



## Technical Memorandum#3

**Date:** January 7, 2025

Kittelson Project No: 30287

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**To:** Project Management Team (PMT)

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**Subject:** Goals, Objectives, and Evaluation Criteria DRAFT

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### Introduction

This memorandum presents the goals, objectives, and evaluation criteria that will be used to develop and evaluate potential transportation improvements generated as part of the City of Boardman Transportation System Plan (TSP) update.

### Project Background

The City of Boardman completed and adopted a Transportation System Plan (TSP) in 2001. The Transportation System Plan is an element of the Boardman Comprehensive Plan (incorporated by reference and as a Technical Appendix to the Comprehensive Plan). The TSP provides guidance for the planning, management, funding, and implementation of transportation facilities, policies, and programs within the Boardman Urban Growth Boundary (UGB).

Since the adoption of the 2001 TSP, the City of Boardman has seen significant levels of population growth, new residential and commercial development (in the form of infill development on undeveloped parcels), and continues to see the adjacent Port of Morrow grow as a major regional employment center. In addition to the TSP, there have been other planning efforts completed within this time frame that have helped shape and influence growth, development, and the transportation system including:

- Main Street Downtown Development Plan (2001)
- Comprehensive Plan (2003)
- Boardman Main Street Interchange Area Management Plan (2009)
- Port of Morrow Interchange Area Management Plan (2011)
- Central, North, and West Urban Renewal Plans

- Morrow County TSP (2012)
- Port of Morrow 2020 Strategic Business Plan
- Hermiston-Boardman Connector/Boardman – Port of Morrow Circular (2021)
- Morrow County/Umatilla County Transit Development Strategy (2018)
- Morrow County Coordinated Humans Services Transportation Plan (2022)

Accounting for the goals and objectives that drove these past planning efforts and taking into consideration the current and forward-focused needs of the city, a preliminary list of updated goals and objectives has been prepared to help formulate the basis for advancing Boardman's transportation system for the next 20 years.

## Goals & Objectives

Goals and objectives are defined as follows:

- **Goals** are broad statements that reflect the community's desires and vision for the entire transportation system. The goals are purposefully visionary and may not be fully attained within the 20-year planning horizon. The goals are supported by the objectives.
- **Objectives** are specific, measurable statements that provide a way for the community to measure progress toward achieving its goals.

The goals and objectives of a modern TSP should reflect the anticipated needs of the multimodal transportation system based on existing and upcoming land uses for the next 20 years, and define a framework for providing safe, reliable, interconnected, and efficient transportation services for all system users. The goals and objectives should also be in fundamental alignment with partnering agencies such as Morrow County and the Oregon Department of Transportation (ODOT).

With these fundamental aspects in mind, the following proposed goals and objectives have been developed to guide the development of the Boardman TSP. These goals and objectives are rooted in, and build upon, the various goals and objectives developed in the existing TSP and other transportation-related planning documents previously outlined. Additional goals and objectives have been proposed to ensure that the updated TSP is forward-focused, reflects the needs of the community, and supports the development of a safe, efficient, and reliable transportation system for all users.

## Goal #1: Safety

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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

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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

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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 & Equity

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Provide an equitable 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

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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

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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.

## Evaluation Criteria

The evaluation criteria will be used throughout the TSP update process for two key purposes:

1. Evaluating the existing and future transportation system and identifying needs (gaps and deficiencies) and potential mitigation treatments; and
2. Comparing and selecting preferred elements to be included in the City of Boardman TSP Update.

The following table outlines a broad set of evaluation criteria that were developed based on the Boardman TSP Goals and Objectives proposed above and the new prioritization factors included in Oregon's Transportation Planning Rule (TPR). Each criterion will be used to assess how the individual transportation projects support the overall goals/objectives statements and prioritization criteria. Each transportation improvement project will be assessed according to the various evaluation criterion.

Goal Statement	Evaluation Criteria <sup>1</sup>	Scoring Key		Score?	Comments
<b>Safety -</b> Improve the safety and comfort of the multimodal transportation network.	Improve vehicular safety issues on Boardman’s roadway network	+2	The project is expected to have a positive safety impact and is at a location with a history of serious injury crashes and fatalities.		
		+1	The project is expected to have a positive safety impact.		
		0	The project is expected to have no impact or measurable safety benefit.		
	Improve non-motorized safety issues on Boardman’s multimodal network	+2	The project is expected to have a positive multimodal safety impact and will directly benefit vulnerable system users.		
		+1	The project is expected to have a positive multimodal safety impact.		
		0	The project is expected to have no impact or measurable multimodal safety benefit.		
	Improve access management on key transportation corridors	+2	The access management project will address operational or safety issues while maintaining reasonable access to adjacent land uses.		
		+1	The access management project will address operational or safety issues but have some impact on access to adjacent land uses.		
		0	The access management project will address operational or safety issues with significant access and circulation impacts to adjacent land uses.		
<b>Mobility -</b> Provide an efficient multimodal transportation system.	Identify capacity constraints and develop projects and strategies to address those constraints, including intersection improvements, new crossings of I-84, and alternative multimodal connections.	+2	The project will address a significant mobility or capacity constraint.		
		+1	The project will generally improve overall mobility.		
		0	The project is expected to have no impact on overall mobility.		
<b>Accessibility and Connectivity -</b> Provide an interconnected, multimodal transportation network that connects all members of the community to key destinations.	Improve connections to/from Boardman’s neighborhoods, schools, parks, transit stops, employment centers, and other key destinations.	+2	The project will improve connections to/from multiple key destinations, and/or serves destinations with limited or no multimodal infrastructure.		
		+1	The project will generally improve connections to/from key destinations.		
		0	The project does not involve or improve connections to/from key destinations.		

Goal Statement	Evaluation Criteria <sup>1</sup>	Scoring Key		Score?	Comments
	Address existing gaps in Boardman’s multimodal network.	+2	The project will fully complete an existing multimodal network gap.		
		+1	The project will partially fill an existing multimodal network gap.		
		0	The project is does not address an existing multimodal network gap.		
	Improve connectivity between the north and south sides of Boardman.	+2	The project will provide a new multimodal connection across I-84.		
		+1	The project will improve multimodal connections on existing corridors that span I-84.		
		0	The project is does not address connectivity between the north and south sides of Boardman.		
Community and Equity - Provide an equitable multimodal transportation system for all users to promote a livable and fully connected community.	Improve multimodal access and connections to/from Boardman’s underserved population groups, lower-income neighborhoods, and/or transportation disadvantaged groups.	+2	The project improves access connections to/from underserved population groups, lower-income neighborhoods, and/or transportation disadvantaged groups; and serves areas that have limited or no multimodal infrastructure.		
		+1	The project improves access and connections to/from underserved population groups, lower-income neighborhoods, and/or transportation disadvantaged groups.		
		0	The project does not involve or impact underserved population groups, lower-income neighborhoods, and/or transportation disadvantaged groups.		
Sustainability - Provide a sustainable transportation system by promoting transportation choices and preserving environmental resources.	Avoid or minimize transportation impacts to natural and cultural resources in the city.	+1	The project can be expected to have a positive impact on natural resources.		
		0	The project has no measurable positive or negative impact on natural resources.		
		-1	The project can be expected to have a negative impact on natural resources.		
Strategic Investment - Make the most of transportation resources by leveraging available funding opportunities, preserve existing	Preserve the transportation network and system maintenance costs	+1	Project is expected to compliment the existing transportation network and/or reduce system maintenance costs.		
		0	Project has no positive or negative impact on system preservation and maintenance costs		

Goal Statement	Evaluation Criteria <sup>1</sup>	Scoring Key		Score?	Comments
infrastructure, and reduce system maintenance costs.		-1	Project can be expected to negatively impact the existing transportation network or lead to increased system maintenance costs		

<sup>1</sup>Evaluation Criteria written in overall tone of proposed Boardman TSP Goals and Objectives statements

