KITTELSON & ASSOCIATES
851 SW 6th Avenue, Suite 600
Portland, OR 97204
P 503.228.5230

Public Outreach Summary

November 26, 2025 Project# 27003.041

To: Teresa Penninger, Oregon Department of Transportation
From: Kristine Connolly, PE, Dhruv Nair, & Nick Foster, AICP, RSP1
Project: I-84 Exit 159 Tower Road IAMP
Subject: Public Outreach Summary

Public Involvement Opportunities

Agency representatives, property owners, and the public had the opportunity to provide input throughout the project development process for the Exit 159 interchange area management plan (IAMP). The following opportunities were provided:

- Virtual survey on Interchange Concepts;
- Interviews with businesses and freight providers along Tower Road
- Four Technical Advisory Committee (TAC) and two Public Advisory Committee (PAC) meetings;
- Ongoing opportunity on the project website (https://projectcomment.com/Exit159TowerRoadIAMP) to subscribe to project updates and submit comments.

The virtual survey was open from May 23 through June 18, 2025, and collected public feedback on the proposed interchange concepts. In conjunction with the surveys, interviews were conducted with businesses and freight providers along Tower Road to gain a better understanding of their operations, identify concerns with the existing interchange, and gather input on the proposed concepts. Feedback from the survey and interviews was incorporated into Technical Memorandum #5: Concepts Evaluation and Screening. This memorandum summarizes the feedback received through public outreach.

CONCEPT SURVEY

The project team conducted an online survey to gather feedback on the three proposed interchange concepts and to collect additional input from the public regarding the interchange area. The survey was open from May 23 through June 18, 2025, and was shared through the project website and with the TAC/PAC, as well as businesses operating along Tower Road, including flyers posted at the Love's Travel Stop. A total of 24 responses were received. Attachment "A" contains the survey responses.

The survey asked respondents to provide their opinions on the three proposed interchange concepts. Overall, feedback on the traditional diamond with signalization (Concept #1) was generally positive, Some respondents expressed concern about semi-trucks having to stop at traffic signals.

Responses to the traditional diamond with roundabouts (Concept #2) were mixed. Some respondents were concerned about freight movement through roundabouts, while others viewed the option favorably due to its potential safety and traffic flow benefits.

Responses to the tight diamond interchange with signalization (Concept #3) were mixed but generally unfavorable. Some respondents questioned the type of traffic control proposed, while others were unsure of the purpose of increasing the distance between the railroad and the intersection.

Outside of the interchange, a notable concern was how vehicles would navigate the area in the event of a crash along Tower Road, as I-84 and Kunze Lane are currently the only outlets from the corridor.

BUSINESSES AND FREIGHT OUTREACH

The project team conducted five virtual interviews with businesses and freight providers. The interviews focused on understanding each business's operations, identifying concerns with the existing interchange, and obtaining feedback on the three proposed concepts.

Interviews were conducted with the following businesses along Tower Road:

- Lance Jones – Northwest Beef Express
- Chris Rodriguez – True Organic
- Mary Falland – CSS Farms
- Greg Harris – Threemile Canyon Farms
- Scotty Sizemore – Love's Travel Stop

All five respondents operate businesses that rely heavily on freight traffic and emphasized the importance of designing for trucks in the preferred concept. They stressed the need for designs that can safely and efficiently serve long, heavy, and oversized vehicles.

Key concerns with the current interchange included:

- Sight distance at the ramp terminals on Tower Road
- The narrow width of the existing bridge,
- Difficulty turning onto Tower Road from the WB off-ramp,
- The grade of the eastbound off-ramp, and
- The lack of pedestrian and bicycle facilities.

Respondents emphasized that the preferred concept should address these issues by extending ramp lengths and providing additional turning space for vehicles.

Regarding the proposed concepts, respondents were generally supportive of all three proposed concepts. There was some preference towards the traditional diamond with roundabouts, particularly for its ability to maintain continuous traffic flow off the freeway. However, concerns were raised about large truck maneuverability, with one respondent citing difficulties navigating the roundabouts at the Cairo Junction Interchange.

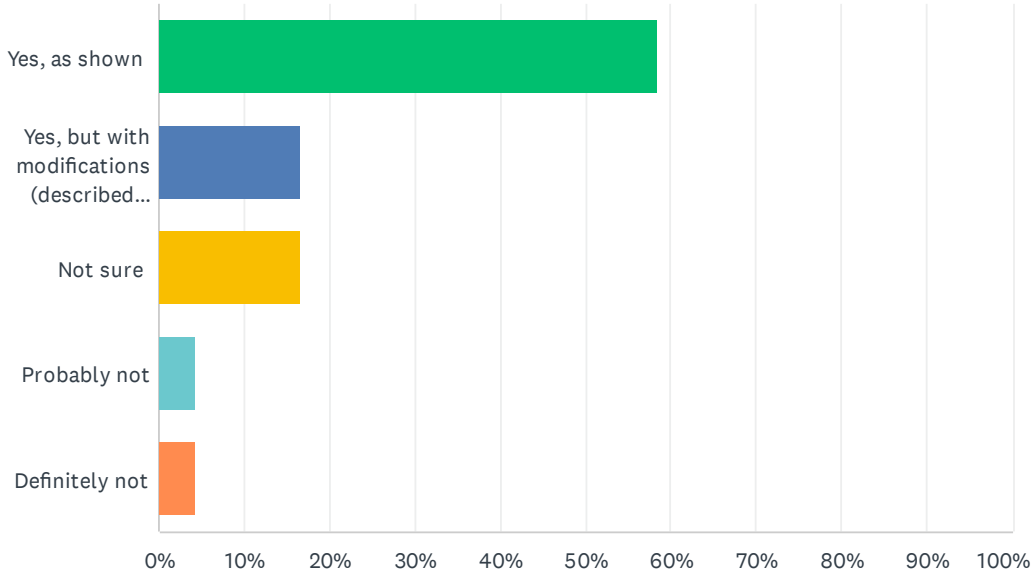
Four of the five respondents expressed general support for the signalized concepts, although one noted a concern that traffic signals could lead to more stopping than a roundabout.

Finally, all interviewees recognized the significant development anticipated in the interchange area and stressed the importance of selecting a concept that maintains efficient traffic operations and supports freight mobility.

Attachment A - Survey Response

Q1 Would you support building concept #1?

Answered: 24 Skipped: 0



ANSWER CHOICES	RESPONSES	
Yes, as shown	58.33%	14
Yes, but with modifications (described below)	16.67%	4
Not sure	16.67%	4
Probably not	4.17%	1
Definitely not	4.17%	1
TOTAL		24

Q2 How could Concept #1 be improved?

Answered: 5 Skipped: 19

#	RESPONSES	DATE
1	Adding a bridge over the Columbia to the Washington side to support the work force coming in for Washington (Tri-Cities area)	6/5/2025 7:04 AM
2	I believe there are better long term growth options than what was presented in “Concept 1”. This concept doesn’t plan for future growth it only brings the the bridge to what is currently needed. If we are to spend the money to make a 30-40 year investment it needs to be designed and constructed for what is needed in the future or we are just wasting money, time, and energy to have the same problem we have now. This concept should not be adopted!	6/3/2025 3:14 PM
3	not sure	6/3/2025 5:07 AM
4	No utilizing traffic lights I would rather like to see round abouts to keep traffic flowing	6/3/2025 5:04 AM
5	It can’t and will require stop lights be added as industry grows.	6/2/2025 10:55 AM

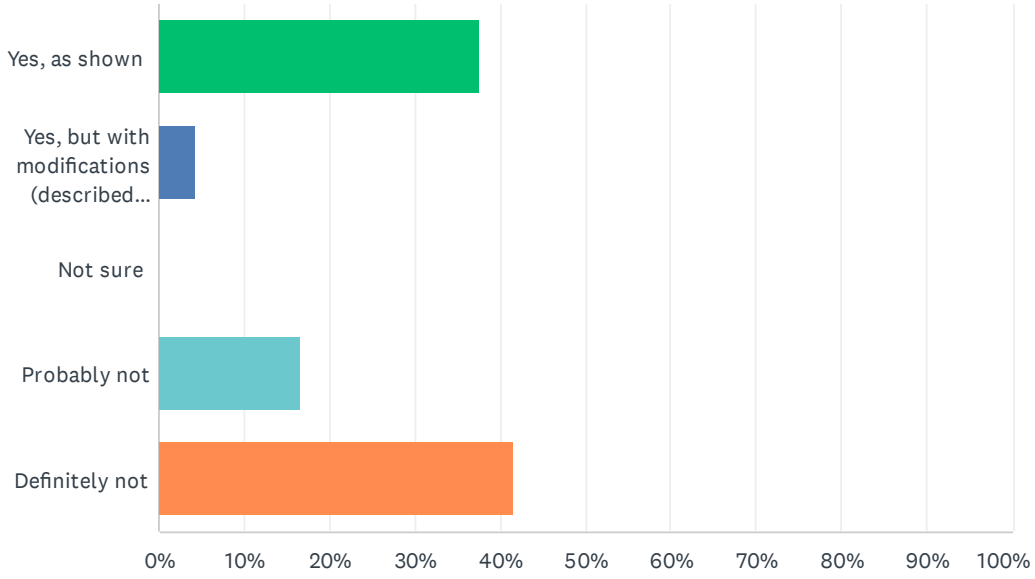
Q3 What else would you like to tell us about Concept #1?

Answered: 3 Skipped: 21

#	RESPONSES	DATE
1	Seems a little excessive.	6/3/2025 4:04 PM
2	Probably acceptable; 1/4 mile distance seems a bit aggressive for changes to existing access, so it depends on how many are affected and how.	6/3/2025 3:35 PM
3	Do not use the diamond interchange.	6/2/2025 10:55 AM

Q4 Would you support building concept #2?

Answered: 24 Skipped: 0



ANSWER CHOICES	RESPONSES	
Yes, as shown	37.50%	9
Yes, but with modifications (described below)	4.17%	1
Not sure	0.00%	0
Probably not	16.67%	4
Definitely not	41.67%	10
TOTAL		24

Q5 How could Concept #2 be improved?

Answered: 5 Skipped: 19

#	RESPONSES	DATE
1	No round abouts.	6/5/2025 7:04 AM
2	Can semis or windmill parts navigate effectively??	6/4/2025 9:14 AM
3	Roundabouts would be hard for trucks to get through, I can see a lot of accidents happening during harvest.	6/3/2025 8:27 AM
4	Adding another lane to the Tower Road bridge.	6/3/2025 5:07 AM
5	Roundabouts and semis- are we serious here?? If a semi stops it can’t start like a car, elevating risk of crash and injury.	6/2/2025 10:55 AM

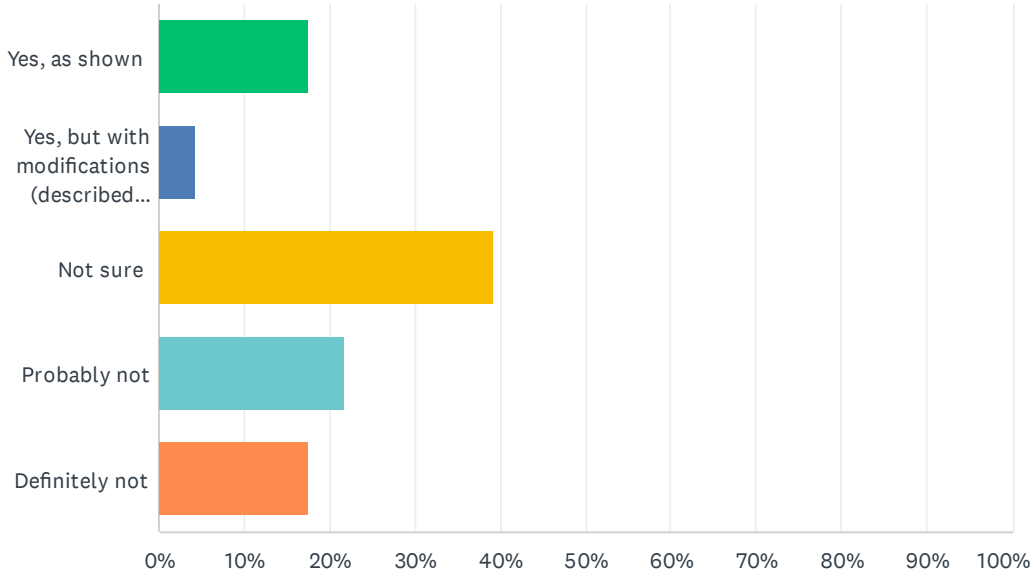
Q6 What else would you like to tell us about Concept #2?

Answered: 5 Skipped: 19

#	RESPONSES	DATE
1	I like the concept of the roundabouts	6/3/2025 4:04 PM
2	Sharing roundabouts with a significant amount of truck traffic seems less than ideal.	6/3/2025 3:35 PM
3	Great idea with the use of roundabouts, cuts down on cost of traffic lights and the maintenance required for those! Let traffic flow.	6/3/2025 5:07 AM
4	I prefer traffic lights over roundabouts, especially thinking long term and as traffic increases in that area	6/2/2025 2:05 PM
5	Worse than option 1. Do not use.	6/2/2025 10:55 AM

Q7 Would you support building concept #3?

Answered: 23 Skipped: 1



ANSWER CHOICES	RESPONSES	
Yes, as shown	17.39%	4
Yes, but with modifications (described below)	4.35%	1
Not sure	39.13%	9
Probably not	21.74%	5
Definitely not	17.39%	4
TOTAL		23

Q8 How could Concept #3 be improved?

Answered: 3 Skipped: 21

#	RESPONSES	DATE
1	To be more like concept #1 and support traffic for use of stop lights.	6/5/2025 7:04 AM
2	I	6/3/2025 8:27 AM
3	No traffic lights! A round about is the way to go, less hassle for future costs. Minimal cost for future maintenance. Europe is full of them and traffic just flows.	6/3/2025 5:04 AM

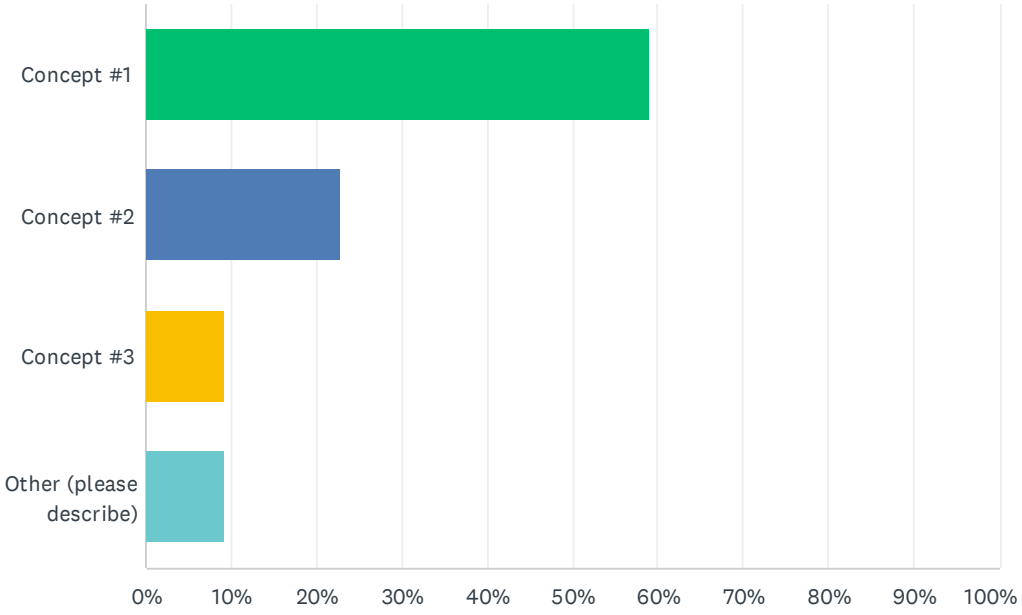
Q9 What else would you like to tell us about Concept #3?

Answered: 1 Skipped: 23

#	RESPONSES	DATE
1	I guess I would just need to understand the purpose of creating greater distance with railroad and intersection. As it seems fine how it is now	6/2/2025 2:05 PM

Q10 Which concept do you prefer?

Answered: 22 Skipped: 2



ANSWER CHOICES	RESPONSES	
Concept #1	59.09%	13
Concept #2	22.73%	5
Concept #3	9.09%	2
Other (please describe)	9.09%	2
TOTAL		22

#	OTHER (PLEASE DESCRIBE)	DATE
1	Concept 1 and 3 with 6 lanes across but needs round abouts to keep future maintained costs low and traffic flowing during low traffic hours	6/3/2025 5:04 AM
2	Cloverleaf or partial cloverleaf design is optimal for industry, semis, and shift changes for industry employees.	6/2/2025 10:55 AM

Q11 Which aspects of the proposed designs do you find most appealing, and what concerns or suggestions do you have to further enhance them?

Answered: 13 Skipped: 11

#	RESPONSES	DATE
1	Traffic signals	6/18/2025 6:09 AM
2	I think for the intersections south of the interchange roundabouts make sense. With the caveat that they be large and have nothing obstructing the view in the center. It is both frustrating as a driver and unsafe to have decorations in the center of the roundabout that obstruct views for cars around the entirety of the roundabout. If we are going to do this let's do it right and build them clear and flat. Thanks for the opportunity to provide input.	6/11/2025 9:37 AM
3	Conceptual Designs of intersections with traffic signals, my only concern would be backed up traffic if a wreck occurs. Kunze Ln or I84 are the only outs to detour traffic.	6/9/2025 12:23 PM
4	Traffic signals not roundabouts please	6/4/2025 1:36 PM
5	I like the roundabouts	6/4/2025 10:39 AM
6	I prefer traffic lights, at least on the north end near Love's, due to the significant truck traffic. South of Love's seems more suited to roundabouts.	6/3/2025 3:35 PM
7	I'm a fan of the roundabouts.	6/3/2025 5:07 AM
8	Round about and 4 lane Tower road. Traffic would be flowing smoother with round abouts. Less future maintenance and next to no issues compared to traffic lights.	6/3/2025 5:04 AM
9	I personally prefer traffic lights, however in these plans I do think a roundabout could work. I just think about specifically the Tri Cities, getting off the Badger exit, there’s a lot of traffic but they have a roundabout and the flow of traffic is always good. We have less traffic at the moment here in Boardman so I can see that being beneficial without having to install traffic lights. I also imagine that may be more expensive	6/2/2025 2:05 PM
10	The idea of having three stop lights to get from Kunze to I-84 is AWFUL!! I don’t know how all the semis will navigate roundabouts … but those are preferred to traffic lights.	6/2/2025 12:31 PM
11	Prefer stop lights	6/2/2025 11:14 AM
12	Roundabouts will keep traffic moving. Too many lights in such short distances.	6/2/2025 10:56 AM
13	Stop lights and round about can slow down traffic and elevate risk for wrecks. Cloverleaf design minimizes these risks and avoids need to spend money on lights in future if done properly the first time.	6/2/2025 10:55 AM

Q12 Is there anything else you would like to share about this interchange area?

Answered: 7 Skipped: 17

#	RESPONSES	DATE
1	Don’t forget about 164 bridge at Boardman. We are feeling the impacts just like Tower Road	6/18/2025 6:09 AM
2	I do believe sidewalks and bike lanes would be very beneficial as well as street lighting. It would also be nice to see a small turn around/parking lot on the end of the bridge over the railroad tracks to do vehicle always parked along side of road/blocking.	6/9/2025 12:23 PM
3	Roundabouts create to much confusion, traffic lights are preferred.	6/5/2025 7:04 AM
4	It was unclear where exactly the railroad crossing would be located in relation to the off-ramps and how/why they impacted each of the proposed options.	6/3/2025 3:35 PM
5	Let’s get this done sooner rather than later for the safety of the people and future of growing our area. Round abouts would be the good green solution and with minimal maintenance definitely the way to the future.	6/3/2025 5:04 AM
6	It would be AWESOME to have separate access roads and entrance/exit designated for semis and farm equipment with a completely separate roadway for personal vehicles.	6/2/2025 12:31 PM
7	Don’t let costs lower the expectation of what we need.	6/2/2025 10:55 AM

Q13 Name

Answered: 11 Skipped: 13

#	RESPONSES	DATE
1	Paul Keefer	6/18/2025 6:09 AM
2	Jacob Stutzman	6/9/2025 12:23 PM
3	Pete	6/4/2025 1:36 PM
4	John Bowles	6/4/2025 10:39 AM
5	Erin Anderson	6/4/2025 9:14 AM
6	Stacie Ekstrom	6/3/2025 3:28 PM
7	Morrow County Individual	6/3/2025 3:14 PM
8	Tinoco	6/2/2025 4:42 PM
9	Tina Crowell	6/2/2025 12:31 PM
10	Shelby Schoenfelder	6/2/2025 11:14 AM
11	Kelly M	6/2/2025 10:55 AM

Q14 Address

Answered: 4 Skipped: 20

#	RESPONSES	DATE
1	139 NW Columbia Ave Boardman Oregon 97818	6/18/2025 6:09 AM
2	Pi box 363	6/4/2025 1:36 PM
3	135 South Court Street, Heppner. OR. 97836	6/4/2025 10:39 AM
4	68174 Kunze Ln	6/2/2025 12:31 PM

Q15 Email

Answered: 7 Skipped: 17

#	RESPONSES	DATE
1	Mkkeefer1@yahoo.com	6/18/2025 6:09 AM
2	Jstutzman@morrowcountyor.gov	6/9/2025 12:23 PM
3	Pete.szasz@beefnw.com	6/4/2025 1:36 PM
4	Anderson.erin3@gmail.com	6/4/2025 9:14 AM
5	Sjm5175@live.com	6/3/2025 3:28 PM
6	tinacrowell2006@gmail.com	6/2/2025 12:31 PM
7	Shelby@beefnw.com	6/2/2025 11:14 AM

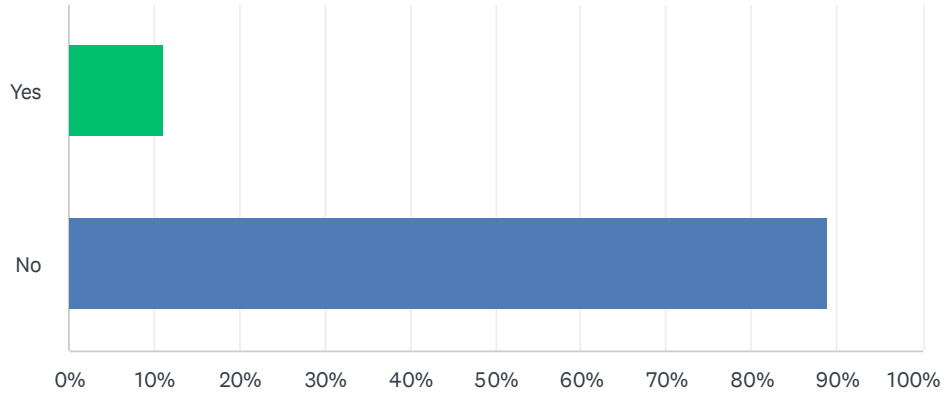
Q16 Phone Number

Answered: 6 Skipped: 18

#	RESPONSES	DATE
1	5415712587	6/18/2025 6:09 AM
2	5413145215	6/9/2025 12:23 PM
3	5412160102	6/4/2025 1:36 PM
4	5413035392	6/2/2025 12:31 PM
5	5093985193	6/2/2025 11:14 AM
6	2082519973	6/2/2025 10:55 AM

Q17 Do you live on, or own a business/property along Tower Road, within the study area?

Answered: 18 Skipped: 6



ANSWER CHOICES	RESPONSES	
Yes	11.11%	2
No	88.89%	16
TOTAL		18