

## Chapter 2. Plan Goals, Objectives, and Evaluation Criteria

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This chapter describes and presents the goals and objectives for the plan, as well as evaluation criteria to measure the effectiveness of proposed strategies. A policy framework was identified based on reviews and summary of the applicable state and local plans, policies, regulations, and design standards (see Appendix for details). This policy framework was used to develop the project goals, objectives and evaluation criteria that are presented in the following sections.

### Recommended Goals & Objectives

#### Project Goals

The goals of this project are to develop an Interchange Access Management Plan (IAMP) for the two interchanges in Boardman and to update the Transportation System Plan (TSP). The project will result in an access management plan for the Main Street and Laurel Road interchanges, traffic analysis and planning for improvements to existing roads and intersections and a master plan for the local street network and an updated TSP. The project will identify potential safety and traffic congestion issues, and proposed policies and implementing measures that will insure safe and efficient operation of the interchange over the 20-year planning horizon. The IAMP will be developed in partnership with affected property owners in the interchange area, the City of Boardman, Morrow County, and the Oregon Department of Transportation (ODOT), and other stakeholders, including interchange users.

#### Objectives and Evaluation Criteria

The Project Goals will be met if the following objectives are achieved. A bulleted list of evaluation criteria follows each objective.

1. The IAMP shall include a thorough analysis of the issues for each interchange.
  - The IAMP identifies and addresses existing and foreseeable issues related to land use, mobility, accessibility, and safety within the analysis area of the planned interchange.
  - The IAMP meets the minimum level of service / mobility standards and other requirements identified in state transportation plans, such as the Oregon Transportation Plan, 1999 Oregon Highway Plan (OHP), and Oregon Freight Plan.
  - The IAMP includes inventory maps summarizing the existing conditions within the Interchange Study Area.
2. The IAMP shall identify and assess the needs and opportunities to improve access and circulation for all modes of transportation.
  - The IAMP describes the roadway network, right-of-way, access control and land parcels in the Interchange Study Area. It also evaluates local street access, circulation, connectivity, and the potential effect of local land use designations on the interchange.
  - The IAMP shall identify development patterns which reduce the reliance on the interchanges while increasing efficiency of the use of land within the urban growth boundary.

- The IAMP satisfies the requirements for interchange area management plans in OAR 734-051-0155 and other state rules, including OHP policies and standards, ODOT Division 51 interchange spacing standards, the Oregon Transportation Commission’s OTIA conditions for interchanges, and the 2003 Highway Design Manual.
3. The preparation of the IAMP and TSP update shall utilize public involvement and technical methods to develop and refine improvement options.
    - The IAMP and TSP update shall involve affect property owners in the interchange area, the City of Boardman, Morrow County, Port of Morrow, The Oregon Department of Transportation (ODOT), and other stakeholders, including interchange users.
    - The IAMP and TSP update incorporate input and guidance from the Project Management Team (PMT).
    - The IAMP and TSP update reflect, to the extent possible, the input of local property owners, interchange users, and other stakeholders, as gathered through public comments.
  4. The TSP update shall update the street standards and functional classifications.
    - The City shall adopt a street classification system that is compatible with the Morrow County 2020 Transportation Plan.
    - The City shall adopt access management guidelines and standards for the Interchange Study Areas.
    - The TSP update shall incorporate typical street cross section guidelines in the City’s public works design standards that address vehicular, bicycle, pedestrian, and transit needs.
    - The City shall adopt roadway design guidelines and standards that ensure sufficient right-of-way is provided for necessary roadway, bikeway, and pedestrian improvements.
  5. IAMP and TSP update shall prioritize improvement projects.
    - The IAMP shall identify and prioritize the transportation improvements, land use, and access management plans needed to maintain acceptable traffic operations in the Interchange Study Areas.
    - The TSP update shall identify needed transportation improvements in the City of Boardman and propose alternatives that conform to current design standards and accommodate the long-term capacity needs of the local transportation system.
    - The IAMP shall include short, medium and long-range actions to improve and maintain roadway operations and safety in the Interchange Study Areas. These actions may include local street network improvements, driveways consolidations, shared roadways, access management, traffic control devices, and / or local land use actions.
    - The IAMP includes a Transportation Improvements Map showing the opportunities to improve operations and safety within the City of Boardman and specifically in the Interchange Study Areas.
  6. The TSP update shall develop Comprehensive Plan goals, policies, and recommendation for amending the City of Boardman’s Land Use code to implement the plan.
    - The IAMP identifies and either complies with or amends the policy direction from the City and County comprehensive plans, zoning codes, Transportation System Plans, and any relevant corridor plans.

- The IAMP implements the OHP's Policy 3C criteria, which requires the planning and management of grade-separated interchange areas to ensure safe and efficient operation between connecting roadways.
  - The IAMP shall include policies and implementing measures that preserve the functionality of the interchange areas.
7. The TSP update shall be forwarded through the adoption process.
- A draft version of the IAMP and TSP update shall be reviewed by the Boardman and Morrow County Planning Commissions, as well as the Boardman City Council and the Morrow County Board of Commissioners. A final draft of the IAMP and TSP shall be adopted by the City Council and Board of Commissioners.
  - The IAMP includes amendments to Boardman's Comprehensive Plans, Zoning Ordinances, Transportation System Plans, and other official documents as necessary to implement the recommended alternative for the Interchange Study Areas.
  - The IAMP identifies likely funding sources and requirements for the construction of the infrastructure and facility improvements as new development is approved.
  - The IAMP identifies partnerships for the cooperative management of future projects and establishes a process for coordinated review of land use decisions affecting transportation facilities.

## Proposed New Policy

In addition, a new policy was recommended for the IAMP to ensure that the key assumptions in the development of the plan are still applicable as land develops. The following is suggested as a new policy, to be incorporated into the IAMP.

"It is the policy of the City of Boardman to plan for land uses within the interchange areas consistent with the IAMP adopted by the city and ODOT. The city shall review proposed plan and land use regulation amendments within the Interchange Management Areas for consistency with the IAMP. Where a proposed plan or land use regulation amendment would result in a property generating more traffic than previously estimated in the IAMP, the city will coordinate with ODOT to amend the IAMP as necessary, to accommodate the proposed use prior to approval of the proposed amendment."