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October 15, 2025

**BY EMAIL**

City of Boardman Planning Commission  
c/o Carla McLane and City Clerk  
200 City Center Circle  
P.O. Box 229  
Boardman, OR 97818

Re: Hattenhauer Comments on Draft Transportation System Plan (Item 5A)

Dear Chair and Planning Commissioners:

As you may recall, this office represents Hattenhauer Distributing Co. ("Hattenhauer"), the owner of the Sinclair gas station located at 100 North Main Street, Boardman, Oregon 97818. Hattenhauer's mailing address is PO Box 1397, The Dalles, OR 97058. This letter is submitted in support of Hattenhauer's continued concerns with proposed traffic solutions along Boardman's Main Street corridor. Please include this letter in the record for Transportation System Plan ("TSP") update file.

As you may also recall, last year the City of Boardman had contemplated certain traffic control changes to the Main Street corridor which Hattenhauer opposed. As part of the resolution of Hattenhauer's concerns, the City did not make the changes, in part because this TSP update process was just beginning and would provide a holistic approach to resolving transportation issues citywide. Alex Hattenhauer asked to participate on the Project Advisory Committee ("PAC") as local business owners were underrepresented on the committee, and the City agreed. Mr. Hattenhauer's participation made him the second business representative on the 22 member PAC.

Despite countless hours of volunteer time as a concerned business owner along the N. Main Street corridor, Hattenhauer is left with many unanswered questions about the City's traffic consultant's continued inclusion of recommendations for the Main Street corridor to continue to promote raised median and right-in/right-out access as the *fait accompli* for resolution of traffic impacts. The continued inclusion of these projects is now presented as the likely outcome of any future refinement of the Main Street Interchange Area Management Plan ("IAMP").

The fundamental flaw in this approach is that the Oregon Department of Transportation, the agency that would lead any such refinement of the IAMP, does not have any current project operating to do so. Thus, the draft TSP's assumption that the refinement will result in a design that

supports such raised medians and right-in/right-out access is not based on substantial evidence or substantial reason.

Hattenhauer requests that specific references to a raised median project on N. Main Street, and to right-in/right-out be removed from the draft TSP. Hattenhauer's position is supported by other businesses along the Main Street corridor. On September 21, 2025, Mr. Hattenhauer received the attached email exchange from Heather Baumgartner, the owner of Boardman Jumpstart Java to the PAC. Attachment 1.

As you are likely familiar, Boardman Jumpstart Java is located on S. Main Street. Ms. Baumgartner describes that during *brief* construction on September 15, 2025, SE Front Street was temporarily reconfigured to right-out only. During the partial day closure, Ms. Baumgartner's business lost \$475 per day, which when projected to the course of a year would represent more than \$125,000 in lost revenue. Attachment 1. With the minimum wage in Boardman at \$14.05 per hour, that equates to pay for 1,785 hours of employee time. This is from one business alone.

Ms. Baumgartner proposes a reasonable short term solution to consider a three-way stop sign until such time as ODOT takes up the IAMP refinement and better longer-term solutions can be considered. Such a solution, coupled with enforcement, would slow and control traffic without short-circuiting business operations along the Main Street corridor. Other solutions may also be feasible. The Planning Commission should send the TSP consultants back to the drawing board to consider additional traffic control measures that could represent other short term solutions until the IAMP is refined.

If the Planning Commission does not ask for more options to preserve local business access along the Main Street corridor, then the draft TSP should be revised consistent with the attached letter from Hattenhauer's traffic consultant, Rick Nys, P.E., Greenlight Engineering. Attachment 2. Greenlight Engineering echoes the concerns raised in this letter—that the draft TSP presupposes an outcome of the future IAMP refinement project that is unsupported on this record. Mr. Nys suggests that the language in the draft TSP, Tables 5-1 and 5-2 for Project ID I-2 and R-25, respectively, be adjusted:

1. Revise the Project I-2 description to eliminate prescriptive design language (e.g., raised medians or right-ins/right-outs) and instead reference an outcome-based, refinement-dependent evaluation.
2. Clarify that IAMP refinement (Project R-25) must occur prior to implementing any access or geometric modifications, unless the existing IAMP triggers have been met.

In addition, Mr. Nys supports maintaining the current 2009 IAMP triggers so that any contemplated raised medians or right-in/right-out adjustments on the Main Street corridor are linked to specific conditions that would call for implementation of such drastically impactful changes that would reduce access to businesses along the corridor.

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CONCLUSION

Please give serious consideration to these comments and ask the TSP consultants to take a closer look at the potential traffic solutions for the Main Street corridor. This TSP update process does not need to be rushed, and does not need to recycle old ideas from nearly 20 years ago. Traffic and driving patterns have changed since 2009 and will continue to significantly change in the future as technology advances. All of these changes will inform any future IAMP refinement. Local businesses should not have to run the risk that the Main Street corridor will eliminate business access as these traffic changes give way to future innovation for transportation solutions.

Hattenhauer requests the removal of the raised medians and right-in/right-out access along the Main Street corridor. Alternatively, Hattenhauer requests that the draft TSP be revised to incorporate the recommendations in the Greenlight Engineering letter attached here. Thank you for your attention to this matter.

Sincerely,

A handwritten signature in blue ink, appearing to read "Jennifer Bragar", with a large, stylized initial "J" and "B".

Jennifer M. Bragar

Enclosures

cc: (by e-mail)  
client

**From:** Heather Baumgartner <[baumgartnerhe@cityofboardman.com](mailto:baumgartnerhe@cityofboardman.com)>

**Date:** September 21, 2025 at 1:47:50 PM PDT

**To:** Carla McLane <[mclanec@cityofboardman.com](mailto:mclanec@cityofboardman.com)>, Abigail GISLER <[Abigail.GISLER@odot.oregon.gov](mailto:Abigail.GISLER@odot.oregon.gov)>, Alex Hattenhauer <[alex@hattenhauerdistributing.com](mailto:alex@hattenhauerdistributing.com)>, Angie Jones <[Angie.jones@odot.oregon.gov](mailto:Angie.jones@odot.oregon.gov)>, Dave Boor <[newsteeler@hotmail.com](mailto:newsteeler@hotmail.com)>, David Jones <[JonesD@cityofboardman.com](mailto:JonesD@cityofboardman.com)>, Dejan Dudich <[Dejan.DUDICH@odot.oregon.gov](mailto:Dejan.DUDICH@odot.oregon.gov)>, Devin HEARING <[Devin.HEARING@odot.oregon.gov](mailto:Devin.HEARING@odot.oregon.gov)>, Eric Imes <[eimes@morrowcountyor.gov](mailto:eimes@morrowcountyor.gov)>, Eza Gaigalas <[agaigalas@kittelson.com](mailto:agaigalas@kittelson.com)>, Gabriel Hansen <[gabriel.hansen@morrowsd.org](mailto:gabriel.hansen@morrowsd.org)>, georges <[georges@boardmanparkandrec.com](mailto:georges@boardmanparkandrec.com)>, HERT Dawn \* DLCD <[Dawn.HERT@dlcd.oregon.gov](mailto:Dawn.HERT@dlcd.oregon.gov)>, Jacob Cain <[JacobC@portofmorrow.com](mailto:JacobC@portofmorrow.com)>, [kkennedy@morrowcountyor.gov](mailto:kkennedy@morrowcountyor.gov), "marcies.taxservice" <[marcies.taxservice@outlook.com](mailto:marcies.taxservice@outlook.com)>, Marlow Stanton <[Marlow.STANTON@odot.oregon.gov](mailto:Marlow.STANTON@odot.oregon.gov)>, mhughart <[MHUGHART@kittelson.com](mailto:MHUGHART@kittelson.com)>, mlees <[mlees@andersonperry.com](mailto:mlees@andersonperry.com)>, Patrick Keely <[pkeely@morrowcountyor.gov](mailto:pkeely@morrowcountyor.gov)>, Patty Perry <[PattyPerry@ctuir.org](mailto:PattyPerry@ctuir.org)>, Reyna Pacheco <[rpacheco@independenttransportllc.com](mailto:rpacheco@independenttransportllc.com)>, Stephen Fuss <[stephen.music.fuss@gmail.com](mailto:stephen.music.fuss@gmail.com)>, Steve Davis <[sdavis@morrowcountyor.gov](mailto:sdavis@morrowcountyor.gov)>, Torrie Griggs <[torrie@boardmanchamber.org](mailto:torrie@boardmanchamber.org)>  
**Cc:** Stephanie Case <[CaseS@cityofboardman.com](mailto:CaseS@cityofboardman.com)>, Brandon Hammond <[HammondB@cityofboardman.com](mailto:HammondB@cityofboardman.com)>

**Subject: Re: TSP PAC - draft TSP - Concerns Regarding Right-In / Right-Out Only Proposal at S. Main & S. Front Street**

Dear TSP PAC Members,

On Monday, September 15, 2025, SE Front Street was temporarily restricted to a **right-out only** configuration due to construction. During this brief trial, my business was directly impacted:

- **Sales Loss:** \$375 lost in just one partial day. While this may seem minor at first glance, when projected over the course of a year it represents more than **\$125,000 in lost revenue** — a devastating impact for a small business.
- **Labor-to-Sales Ratio:** Jumped from 25% to 37%
- **Customer Detour:** Patrons were forced to drive nearly ½ mile to turn left onto Oregon Trail Blvd. and circle back around just to access businesses on SE Front Street which was an increase from 200 feet to almost a mile.

It wasn't just my business affected. The **mobile food vendors, Subway**, and the **liquor store** on SE Front Street also saw a clear decline in customers during the restriction.

The disproportionate impact becomes even clearer when you look at the distance:

- The **current distance from the freeway exit to SE Front Street** is roughly **200 feet**.
- Under a **right-in right-out** configuration, that distance would increase to **0.8 miles** just to reach these businesses.
- In contrast, the **north side of the freeway** only sees an additional **300 feet** when restricted to right-in right-out.

The economic consequences of implementing this concept permanently on the south side are clear:

- Businesses will see reduced traffic and sales.
- Staffing reductions may become necessary.
- In the worst cases, businesses could be forced to close.

This is particularly troubling in Oregon, where the unemployment rate has risen to **5.0%**, the highest in over a year. Over the past 12 months, the state has lost more than 24,000 non-farm jobs, even as the national unemployment rate has remained lower. At the same time, surveys show many small businesses feel overburdened by increased taxation, regulatory complexity, and rising costs, with some considering closure or relocating out of state. Adding barriers to customer access would only worsen an already fragile climate for small business. For these reasons, I strongly urge the committee to reconsider mirroring the north side configuration on the south side. Instead, I suggest the following cost-effective and safe alternative:

☞ **Install a simple stop sign at SE Front & S. Main to create a 3-way stop.**

This straightforward solution would allow traffic from SE Front Street to move safely onto Main Street without the need for costly medians, while also preserving business accessibility.

☞ **A similar solution could also be applied on the north side** of the freeway by installing a simple stop sign at NW Front & N. Main to create a 3-way stop. This would likewise ensure that traffic moving off the front streets can do so safely, without creating unnecessary detours or requiring expensive construction.

I feel these recommendations have not been given adequate consideration, despite myself and others voicing concerns on more than one occasion. I respectfully ask that the full impacts — economic, safety, and community — be weighed carefully before moving forward.

Attached are images demonstrating how the temporary closure directly affected my business in just one partial day.

Thank you for your time and for considering the real-world impact this decision will have on the south side of Boardman's businesses, employees, and residents.

Sincerely,

Heather Baumgartner, Owner - Boardman Jumpstart Java

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**From:** Carla McLane <[mclanec@cityofboardman.com](mailto:mclanec@cityofboardman.com)>

**Sent:** Friday, September 12, 2025 10:34 AM

**To:** Abigail GISLER <[Abigail.GISLER@odot.oregon.gov](mailto:Abigail.GISLER@odot.oregon.gov)>; Alex Hattenhauer <[alex@hattenhauerdistributing.com](mailto:alex@hattenhauerdistributing.com)>; Angie Jones <[Angie.jones@odot.oregon.gov](mailto:Angie.jones@odot.oregon.gov)>; Dave Boor <[newsteeler@hotmail.com](mailto:newsteeler@hotmail.com)>; David Jones <[JonesD@cityofboardman.com](mailto:JonesD@cityofboardman.com)>; Dejan Dudich <[Dejan.DUDICH@odot.oregon.gov](mailto:Dejan.DUDICH@odot.oregon.gov)>; Devin HEARING <[Devin.HEARING@odot.oregon.gov](mailto:Devin.HEARING@odot.oregon.gov)>; Eric Imes <[eimes@morrowcountyor.gov](mailto:eimes@morrowcountyor.gov)>; Eza Gaigalas <[agaigalas@kittelson.com](mailto:agaigalas@kittelson.com)>; Gabriel Hansen <[gabriel.hansen@morrowcountyor.gov](mailto:gabriel.hansen@morrowcountyor.gov)>; georges <[georges@boardmanparkandrec.com](mailto:georges@boardmanparkandrec.com)>; Heather Baumgartner <[baumgartnerhe@cityofboardman.com](mailto:baumgartnerhe@cityofboardman.com)>; HERT Dawn \* DLCD <[Dawn.HERT@dlcd.oregon.gov](mailto:Dawn.HERT@dlcd.oregon.gov)>; Jacob Cain <[JacobC@portofmorrow.com](mailto:JacobC@portofmorrow.com)>; [kkennedy@morrowcountyor.gov](mailto:kkennedy@morrowcountyor.gov) <[kkennedy@morrowcountyor.gov](mailto:kkennedy@morrowcountyor.gov)>; marcies.taxservice <[marcies.taxservice@outlook.com](mailto:marcies.taxservice@outlook.com)>; Marlow Stanton <[Marlow.STANTON@odot.oregon.gov](mailto:Marlow.STANTON@odot.oregon.gov)>; mhughart <[MHUGHART@kittelson.com](mailto:MHUGHART@kittelson.com)>; mlee <[mlee@andersonperry.com](mailto:mlee@andersonperry.com)>; Patrick Keely <[pkeely@morrowcountyor.gov](mailto:pkeely@morrowcountyor.gov)>; Patty Perry <[PattyPerry@ctuir.org](mailto:PattyPerry@ctuir.org)>; Reyna Pacheco <[rpacheco@independenttransportllc.com](mailto:rpacheco@independenttransportllc.com)>; Stephen Fuss <[stephen.music.fuss@gmail.com](mailto:stephen.music.fuss@gmail.com)>; Steve Davis <[sdavis@morrowcountyor.gov](mailto:sdavis@morrowcountyor.gov)>; Torrie Griggs <[torrie@boardmanchamber.org](mailto:torrie@boardmanchamber.org)>

**Cc:** Stephanie Case <[CaseS@cityofboardman.com](mailto:CaseS@cityofboardman.com)>; Brandon Hammond  
<[HammondB@cityofboardman.com](mailto:HammondB@cityofboardman.com)>

**Subject:** TSP PAC - draft TSP

Good morning all,

As members of the TSP PAC we are sharing the draft TSP that has been submitted to the Department of Land Conservation and Development meeting the 35-day notice requirement prior to the first public hearing. At this point the public hearing schedule is as follows: Planning Commission – October 16, 6:00 pm, Boardman City Hall. City Council, November 18, 7:00 pm, Boardman City Hall. The hearings draft of the TSP will be available on or before October 9, 2025.

Please reach out with any questions. And thanks for your service!

Cordially,

Carla

# Gross Sales

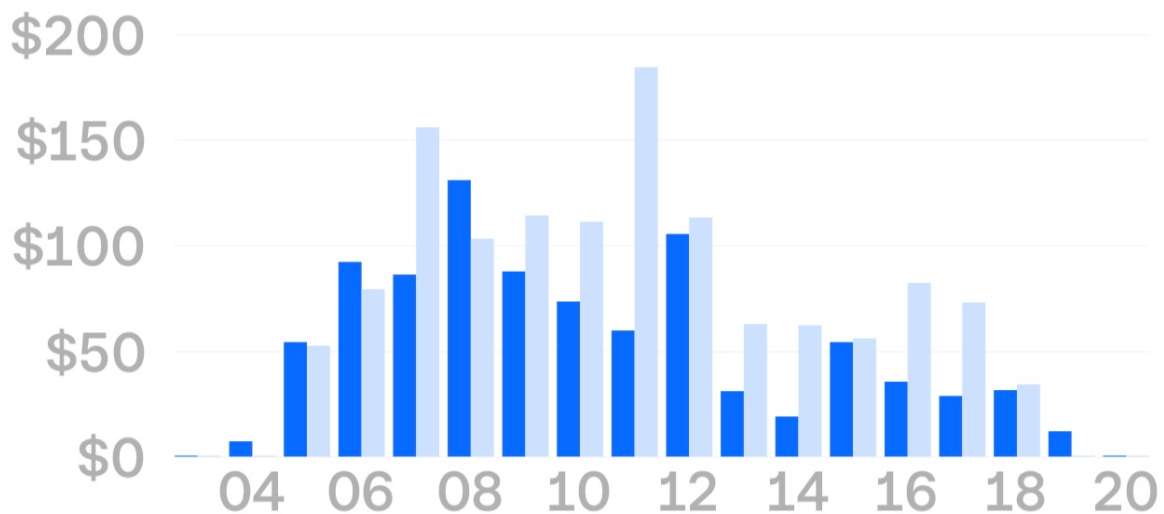
▼ -29.21%

\$909.50

< Sep 15, 2025 · All... >



vs



● September 15, 2025 \$909.50

● September 8, 2025 \$1,284.75

10:06

Cellular signal strength icon, Wi-Fi icon, and battery level 95%

# Boardman Jumpstart...



Sep 15, 2025 · All...



Labor % of net sales

**37.71%**





October 16, 2025

City of Boardman Planning Commission  
200 City Center Circle  
P.O. Box 229  
Boardman, OR 97818

**Subject:** Draft TSP and IAMP Triggers for N Main Street/N Front Street and Adjacent Driveways

### **Introduction**

Greenlight Engineering has been retained by Hattenhauer Distributing Co. to review and evaluate the City of Boardman Draft Transportation System Plan (TSP) with respect to its treatment of access management at the N Main Street/N Front Street intersection and the driveways between that intersection and N Main Street/NE Boardman Avenue.

This review focuses on maintaining consistency with the adopted 2009 Main Street Interchange Area Management Plan (IAMP), particularly the established access management triggers for the N Main Street/N Front Street intersection. The intent of these comments is to ensure that the TSP language remains performance-based and does not predetermine specific access modifications in advance of a future IAMP refinement process.

### **IAMP Framework and Triggers**

Upon review of the draft TSP, the language continues to reference that the 2009 IAMP as the governing policy document. The 2009 IAMP contains triggers for access management at the N Main Street/N Front Street intersection that will remain in effect until the IAMP is formally modified. Until that time, the City of Boardman should continue to apply the adopted triggers when evaluating access management needs along N Main Street.

The 2009 IAMP established clear, measurable triggers for implementing access management restrictions at the N Main Street/N Front Street intersection which include the following conditions:

- Side street level of service (LOS) drops below LOS E;
- A traffic signal is installed at the I-84 westbound ramp;
- An increase occurs in crash frequency or severity;
- A bridge improvement project is constructed; or
- Recurring public complaints are received regarding conflicts and safety concerns.

These criteria create a data-driven framework to ensure that any access modifications are implemented only when justified by operational or safety conditions as agreed between the City of Boardman, ODOT and stakeholders.

### **Review of Draft TSP Language**

The draft TSP continues to reference the IAMP as the governing policy document for Main Street access management (see Table 5-1, Project I-2). However, the current project descriptions appear to narrow the potential range of outcomes by stating “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.” While this wording nominally allows flexibility through the phrase “or other access management measures,” it nonetheless implies that raised medians and right-in/right-out restrictions are the anticipated or preferred outcomes.

At this stage, it would be more appropriate for the draft TSP to acknowledge that the IAMP remains in place and that Project R-25 (Main Street Interchange Area Refinement Plan) is intended to reevaluate access management needs. The draft TSP should not presuppose the outcome of that refinement study.

### **Recommended Revisions**

To preserve policy alignment and technical flexibility, Project I-2 of the draft TSP should be revised to remove prescriptive language and instead emphasize performance-based evaluation such as “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.”

Additionally, the draft TSP should be revised to explicitly note that unless the 2009 IAMP triggers are met, Project R-25 must precede any geometric or access control modifications along N Main Street/N Front Street.

### **Summary and Conclusions**

It is recommended that the City of Boardman make the following adjustments to the draft TSP:

1. Revise the Project I-2 description to eliminate prescriptive design language (e.g., raised medians or right-ins/right-outs) and instead reference an outcome-based, refinement-dependent evaluation.
2. Clarify that IAMP refinement (Project R-25) must occur prior to implementing any access or geometric modifications, unless the existing IAMP triggers have been met.

The existing IAMP provides a rational, performance-based process for determining when and how access management measures are warranted. Maintaining the 2009 IAMP triggers and ensuring

that the TSP language remains flexible will preserve operational efficiency, uphold regulatory consistency, and retain the commitment made to stakeholders by relying upon the adopted IAMP.

Sincerely,

Rick Nys, P.E.  
Principal Traffic Engineer



RENEWS: 12/31/2026