases, directional connections (i.e. right in/out, right in only, or right out only) may be required.*

Section 6. Joint and Cross Access

1. *Adjacent commercial or office properties classified as major traffic generators (i.e. shopping plazas, office parks), shall provide a cross access drive and pedestrian access to allow circulation between sites.*

2. *A system of joint use driveways and cross access easements shall be established wherever feasible and shall incorporate the following:*

a. *A continuous service drive or cross access corridor extending the entire length of each block served to provide for driveway separation consistent with the access management classification system and standards.*

b. *A design speed of 10 mph and a maximum width of 20 feet to accommodate two-way travel aisles designated to accommodate automobiles, service vehicles, and loading vehicles;*

c. *Stub-outs and other design features to make it visually obvious that the abutting properties may be tied in to provide cross-access via a service drive;*

d. *A unified access and circulation system plan for coordinated or shared parking areas is encouraged.*

3. *Shared parking areas shall be permitted a reduction in required parking spaces if peak demands do not occur at the same time periods.*

4. *Pursuant to this section, property owners shall:*

a. *Record an easement with the deed allowing cross access to and from other properties served by the joint use driveways and cross access or service drive;*

b. *Record an agreement with the deed that remaining access rights along the roadway will be dedicated to the City of Boardman and pre-existing driveways will be closed and eliminated after construction of the joint-use driveway;*

c. *Record a joint maintenance agreement with the deed defining maintenance responsibilities of property owners.*

5. *The City of Boardman may reduce required separation distance of access points where they prove impractical, provided all of the following requirements are met:*

a. *Joint access driveways and cross access easements are provided in accordance with this section.*

b. *The site plan incorporates a unified access and circulation system in accordance with this section.*

c. *The property owner enters into a written agreement with the City of Boardman, recorded with the deed, that pre-existing connections on the site will be closed and eliminated after construction of each side of the joint use driveway.*

6. *The City of Boardman may modify or waive the requirements of this section where the characteristics or layout of abutting properties would make a development of a unified or shared access and circulation system impractical.*

Section 7. Access Connection and Driveway Design

1. *Driveways shall meet the following standards:*

   a. *If the driveway is a one way in or one way out drive, then the driveway shall be a minimum width of 10 feet and shall have appropriate signage designating the driveway as a one way connection.*

   b. *For two-way access, each lane shall have a minimum width of 10 feet.*

2. *Driveway approaches must be designed and located to provide an exiting vehicle with an unobstructed view. Construction of driveways along acceleration or deceleration lanes and tapers shall be avoided due to the potential for vehicular weaving conflicts.*

3. *The length of driveways shall be designed in accordance with the anticipated storage length for entering and exiting vehicles to prevent vehicles from backing into the flow of traffic on the public street or causing unsafe conflicts with on-site circulation.*

Section 8. Requirements for Phased Development Plans

1. *In the interest of promoting unified access and circulation systems, development sites under the same ownership or consolidated for the purposes of development and comprised of more than one building site shall be reviewed as single properties in relation to the access standards of this ordinance. The number of access points permitted shall be the minimum number necessary to provide reasonable access to these properties, not the maximum available for that frontage. All necessary easements, agreements, and stipulations shall be met. This shall also apply to phased development plans. The owner and all lessees within the affected area are responsible for compliance with the requirements of this ordinance and both shall be cited for any violation.*

2. *All access must be internalized using the shared circulation system of the principal development or retail center. Driveways shall be designed to avoid queuing across surrounding parking and driving aisles.*

Section 9. Nonconforming Access Features

1. *Legal access connections in place as of (date of adoption) that do not conform with the standards herein are considered nonconforming features and shall be brought into compliance with applicable standards under the following conditions:*

   a. *When new access connection permits are requested;*

b. Change in use or enlargements or improvements that will increase trip generation.

Section 10. Reverse Frontage

1. *Lots that front on more than one street shall be required to locate motor vehicle accesses on the street with the lower functional classification.*

2. *When a residential subdivision is proposed that would abut an arterial, it shall be designed to provide through lots along the arterial with access from a frontage road or interior local road. Access rights of these lots to the arterial shall be dedicated to the City of Boardman and recorded with the deed. A berm or buffer yard may be required at the rear of through lots to buffer residences from traffic on the arterial. The berm or buffer yard shall not be located with the public right-of-way.*

Section 11. Flag Lot Standards

1. *Flag lots shall not be permitted when the result would be to increase the number of properties requiring direct and individual access connections to the State Highway System or other arterials.*

2. *Flag lots may be permitted for residential development when necessary to achieve planning objectives, such as reducing direct access to roadways, providing internal platted lots with access to a residential street, or preserving natural or historic resources, under the following conditions:*

   a. *Flag lot driveways shall be separated by at least twice the minimum frontage requirement of that zoning district.*

   b. *The flag driveway shall have a minimum width of 10 feet and maximum width of 20 feet.*

   c. *In no instance shall flag lots constitute more than 10 percent of the total number of building sites in a recorded or unrecorded plat, or three lots or more, whichever is greater.*

   d. *The lot area occupied by the flag driveway shall not be counted as part of the required minimum lot area of that zoning district.*

   e. *No more than one flag lot shall be permitted per private right-of-way or access easement.*

Section 12. Lot Width-to-Depth Ratios

1. *To provide for proper site design and prevent the creation of irregularly shaped parcels, the depth of any lot or parcel shall not exceed 3 times its width (or 4 times its width in rural areas) unless there is a topographical or environmental constraint or an existing man-made feature such as a railroad line.*

Section 13. Shared Access

1. *Subdivisions with frontage on the state highway system shall be designed into shared access points to and from the highway. Normally a maximum of two accesses shall be allowed regardless of the number of lots or businesses served. If access off of a secondary street is possible, then access should not be allowed onto the state highway. If access off of a secondary street becomes available, then conversion to that access is encouraged, along with closing the state highway access.*

2. *New direct accesses to individual one and two family dwellings shall be prohibited on all but District-level State Highways.*

Section 14. Connectivity

1. *The street system of proposed subdivisions shall be designed to connect with existing, proposed, and planned streets outside of the subdivision as provided in this Section.*

2. *Wherever a proposed development abuts unplatted land or a future development phase of the same development, street stubs shall be provided to provide access to abutting properties or to logically extend the street system into the surrounding area. All street stubs shall be provided with a temporary turn-around unless specifically exempted by City Officials, and the restoration and extension of the street shall be the responsibility of any future developer of the abutting land.*

3. *Minor collector and local residential access streets shall connect with surrounding streets to permit the convenient movement of traffic between residential neighborhoods or facilitate emergency access and evacuation. Connections shall be designed to avoid or minimize through traffic on local streets. Appropriate design and traffic control such as four-way stops and traffic calming measures are the preferred means of discouraging through traffic.*

4. *In order to maintain the existing grid street system and street connectivity, the perimeter length of one block shall not exceed 880 square feet.*

Section 15. Subdivisions

1. A subdivision shall conform to the following standards:

a. Each proposed lot must be buildable in conformance with the requirements of this ordinance and all other applicable regulations.

b. Each lot shall abut a public or private street for the required minimum lot frontage for the zoning district where the lots are located.

c. If any lot abuts a street right-of-way that does not conform to the design specifications of this ordinance, the owner may be required to dedicate up to one-half of the total right-of-way width required by this ordinance.

2. Further subdivision of the property shall be prohibited unless the applicant submits a plat or development plan in accordance with requirements in this ordinance.

3. The City of Boardman shall consider a proposed Subdivision upon the submittal of the following materials.

a. An application form provided by the City of Boardman;

b. Five copies of the proposed Subdivision plat;

c. A statement indicating that water and/or sanitary sewer service is available to the property; and

d. Land descriptions and acreage or square footage of the original and proposed lots and a scaled drawing showing the intended divisions and proposed street system shall be prepared by a professional land surveyor registered in the State of Oregon. In the event a lot contains any principal or accessory structures, a survey showing the structures on the lot shall accompany the application.

4. Review Procedure

a. The City of Boardman shall transmit a copy of the proposed Subdivision to the appropriate (departments or officials) for review and comment.

b. If the proposed Subdivision meets the conditions of this section and otherwise complies with all applicable laws and ordinances, the City of Boardman shall approve the Subdivision by signing the application form.

c. Upon approval of the Subdivision, the City of Boardman shall record the plat on the appropriate maps and documents, and shall, at the applicant's expense, record the plat in the official county records.

Section 16. Site Plan Review Procedures for Access Management

1. *Applicants shall submit a preliminary site plan for review by the City of Boardman. At a minimum, the site plan shall show:*

   a. *Location of existing and proposed access point(s) on both sides of the road where applicable;*

   b. *Distances to neighboring constructed access points, median openings (where applicable), traffic signals (where applicable), intersections, and other transportation features on both sides of the property;*

   c. *Number and direction of lanes to be constructed on the driveway plus striping plans;*

   d. *All planned transportation features (such as sidewalks, bikeways, auxiliary lanes, signals, etc.);*

   e. *Parking and internal circulation plans including walkways and bikeways;*

   f. *A detailed description of any requested variance and the reason the variance is requested.*

2. *Subdivision and site plan review shall address the following access criteria:*

   a. *All proposed roads shall follow the natural topography and preserve natural features of the site as much as possible. Alignments shall be planned to minimize grading.*

   b. *Access shall be properly placed in relation to sight distance, driveway spacing, and other related considerations, including opportunities for joint and cross access.*

   c. *The road system shall provide adequate access to buildings for residents, visitors, deliveries, emergency vehicles, and garbage collection.*

   d. *An internal pedestrian system of sidewalks or paths shall provide connections to parking areas, entrances to the development, and open space, recreational, and other community facilities associated with the development. Streets shall have sidewalks on both sides. Pedestrian linkages shall also be provided to the peripheral street system.*

   e. *The access shall be consistent with the access management standards adopted in the Transportation System Plan.*

3. *Any application that involves access to the State Highway System shall be reviewed by the Oregon Department of Transportation for conformance with state access management standards.*

Section 17. Variance Standards for City/County Facilities

1. *The granting of the variation shall be in harmony with the purpose and intent of these regulations and shall not be considered until every feasible option for meeting access standards is explored.*

2. *Applicants for a variance from these standards must provide proof of unique or special conditions that make strict application of the provisions impractical. Applicants shall include proof that:*

   a. *Indirect or restricted access cannot be obtained;*

   b. *No engineering or construction solutions can be applied to mitigate the condition; and*

   c. *No alternative access is available from a street with a lower functional classification than the primary roadway.*

3. *No variance shall be granted where such hardship is self-created.*

PROCESS FOR COORDINATED REVIEW OF LAND USE DECISIONS

Recommended 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.*

Process for Applying Conditions to Development Proposals

- *The proposed use shall impose an undue burden on the public transportation system. For developments that are likely to generate more than 200 average daily motor vehicle trips (ADTs), the applicant shall provide adequate information, such as a traffic impact study or traffic counts, to demonstrate the level of impact to the surrounding street system. The developer shall be required to mitigate impacts attributable to the project.*

- *The determination of impact or effect and the scope of the impact study should be coordinated with the provider of the affected transportation facility.*

- *Dedication of land for streets, transit facilities, sidewalks, bikeways, paths, or accessways shall be required where the existing transportation system will be impacted by or is inadequate to handle the additional burden caused by the proposed use.*

- *Improvements such as paving, curbing, installation or contribution to traffic signals, construction of sidewalks, bikeways, accessways, paths, or streets that serve the proposed use where the existing transportation system may be burdened by the proposed use.*

Regulations to Provide Notice to Public Agencies

Information required with development proposals to be conveyed to reviewers:

- *Project location.*

- *Proposed land use action.*

- *Location of project access point(s).*

Additional information to the review required upon request (provided the information is available) includes a site plan showing the following:

- *Distances to neighboring constructed access points, median openings, traffic signals, intersections, and other transportation features on both sides of the property;*

- *Number and direction of lanes to be constructed on the driveway, plus striping plans;*

- *All planned transportation features (lanes, signals, bikeways, sidewalks, crosswalks, etc.);*

- *Trip generation data or appropriate traffic studies;*

- *Parking (motor vehicle and bicycle) and internal circulation plans for vehicles and pedestrians;*

- *Plat map showing property lines, right-of-way, and ownership of abutting properties; and*

- *A detailed description of any requested variance.*

Recommended Regulations to Assure that Amendments are Consistent with the Transportation System Plan

Comprehensive Plan Policy

- *All development proposals, plan amendments, or zone changes shall conform with the adopted Transportation System Plan.*

Zoning Ordinance Requirement

- *The applicant must show that the proposed change conforms with the Comprehensive Plan.*

Ordinance and Policy Language Governing Zone Changes and Plan Amendments:

- *A plan or land use regulation amendment significantly affects a transportation facility if it:*

a. *Changes the functional classification of an existing or planned transportation facility;*

b. *Changes standards implementing a functional classification system;*

c. *Allows types or levels of land use that would result in levels of travel or access what are inconsistent with the functional classification of a transportation facility; or*

d. *Would reduce the level of service of the facility below the minimum acceptable level identified in the Transportation System Plan.*

- *Amendments to the comprehensive plan and land use regulations which significantly affect a transportation facility shall assure that allowed land uses are consistent with the function, capacity, and level of service of the facility identified in the Transportation System Plan. This shall be accomplished by one of the following:*

  (a) Limiting allowed land uses to be consistent with the planned function of the transportation facility;

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

  (c) Altering land use designations, densities, or design requirements to reduce demand for automobile travel and meet travel needs through other modes.

SAFE AND CONVENIENT PEDESTRIAN AND BICYCLE CIRCULATION

Recommended Policies for Pedestrian and Bicycle Circulation

- *It is the policy of the City of Boardman to 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.*

- *The City of Boardman shall require streets and accessways where appropriate to provide direct 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 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, such as the downtown commercial center, schools, and community centers.*

- *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.*

- *Bicycle parking facilities shall be provided at all new residential multifamily developments of four units or more, commercial, industrial, recreational, and institutional facilities.*

- *A citizens advisory committee shall be established to protect and promote bicycle and pedestrian transportation within the Urban Growth Boundary.*

Recommended Ordinances for Bicycle Parking

- *A minimum of 2 bicycle parking spaces per use (one sheltered and one unsheltered) shall be required.*

- *The following Special Minimum Standards shall be considered as supplemental requirements for the number of required bicycle parking spaces.*

  - *Multi-Family Residences. Every residential use of four (4) or more dwelling units shall provide at least one sheltered bicycle parking space for each unit. Sheltered bicycle parking spaces may be located within a garage, storage shed, basement, utility room or similar area. In those instances in which the residential complex has no garage or other easily accessible storage unit, the required bicycle parking spaces shall be sheltered under an eave, overhang, an independent structure, or similar cover.*

  - *Parking Lots. All public and commercial parking lots and parking structures shall provide a minimum of one bicycle parking space for every 10 motor vehicle parking spaces.*

  - *Schools. Elementary and middle schools, both private and public, shall provide one bicycle parking space for every 10 students and employees. High schools shall provide one bicycle parking space for every 5 students and employees. All spaces shall be sheltered under an eave, overhang, independent structure, or similar cover.*

  - *Colleges. Colleges, universities, and trade schools shall provide one bicycle parking space for every 10 motor vehicle spaces plus one space for every dormitory unit. Fifty percent of the bicycle parking spaces shall be sheltered under an eave, overhang, independent structure, or similar cover.*

  - *Downtown Areas. In downtown areas with on-street parking, bicycle parking for customers shall be provided along the street at a rate of at least one space per use. Spaces may be clustered to serve up to six (6) bicycles; at least one cluster per block shall be provided. Bicycle parking spaces shall be located in front of the stores along the street, either on the sidewalks in specially constructed areas such as pedestrian curb extensions. Inverted "U" style racks are recommended. Bicycle parking shall not interfere with pedestrian passage, leaving a clear area of at least 5 feet. Customer spaces are not required to be sheltered. Sheltered parking (within a building, or under an eave, overhang, or similar structure) shall be provided at a rate of one space per 10 employees, with a minimum of one space per store.*

  - *Rural Schools, Service Centers, and Industrial Parks. Where a school, service center, or industrial park is located 5 or more miles from the closest urban area or rural residential subdivision with a density of more than one dwelling unit per 20 acres, a minimum of two bicycle parking spaces per use shall be required.*

- *The following formulas for Calculating the Number of Required Bicycle Parking Spaces are recommended.*

- Fractional numbers of spaces shall be rounded up to the next whole space.

- For facilities with multiple uses (such as a commercial center), the bicycle parking requirements shall be calculated by using the total number of motor vehicle parking spaces required for the entire development.

Recommended Ordinances for Bicycle and Pedestrian Circulation and Access

Definitions:

1. *Accessway. A walkway that provides pedestrian and bicycle passage either between streets or from a street to a building or other destination such s a school, park, or transit stop. Accessways generally include a walkway and additional land on either side of the walkway, often in the form of an easement or right-of-way, to provide clearance and separation between the walkway and adjacent uses. Accessways through parking lots are generally physically separated from adjacent vehicle parking or parallel vehicle traffic by curbs or similar devices and include landscaping, trees, and lighting. Where accessways cross driveways, they are generally raised, paved, or marked in a manner that provides convenient access for pedestrians.*

2. *Bicycle. A vehicle designed to operate on the ground on wheels, propelled solely by human power, upon which any person or persons may ride, and with two tandem wheels at least 14 inches in diameter. An adult tricycle is considered a bicycle.*

3. *Bicycle Facilities. A general term denoting improvements and provisions made to accommodate or encourage bicycling, including parking facilities and all bikeways.*

4. *Bikeway. Any road, path, or way that is some manner specifically open to bicycle travel, regardless of whether such facilities are designated for the exclusive use of bicycles or are shared with other transportation modes. The five types of bikeways are:*

   a. *Multi-use Path. A paved 10 to 12-foot wide way that is physically separated from motorized vehicular traffic; typically shared with pedestrians, skaters, and other non-motorized users.*

   b. *Bike Lane. A 4 to 6-foot wide portion of the roadway that has been designated by permanent striping and pavement markings for the exclusive use of bicycles.*

   c. *Shoulder Bikeway. The paved shoulder of a roadway that is 4 feet or wider; typically shared with pedestrians in rural areas.*

   d. *Shared Roadway. A travel lane that is shared by bicyclists and motor vehicles.*

   e. *Multi-use Trail. An unpaved path that accommodates all-terrain bicycles; typically shared with pedestrians.*

5. *Pedestrian Facilities. A general term denoting improvements and provisions made to accommodate or encourage walking, including sidewalks, accessways, crosswalks, ramps, paths, and trails.*

6. *Neighborhood Activity Center. An attractor or destination for residents of surrounding residential areas. Includes, but is not limited to existing or planned schools, parks, shopping areas, transit stops, employment areas.*

7. *Reasonably direct. A route that does not deviate unnecessarily from a straight line or a route that does not involve a significant amount of out-of-direction travel for likely users.*

8. *Safe and convenient. Bicycle and pedestrian routes that are:*

   a. *Reasonably free from hazards, and*

   b. *Provides a reasonably direct route of travel between destinations, considering that the optimum travel distance is one-half mile for pedestrians and three miles for bicyclists.*

9. *Walkway. A hard-surfaced area intended and suitable for pedestrians, including sidewalks and the surfaced portions of accessways.*

Required elements for a site plan:

1. *Bicycle Parking. The development shall include the number and type of bicycle parking facilities required in the Off-Street Parking and Loading section of this Title. The location and design of bicycle parking facilities shall be indicated on the site plan.*

2. *Pedestrian Access and Circulation.*

   a) *Internal pedestrian circulation shall be provided in new commercial, office, and multi-family residential developments through the clustering of buildings, construction of hard surface walkways, landscaping, accessways, or similar techniques.*

3. *Commercial Development Standards.*

   a) *New commercial buildings, particularly retail shopping and offices, shall be oriented to the street, near or at the setback line. A main entrance shall be oriented to the street. For lots with more than two front yards, the building(s) shall be oriented to the two busiest streets.*

   b) *Off-street motor vehicle parking for new commercial developments shall be located at the side or behind the building(s).*

4. *All site plans (industrial and commercial) shall clearly show how the site's internal pedestrian and bicycle facilities connect with external existing or planned facilities or systems.*

Subdivision Ordinances Requirements

- *Approval of Subdivision Tentative Plans and Final Plats. Information required shall include the location and design of all proposed pedestrian and bicycle facilities, including accessways.*

Design Standards

1. *Pedestrian and Bicycle Circulation.*

   a) *On-site facilities shall be provided that accommodate safe and convenient pedestrian and bicycle access within new subdivisions, multi-family developments, planned development, shopping centers, and commercial districts, and connecting to adjacent residential areas and neighborhood activity centers within one-half mile of the development. Residential developments shall include streets with sidewalks and accessways. Pedestrian circulation through parking lots shall be provided in the form of accessways.*

   b) *Bikeways shall be required along arterials and collectors with ADTs greater than 3,000. Sidewalks shall be required along arterials, collectors, and most local streets, except that sidewalks are not required along controlled access roadways (freeways).*

Subdivision Ordinance Requirements for Cul-de-Sac Design

2. *Cul-de-Sacs and Accessways.*

   a) *Cul-de-sacs or permanent dead-end streets may be used as part of a development plan; however, through streets are encouraged except where topographical, environmental, or existing adjacent land use constraints make connecting streets infeasible. Where cul-de-sacs are planned, accessways shall be provided connecting the ends of cul-de-sacs to each other, to other streets, or to neighborhood activity centers.*

   b) *Accessways for pedestrians and bicyclists shall be 10 feet wide and located within a 20-foot-wide right-of-way or easement. If the streets within the subdivision are lighted, the accessways shall also be lighted. Stairs or switchback paths may be used where grades are steep.*

   c) *Accessways for pedestrians and bicyclists shall be provided at mid-block where the block is longer than 600 feet.*

   d) *The Hearings Body or Planning Director may determine, based upon evidence in the record, that an accessway is impracticable. Such evidence may include but is not limited to:*

i) Physical or topographic conditions make an accessway connection impractical. Such conditions include but are not limited to freeways, railroads, extremely steep slopes, wetlands, or other bodies of water where a connection cannot reasonable be provided.

ii) Buildings or other existing development on adjacent lands physically preclude a connection now or in the future, considering potential for redevelopment.

iii) Where accessways would violate provisions of leases, easements, covenants, restrictions, or other agreements existing as of May 1, 1995 that preclude a required accessway connection.

Street Standards

Table 1

Recommended Street Standards

Classification	Travel Lane Width	Center Turn Lane/Median Width	Parking Width	Planter	Sidewalk Width	Right-of-Way Width
Arterial	12′ (2)	12′	None	12′	10′	80′
Collector A	12′ (2)	8′ swale/path	8′	None	6′	52′
Collector B	12′ (2)	None	8′	4′	6′	60′
Local Commercial/Resid.	12′ (2)	None	8′	4′	6′	60′
Local Residential	14′ (1)	--	7′	6′	6′	52′
Alley	15-20′	--	--	--	--	20′
Multi-use Path	10′	--	--	--	10′	10′