



OR99E: Naef Road to Clackamas River Bridge PROJECT

OR 99E Naef Road to the Clackamas River Bridge Frequently Asked Questions

Q. What is ODOT doing?

A. ODOT is constructing a project to preserve the pavement on OR 99E and repair failing sections of the roadway. Limited funding is also available to fill in sidewalk gaps and improve traffic signal efficiency.

Q. Why aren't you filling in all the blank spots with sidewalk?

A. Due to the limited funding for sidewalks, we chose the locations that addressed pedestrian safety and were within ODOT's budget for this project. This stretches available funds as far as possible. Crash data was examined and at this time no pedestrian or bike crashes correlate with a lack of sidewalk. All of the recorded crashes occurred where there is existing sidewalk. No recorded crashes occurred with pedestrians walking parallel to the highway.

Q. The plan shows narrow landscape strips between the curb and new sidewalk in some locations. Who will maintain those small landscape strips? Will ODOT plant anything in them?

A. ODOT is responsible for maintenance within the public right-of-way, but some property owners have taken it upon themselves to install and maintain various landscape schemes. We will continue to allow that as long as it does not cause any safety hazard. As part of this project, we will only place bark dust in the strips. If a community member or organization is interested in landscaping, they can work with ODOT to obtain a permit.

Q. Can we reduce the speed limit on McLoughlin Boulevard in order to slow traffic?

A. Citizens will need to contact their city and county officials to request that a speed zone review be done by the State to determine the appropriate posted speed for a section of highway.

More information regarding Oregon's speed zoning program are available here:

http://www.oregon.gov/ODOT/HWY/TRAFFIC-ROADWAY/docs/word/speed_zoning_faq_1-24-07.doc

http://www.oregon.gov/ODOT/HWY/TRAFFIC-ROADWAY/docs/pdf/speed_final.pdf

Q. Can you reinstall delineation on the existing pedestrian islands?

A. Maintenance forces have installed pedestrian island reflectors and updated the signage.

Q. Can you provide a copy of the pedestrian report?

A. There was an evaluation done in the corridor due to citizen requests to look at the pedestrian crashes in regards to improved crossings. At this time there is a summary and bicycle and pedestrian crash data which will be available on our project website:

<http://www.oregon.gov/ODOT/HWY/REGION1/pages/OR99E-Naef-Road-to-the-Clackamas-River.aspx>

There is not a report.

Q. Can we consider installing luminaires on existing wood poles at the un-signalized intersections?

A. Illumination will not be included as part of this project. The McLoughlin businesses are currently working with Clackamas County on a plan to install illumination along the entire corridor. Please contact the county or your local neighborhood association for additional information.

Q. What speed will you propose to progress traffic? Can you consider installing signs that notify motorists of the signal timing?

A. Traffic will be progressed at the posted speed. Signage will not be installed to inform motorists of signal timing. Operationally, the goal is to progress traffic as efficiently as can be safely done.



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Q. Are you cutting any trees?

A. Yes, the large tree in front of Bo's Pub and the two tulip trees in front of BuyBacks. Tree arborists determined the trees were in relatively poor health and posed a hazard. Constructing the new sidewalks would likely damage the root system further undermining their health so it was decided to remove them for safety purposes. All other trees and existing landscaping will be preserved where it does not conflict with the new sidewalks.

Q. What about Boardman Creek? How are you crossing the creek?

A. An 8-foot wide walk will be installed parallel to the highway with slight modifications to the existing bus pullout. The creek and culvert will not be changed in any way.

Q. When will construction begin?

A. The project construction is already underway. Signal and sidewalk work is the first priority and paving and roadwork is scheduled to start in the spring of 2014.

Q. How long will construction take?

A. Construction could take as little as six months. However, the six months may not be consecutive and weather or other factors play a role in how long construction will take. Construction is anticipated to be complete in fall of 2014.

Q. Will businesses be impacted during construction?

A. Some. Some driveways will be rebuilt but the contractor will be instructed to maintain access during construction. A lot of work will take place at night to minimize disruptions to businesses.

Q. What about missing sidewalks north of Roethe, are you going to install any sidewalks up there?

A. Unfortunately, we only have sidewalk funds to apply OR 99E between Roethe Road and the Clackamas River Bridge. We will continue to search for money in the coming years to fill in the blanks. We expect that future development will also install sidewalks where there is none today.

Q. The community spent a lot of time putting together the McLoughlin Area Plan. How does this project fit with the plan?

A. We appreciate the effort the community put toward developing the corridor plan. Where possible we did fit new sidewalks within the framework of that plan. In some locations there was not enough room to install the sidewalks according to the McLoughlin Area Plan and will instead receive standard sidewalks. ODOT will work with those involved in the McLoughlin Area Plan as design progresses with the OR 99E Naef Road to Clackamas River Bridge Project.

Q. Can a dedicated pedestrian phase (leading pedestrian interval for OR99E crossings, or "scramble" phase for diagonal Trolley Trail crossing) be added for those crossing McLoughlin Boulevard at Jennings? Or can a "pedestrian friendly" flashing yellow arrows be installed on OR99E approaches?

- A. Having a dedicated pedestrian phase on OR99E which is a major arterial highway for the region would have a large impact on operations in the area. This in turn could cause more crashes if queues on the highway are longer and/or if motorists become impatient and no longer obey the traffic signal.
- A. ODOT is adopting the practice of having the flashing yellow arrows not be operated the same time that a pedestrian signal is called. This is dependent on the type of equipment that is currently installed at each intersection, so locations where the "ped friendly" flashing yellow arrows are not currently being used are being addressed on a case-by-case basis.