



October 29, 2025

City of Boardman City Council
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

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

On October 16, 2025, I submitted a letter providing comments on the draft TSP. In response, City staff proposed, and the Planning Commission subsequently affirmed, modifications to Table 5-1 of the draft TSP. These changes improved the language for Project I-2 (N Main Street/N Front Street) so that the description now reads: "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."

While this revision represents a positive step, the draft TSP does not incorporate my suggested clarification regarding the 2009 IAMP triggers. In my October 16 letter, I recommended the draft TSP "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."

This clarification is important. A previous land use application involving the installation of non-traversable median at the N Main Street/N Front Street intersection did not initially reference the adopted triggers from the 2009 IAMP. It is essential to my client that the City of Boardman rely upon those adopted triggers until Project R-25 has been completed.

Accordingly, I recommend including language such as the following in the final TSP:

"Until such time that Project R-25 is completed, access management changes should not be implemented at the N Main Street/N Front Street intersection unless the adopted triggers of the 2009 IAMP are met."

Sincerely,

Rick Nys, P.E.
Principal Traffic Engineer



RENEWS: 12/31/2026