

## **Section 8**

---

### Transportation Planning Rule Compliance

# Transportation Planning Rule Compliance

In April 1991, the Land Conservation and Development Commission (LCDC), with the concurrence of ODOT, adopted the Transportation Planning Rule (TPR), OAR 660 Division 12. The TPR requires local jurisdictions to prepare and adopt a Transportation System Plan (TSP) by 1997. Outlined below is a list of recommendations (designated by *italics*) and requirements for a TSP for an urban area with a population between 2,500 and 25,000, and how each of those were addressed in the City of Boardman TSP. The comparison demonstrates that the City of Boardman TSP is in compliance with the provisions of the TPR.

## DEVELOPMENT OF A TRANSPORTATION SYSTEM PLAN

### TPR Recommendations/Requirements

### City of Boardman TSP Compliance

#### Public and Interagency Involvement

- Establish Advisory Committees.

A Management Team and Technical Advisory Committee was established at the outset of the project. Membership on the Management Team included members of the City, County, and ODOT staff. Membership on the Technical Advisory Committee included representatives from all facets of the community. A group of Community Stakeholders was also identified and participated in project development.

- Develop informational material.

Technical memoranda and current status reports of work undertaken and completed by the advisory committee were published and made available to the public throughout the project. Press releases concerning the project and opportunities for participation at public workshops were published and materials (including report text, charts, and maps) were prepared for review defining critical components of the City's TSP.

- Schedule informational meetings, review meetings and public hearings throughout the planning process. Involve the community.

Three Management Team/TAC meetings were held through the planning process. The meetings were advertised by distribution of meeting notices. All TAC meetings were advertised and open to the public.

- Coordinate Plan with other agencies.

Coordination with the City, ODOT, and Morrow County was accomplished by including agency representatives on the project mailing list, individual project briefings/meetings, and participation on the Management Team and the TAC.

## Review Existing Plans, Policies, Standards, and Laws

- *Review and evaluate existing comprehensive plan.*

The following plans were reviewed as part of the development of the TSP: *1991 Oregon Highway Plan*, (June, 1991); *1996 Oregon Bicycle Plan*; *City of Boardman Comprehensive Plan*, (1991); *Draft Statewide Transportation Improvement Program* (2000-2003).
- *Land use analysis - existing land use/vacant lands inventory.*

In developing the forecast of transportation needs, an analysis was conducted of current land use designations and land status within the project area to determine the capacity for growth, which would increase demand for transportation services. Population and employment forecasts were prepared for the year 2020 that reflect regional growth prospects and the city's economic role in the region. Estimates of needed housing, commercial, and employment lands were derived from these forecasts. An inventory of vacant buildable lands within the city was also conducted.
- *Review existing ordinances - zoning, subdivision, engineering standards.*

Existing City Subdivision Ordinances, Zoning Ordinances, and Comprehensive Plan engineering standards were reviewed for adequacy in the development of the City of Boardman TSP.
- *Review existing significant transportation studies.*

Significant transportation studies reviewed as part of the City of Boardman TSP include the above mentioned comprehensive plans and their associated transportation elements, and the Morrow County TSP.
- *Review existing capital improvements programs/public facilities plans.*

The City of Boardman CIP, Morrow County CIP, and the State TIP were reviewed as part of City of Boardman TSP development.
- *Americans with Disabilities Act requirements.*

The ADA requirements were reviewed and acknowledged as part of the City of Boardman TSP development.

## Inventory Existing Transportation System

- Street system (number of lanes, lane widths, traffic volumes, level of service, traffic signal location and jurisdiction, pavement conditions, structure locations and conditions, functional classification and jurisdiction, *truck routes, number and location of accesses, safety, substandard geometry*).

An inventory of the existing street network, traffic volumes, traffic control devices, accident history, and levels of service is provided in Section 2: Existing Conditions.
- Bicycle ways (type, location, width, condition, *ownership/jurisdiction*).

An inventory of the existing bicycle ways is provided in Section 2: Existing Conditions.
- Pedestrian ways (location, width, condition, *ownership/jurisdiction*).

An inventory of the existing pedestrian facilities is provided in Section 2: Existing Conditions.
- Public Transportation Services (transit ridership, volumes, route, frequency, stops, fleet, intercity bus, passenger rail, special transit services).

A summary of the existing public transportation services is presented in Section 2: Existing Conditions. Only Special Transit and Intercity Bus services exist within the City of Boardman.
- Intermodal and private connections.

A summary of the existing intermodal and private carrier transportation services is presented in Section 2: Existing Conditions.
- Air transportation.

A summary of existing air transportation facilities is provided in Section 2: Existing Conditions.
- Freight rail transportation.

Section 2: Existing Conditions, documents freight rail transportation services within the City of Boardman.
- Water transportation.

A summary of water transportation services is provided in Section 2: Existing Conditions.
- Pipeline transportation.

A summary of pipeline transportation services is provided in Section 2: Existing Conditions.
- *Environmental constraints*.

Wetland issues were noted in development of the TSP. Development of the TSP did not include the identification of other environmental constraints.
- Existing population and employment.

As outlined Section 1: Introduction, the 1998 City of Boardman population was estimated at 2,795 persons. This information and employment data cited in Section 3: Future Conditions Analysis, is included in Future Conditions as the basis for the forecasts that were performed for this TSP.

## Determine Transportation Needs

- Forecast population and employment
- Determination of transportation capacity needs (cumulative analysis, *transportation gravity model*).
- Other roadway needs (safety, bridges, reconstruction, operation/maintenance).
- Freight transportation needs.
- Public transportation needs (special transportation needs, general public transit needs).
- Bikeway needs.
- Pedestrian needs.

Population and employment forecasts were prepared for the year 2020 that reflect regional growth prospects and City of Boardman's economic role. This information is summarized in Section 3: Future Conditions.

Travel demand forecasts were undertaken as part of this project. The methodology for travel forecasting and assumptions used in the transportation model are contained in Section 3: Future Conditions, which presents an analysis of future transportation conditions and identifies capacity needs.

Non-capacity related transportation needs are identified and recommended for implementation in Section 5: Transportation System Plan.

Freight transportation needs are adequately met via motor carrier freight services.

Public transportation needs are documented in Section 5: Transportation System Plan

Future bicycle and pedestrian improvements are to be made in conjunction with roadway improvements to provide cyclists and pedestrians with full accessibility to City of Boardman's street system. Plans for these facilities are shown in Figure 14 of Section 5: Transportation System Plan.

## **Develop and Evaluate Alternatives**

- Update community goals and objectives.
- Establish evaluation criteria.
- Develop and evaluate alternatives (no-build system, all build alternatives, transportation system management, transit alternative/feasibility, improvements/additions to roadway system, land use alternatives, combination alternatives).
- Select recommended alternative.

Goals were established as part of the TSP development (see Section 1: Introduction).

Evaluation criteria was established from the study goals and objectives and used to develop the Preferred Alternative presented in Section 5: Transportation System Plan.

Section 4: Alternatives Analysis includes a summary of the land use and transportation alternatives considered and analyzed for City of Boardman's TSP. Land uses, roadway alternatives, transportation system management options, bike and pedestrian options were analyzed.

A recommended alternative for roadways, bikeways, and pedestrian facilities is contained in Section 5: Transportation System Plan.

## **Produce a Transportation System Plan**

- Transportation goals, objectives and policies.
- Streets plan element (functional street classification and design standards, proposed facility improvements, access management plan, truck plan, safety improvements).
- Public transportation element (transit route service, transit facilities, special transit services, intercity bus and passenger rail).
- Bikeway system element.
- Pedestrian system element.
- Airport element (land use compatibility, future improvements, accessibility/connections/conflicts with other modes).

Specific recommendations regarding transportation goals and policies are outlined in Section 7: Policies and Land Use Ordinance Modifications.

The streets plan element is outlined in Section 5: Transportation System Plan.

The public transportation element is outlined in Section 5: Transportation System Plan.

The bikeway plan is outlined in Section 5: Transportation System Plan, and shown in Figure 14.

The pedestrian plan is outlined in Section 5: Transportation System Plan, and shown in Figure 14.

The airport element is outlined in Section 5: Transportation System Plan.

- |   |  |
|---|--|
| <ul style="list-style-type: none"> <li>• Freight rail element (terminals, safety).</li> </ul> | <p>The rail element is outlined in Section 5: Transportation System Plan.</p>                |
| <ul style="list-style-type: none"> <li>• Water transportation element (terminals).</li> </ul> | <p>The water transportation element is outlined in Section 5: Transportation System Plan</p> |

### **Produce a Transportation System Plan (Continued)**

- |  |   |
|--|---|
| <ul style="list-style-type: none"> <li>• <i>Transportation System Management element (TSM).</i></li> </ul> | <p>TSM element not applicable per OAR 660-12-020(2)(f) and (g).</p> |
| <ul style="list-style-type: none"> <li>• <i>Transportation Demand Management element (TDM).</i></li> </ul> | <p>TDM element not applicable per OAR 660-12-020(2)(f) and (g).</p> |

### **Implementation of a Transportation System Plan**

#### ***Plan Review and Coordination***

- |  |   |
|--|---|
| <ul style="list-style-type: none"> <li>• Consistent with ODOT and other applicable plans.</li> </ul> | <p>See Section 7: Policies and Land Use Ordinance Modifications</p> |
|--|---|

#### ***Adoption***

- |  |                          |
|--|--------------------------|
| <ul style="list-style-type: none"> <li>• Is it adopted?</li> </ul> | <p><i>To follow.</i></p> |
|--|--------------------------|

#### ***Implementation***

- |  |   |
|--|---|
| <ul style="list-style-type: none"> <li>• Ordinances (facilities, services and improvements; land use or subdivision regulations).</li> </ul> | <p>Included in Section 7: Policies and Land Use Ordinance Modifications.</p>                    |
| <ul style="list-style-type: none"> <li>• Transportation financing/capital improvements program.</li> </ul>                                   | <p>The transportation finance plan is summarized in Section 6: Transportation Funding Plan.</p> |

