

Carla McLane

From: Matt Hughart <MHUGHART@kittelson.com>
Sent: Wednesday, October 15, 2025 5:08 PM
To: Carla McLane; Jodi Gollehon; Eza Gaigalas
Subject: Re: Hattenhauer Distributing Co. Comments on Draft TSP - to Planning Commission

Follow Up Flag: Follow up
Flag Status: Flagged

Hi All,

I have reviewed this letter. To boil it all down, they are essentially asking that the following changes be made to the DRAFT TSP:

- Revise Tables 5-1 and 5-2 to remove the prescriptive language that refers to raised medians and right-in/right-out design treatments. Their traffic engineering consultant suggested some alternative language that replaces our current description "*Modifications may include implementing right-in/right-out turning movement restrictions to/from N Front Street via a raised median or other access management measures.*" with the following... "*Modify intersection to be consistent with the outcome of the IAMP refinement study (Project R-25), which will evaluate safety, operations, and access management needs. Modifications will be determined through that process.*"
- Clarify that a future IAMP Refinement must occur prior to implementing any access or geometric modifications, unless the existing IAMP triggers have been met

Upon reflection, I have no concerns with either of these changes and I don't think it impacts our original intended purpose behind including the R-25 IAMP Refinement Plan in the TSP draft.

I can be prepared to preemptively discuss this during my portion of the hearing tomorrow. Or, we can let them bring it up during testimony and I can be prepared to note that their request is reasonable.

Matt Hughart, AICP

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From: Carla McLane <mclanec@cityofboardman.com>

Sent: Wednesday, October 15, 2025 4:38 PM

To: Jodi Gollehon <jodi.gollehon@behlaw.com>; Matt Hughart <MHUGHART@kittelson.com>; Eza Gaigalas <agaigalas@kittelson.com>

Subject: FW: Hattenhauer Distributing Co. Comments on Draft TSP - to Planning Commission

[External Sender]

Jodi, Matt and Eza,

Good afternoon?

I am forwarding some additional comment to the TSP hearing tomorrow evening. It is from Mr. Hattenhauer's attorney. Matt and Eza are aware of the backstory here.

As of now I haven't read through it but will first thing tomorrow or maybe this evening.

[@Jodi Gollehon](#) I will reach out tomorrow with more explanation. And next forward Matt's response to the email from Heather that is included in the letter.

Thanks all.

Carla

From: Jennifer Bragar <jbragar@tomasilegal.com>

Sent: Wednesday, October 15, 2025 3:56 PM

To: Carla McLane <mclanec@cityofboardman.com>; Amanda Mickles <city.clerk@cityofboardman.com>

Cc: Alex Hattenhauer <alex@hattenhauerdistributing.com>

Subject: Hattenhauer Distributing Co. Comments on Draft TSP - to Planning Commission

Carla and Amanda,

Please see the attached comments for item 5A on the Planning Commission agenda for the meeting tomorrow night. Please distribute to the Commissioners and include these comments in the record.

Alex, Rick, and I will be attending the meeting virtually tomorrow and can be available to answer any questions related to these comments.

Please confirm your receipt of these comments.

Thank you.

Jennifer Bragar | jbragar@tomasilegal.com

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Table 5-1 Intersection Traffic Control, Capacity and/or Geometric Improvement Projects

Project ID	Intersection	Jurisdiction	Project Description	Project Source	Cost Estimate	Priority
I-1	N. Main Street / Boardman Ave	City	- Signalize (with widening/re-striping of east and west approaches to provide separate left- and through/right-turn lanes). Project may be refined as part of R-25 (Main Street IAMP Refinement). or - Construct a roundabout. Project may be refined as part of R-25 (Main Street IAMP refinement).	2024 Main St Corridor Refinement	\$1.3M or \$3M	High (Financially Constrained)
I-2	N. Main Street / N. Front Street	City	Modify intersection to be consistent with the outcome of Project R-25 (Main Street IAMP Refinement), which will reevaluate safety, operations, and access management needs. Modifications will be determined through that process.	2009 Main Street IAMP	\$100k	High (Financially Constrained)
I-3	I-84 WB Ramp / N. Main Street	ODOT/City	Modify intersection to be consistent with the outcome of project R-25 (Main Street IAMP Refinement). Modifications may include a new interchange form, providing additional turn lanes, installing new traffic control improvements, widening the offramp to include separate left- and through/right-turn lanes, and/or lengthening of the offramp.	2009 Main Street IAMP	\$35M+	Medium (Unconstrained)
I-4	I-84 EB Ramp / S. Main Street	ODOT/City	Modify intersection to be consistent with the outcome of project R-25 (Main Street IAMP Refinement). Modifications may include a new interchange form, providing additional turn lanes, installing new traffic control improvements, widening the offramp to include separate left- and through/right-turn lanes, and/or lengthening of the offramp.	2009 Main Street IAMP		

Project ID	Intersection	Jurisdiction	Project Description	Project Source	Cost Estimate	Priority
I-5	S. Main Street / S. Front Street	City	Modify intersection to be consistent with the outcome of Project R-25 (Main Street IAMP Refinement), which will reevaluate safety, operations, and access management needs. Modifications will be determined through that process.	2009 Main Street IAMP	\$100k	High (Financially Constrained)
I-6	S. Main Street / Oregon Trail Blvd	City	Modify intersection to be consistent with the outcome of project R-25 (Main Street IAMP Refinement). Modifications may include signalization or roundabout, and enhanced pedestrian crossing features.	TSP analysis	\$750k-\$3M	Low (Un-constrained)
I-7	S. Main Street/ Kinkade Rd	City	Implement traffic control improvements to address capacity constraints when they arise. Improvements may include signalization or roundabout.	TSP analysis	\$750k-\$3M	Low ¹ (Un-constrained)
I-8	I-84 WB Ramp / Laurel Lane / Columbia Blvd	ODOT/City	Combine the Laurel Lane/Columbia Boulevard and the Laurel Lane/I-84 WB ramp terminal intersections into one roundabout intersection. Modify the westbound offramp alignment accordingly and lengthen to current standards.	2022 Port of Morrow IAMP	\$10-\$15M+	Med (Un-constrained)
I-9	I-84 EB Ramp / Laurel Lane	ODOT/City	Widen Laurel Lane south of the roundabout to include a 14-ft center turn lane to accommodate southbound left-turn movements at the EB on-ramp. Lengthen and widen the eastbound off ramp to provide separate left/through and right-turn lanes.	2022 Port of Morrow IAMP	\$4M	Med (Un-constrained)

Note: The cost estimates presented do not include costs associated with right-of-way acquisition due to its high variability depending on location, parcel sizes, and other characteristics. The cost estimates also reflect the full cost of the projects, including costs likely to be funded by others, such as private development.

¹ Project anticipated to be primarily development-driven.

Table 5-2 New/Modified Roadway Corridor Improvement Projects

Project ID	Roadway Segment	Jurisdiction	Project Description	Project Source	Cost Estimate	Priority
R-1	NE Boardman Avenue: Eastern extents to NE Olson Road	City	Extend Boardman Avenue to Olson Road at Municipal street standards	2001 TSP	\$1.6M	High (Financially Constrained)
R-2	NE 2nd Street: NE Boardman Avenue to Marshall Loop Road	City	Extend NE 2nd Street (at Municipal street standards) to fill in the gap between NE Boardman Avenue and Marshall Loop Road	TSP Analysis	\$540k	High (Financially Constrained)
R-3	Oregon Trail Boulevard: S. Main Street to Paul Smith Road	City	Construct a new Oregon Trail Boulevard corridor between S Main Street and Paul Smith Road at Arterial standards	2001 TSP	\$14.3M	High (Financially Constrained)
R-4	Oregon Trail Boulevard: Eastern extents to Olson Road	City	Extend Oregon Trail Boulevard to Olson Road at Arterial standards	2001 TSP	\$4.9M	Med (Un-constrained)
R-5	Kinkade Road Western extents to Wilson Lane/Juniper Drive intersection	City	Extend Kinkade Road to Wilson Road at Neighborhood Collector standards	TSP analysis	\$2.4M	Low ¹ (Un-constrained)
R-6	New East-West Roadway (west of Laurel Lane): Laurel Lane to New North-South Roadway	City	Construct a new east-west roadway from Laurel Lane to a future north-south roadway (R-7) at Collector standards	TSP analysis	\$2.5M	Med ¹ (Un-constrained)
R-7	New North-South Roadway (west of Laurel Lane) Parallel circulation road to Laurel Lane	City	Construct a new north-south roadway that would link projects R-2 and R-8 at Collector standards	TSP analysis	\$3.1M	Med ¹ (Un-constrained)
R-8	Oregon Trail Boulevard Laurel Lane to UGB line	City	Construct a new east-west roadway from Laurel Lane to the city limits at Arterial standards	TSP analysis	\$4.6M	Med (Un-constrained)

Project ID	Roadway Segment	Jurisdiction	Project Description	Project Source	Cost Estimate	Priority
R-9	Paul Smith Road: Oregon Trail Boulevard Extension to Kunze Lane	City/County	Upgrade Paul Smith Road between Kunze Lane and a future Oregon Trail Boulevard (R-3) to Neighborhood Collector standards	TSP analysis	\$9.5M	Low (Un-constrained)
R-10	Juniper Drive: Current southern extents to Kunze Lane	City	Extend Juniper Drive to Kunze Lane at Neighborhood Collector standards	TSP analysis	\$3.2M	Vision ¹ (Un-constrained)
R-11	Tatone Street: Current southern extents to Kunze Lane	City	Extend Tatone Street to Kunze Lane at Neighborhood Collector standards	TSP analysis	\$3.2M	Vision ¹ (Un-constrained)
R-12	Anderson Road: Wilson Road to Kunze Lane	City	Extend Anderson Road to Kunze Lane at Neighborhood Collector standards	TSP analysis	\$6.4M	Vision ¹ (Un-constrained)
R-13	New North-South Road: Oregon Trail Boulevard to New East-West Road (R-6)	City	Construct a new north-south roadway that would link R-4 and R-6 at Neighborhood Collector standards	TSP analysis	\$2.5M	Low ¹ (Un-constrained)
R-14	New East-West Road: Juniper Drive to Olson Road	City	Construct a new east-west roadway between R-10 and Olson Road at Neighborhood Collector standards	TSP analysis	\$15.5M	Vision ¹ (Un-constrained)
R-15	Kunze Lane: Paul Smith Road to Olson Road	City/County	Upgrade Kunze Lane between Paul Smith Road and Olson Road at Arterial standards	TSP analysis	\$13.5M	Vision (Un-constrained)
R-16	New North-South Road: Wilson Road to Kunze Lane	City	Construct a new north-south roadway between Wilson Road and Kunze Lane at Neighborhood Collector standards	TSP analysis	\$6.4M	Vision ¹ (Un-constrained)
R-17	N. Front Street: N. Main Street to Olson Road	City	Upgrade Front Street from N. Main Street to Olson Road at Collector standards	2024 Capital Improvement Plan	\$6.9M	High (Financially Constrained)

Project ID	Roadway Segment	Jurisdiction	Project Description	Project Source	Cost Estimate	Priority
R-18	SE 1st Street: Oregon Trail Boulevard to Wilson Road	City	Extend SE 1st Street from Oregon Trail Boulevard to Wilson Road at Collector standards	TSP analysis	\$5.5M	Low ¹ (Un-constrained)
R-19	Kinkade Road: S. Main Street to Future Roadway	City	Extend Kinkade Road from S Main Street to Anderston Road at Collector standards	TSP analysis	\$4.0M	Low ¹ (Un-constrained)
R-20	Wilson Road: Faler Road to Paul Smith Road	City	Upgrade Wilson Road between Paul Smith Road and S. Main Street at Arterial standards	TSP analysis	\$9.2M	Med (Un-constrained)
R-21	Wilson Road: S. Main Street to Olson Road	City	Upgrade Wilson Road between S. Main Street and Olson Road at Arterial standards	TSP analysis	\$6.8M	Low (Un-constrained)
R-22	Olson Road: Kunze Lane to End of Olson Road/UGB	City/County	Upgrade S. Olson Road between Kunze Lane and northern extents at Arterial standards	TSP analysis	\$10.1M	Vision (Un-constrained)
R-23	S. Main Street: Wilson Road to Kunze Lane	City	Upgrade S. Main Street between Wilson Road and Kunze Lane at Arterial standards	TSP analysis	\$3.5M	Low (Un-constrained)
R-24	Olson Road	ODOT	Extend S. Olson Road underneath I-84 from northern extents to Front Street at Arterial standards	2001 TSP	\$33.7M	Vision (Un-constrained)
R-25	Main Street Interchange Area Refinement Plan (IAMP)	City/ODOT	Refine the 2009 Interchange Area Management Plan to specifically address interchange location/form, traffic control improvements at the I-84 ramp terminals, Main Street overpass limitations, and safety/operations/access management needs at adjacent Main Street intersections.	TSP Analysis	\$175k	High (Financially constrained)

Project ID	Roadway Segment	Jurisdiction	Project Description	Project Source	Cost Estimate	Priority
R-26	New East-West street: S. Main Street to future R-18	City	Construct a new east-west road from S. Main Street to a future north-south roadway (R-18) at Collector standards	TSP Analysis	\$2.4M	Low ¹ (Un-constrained)
R-27	Willow Fork Drive: S. Main Street to future R-18	City	Extend Willow Fork Drive from S. Main Street to a future north-south roadway (R-18) at Collector standards	TSP Analysis	\$2.3M	Low ¹ (Un-constrained)
R-28	New North-South street: Kinkade Road to future Oregon Trail Blvd	City	Construct a new north-south road from Kinkade Road to a future Oregon Trail Boulevard (R-3) at Neighborhood Collector standards	TSP Analysis	\$1.6M	Low ¹ (Un-constrained)
R-29	New East-West Road: Anderson Road to Olson Road	City	Construct a new east-west roadway between Anderson Road and Olson Road at Neighborhood Collector standards	TSP analysis	\$5.8M	Low ¹ (Un-constrained)
R-30	NE 3rd Street: NE Front Street to NE Boardman Avenue	City	Extend NE 3rd Street (at Municipal street standards) to fill in the gap between NE Front Street and NE Boardman Avenue	TSP Analysis	\$565K	High (Financially Constrained)
R-31	NE 4th Street: NE Front Street to NE Boardman Avenue	City	Extend NE 4th Street (at Municipal street standards) to fill in the gap between NE Front Street and a future extension of NE Boardman Avenue	TSP Analysis	\$895K	High (Financially Constrained)

Note: The cost estimates presented do not include costs associated with right-of-way acquisition due to its high variability depending on location, parcel sizes, and other characteristics. The cost estimates also reflect the full cost of the projects, including costs likely to be funded by others, such as private development.

¹ Project anticipated to be primarily development-driven.

Carla McLane

From: Matt Hughart <MHUGHART@kittelson.com>
Sent: Wednesday, October 15, 2025 3:40 PM
To: Heather Baumgartner; Carla McLane; Abigail GISLER ; Alex Hattenhauer; Angie Jones; Dave Boor; David Jones; DUDICH Dejan; Devin HEARING ; Eric Imes; Eza Gaigalas; Gabriel Hansen; georges; HERT Dawn * DLCD; Jacob Cain; kkennedy@morrowcountyor.gov; marcies.taxservice; Marlow Stanton; mlees; Patrick Keely; Patty Perry; Reyna Pacheco; Stephen Fuss; Steve Davis; Torrie Griggs
Cc: Stephanie Case; Brandon Hammond
Subject: RE: TSP PAC - draft TSP - Concerns Regarding Right-In / Right-Out Only Proposal at S. Main & S. Front Street

Hi Heather,

I'm responding on behalf of the Boardman TSP project team and with the approval of City staff. Sorry for the delayed response as we have been busy putting the finishing touches on the Boardman TSP. Some of those finishing touches are related to your concerns.

But first, thank you for the observations and feedback related to the recent temporary turning movement restrictions at S Front Street. Your concerns are shared and noted. As you may know, the DRAFT Boardman TSP is being presented at the October 16th Planning Commission meeting for formal review and consideration (see [here](#) for TSP DRAFT and other related materials). Several nuanced changes have been made to this DRAFT TSP. Most significantly, we have recognized that the TSP planning process did not have the time/scope/budget to perform a sufficiently detailed assessment of the near- and long-term deficiencies associated with the I-84/Main Street interchange and affiliated local circulation network. As such, we decided to modify the DRAFT TSP in several ways. First, we have removed the specific details from the project description at S Front Street that carry forward the right-in/right-out access management treatments as originally identified in the 2009 Main Street Interchange Area Management Plan (IAMP). In its place, we have included a new prioritized project that will update the 2009 Main Street IAMP. Following adoption of the TSP, it is the City's intent to independently fund and reevaluate the recommendations from this past planning document and develop updated and/or new circulation improvements for the I-84/Main Street interchange. This reevaluation will include a detailed look at the overall interchange form and traffic control treatments, how to address the height and width limitations of the Main Street overpass, and how to modify the S Front Street/Main Street intersection in ways that are less impactful to business access and circulation. We don't know what the outcome of this reevaluation will be, but you can be assured that your access and circulation concerns will be noted and alternative treatments considered. While this may seem like we are "kicking the can down the road", we feel this is the best way to address concerns like yours without delaying the adoption of the Boardman TSP which needs to be completed before the grant funding runs out at the end of the calendar year.

If you have further questions or concerns, please reach out to me or City staff. Thanks.

Matt

Matt Hughart, AICP
Principal Planner

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