

Frequently Asked Questions

OR 22 & OR 51 Intersection Safety Improvements

Why doesn't the project include an overpass at Greenwood Road?

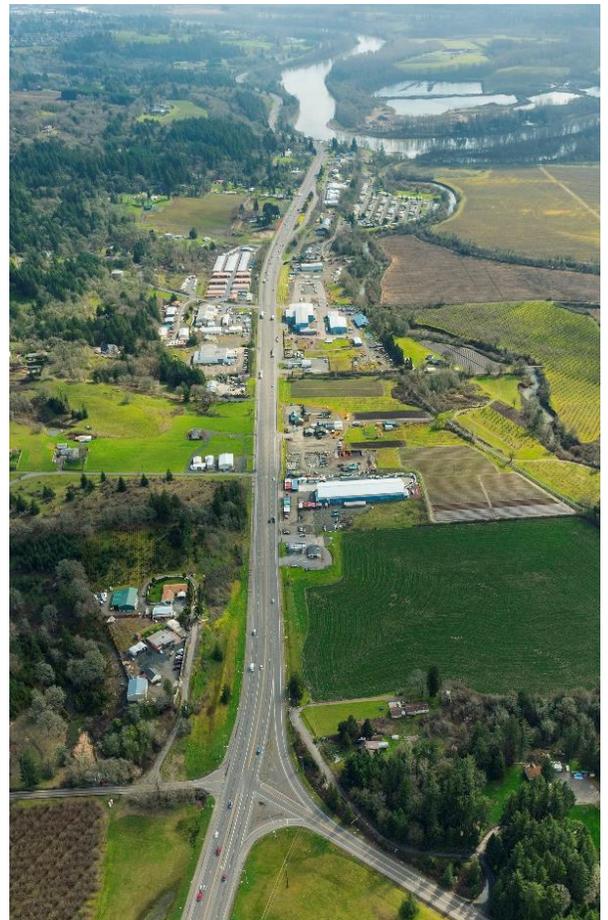
As part of a separate project in the early 2000's, we considered an overpass for Greenwood Road at the OR 22 intersection. We shared the idea with the community, which included local residents and farmers.

We received feedback that if we added an overpass, the community would like us to include access ramps. This would create a new interchange at this intersection. With the new interchange, there would be three interchanges close to each other between OR 99W and OR 51, going against national guidance and standards for spacing between interchanges. We decided to keep the Greenwood Road access at ground level to make sure the intersection can continue to work for the community as it does now.

Why doesn't the project include OR 22 east of Doaks Ferry Road to Edgewater Street NW?

While this section of OR 22 is part of the [OR 22 Expressway Management Plan](#), it isn't included as part of this project because it has different characteristics and physical features from the rest of the project area. East of Doaks Ferry Road is closer to the Willamette River and has more of a mix of residential and businesses.

The project focuses on the OR 22 and OR 51 intersection and looking at safer options for access to nearby roads and driveways. Another difference is the eastern part of OR 22 from Doaks Ferry Road to Edgewater Street NW, includes connections to the Willamette River Bridges and the Rosemont Avenue NW, Edgewater Street and OR 22 intersection. Including this two to three mile section of OR 22 would make the project too big and add to the overall project cost and schedule.



Have we considered installing a roundabout or traffic signals at the intersection of OR 22 and OR 51?

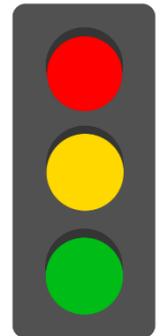
Yes, we have looked to see if it was possible to install a roundabout or traffic signals at the OR 22 and OR 51 intersection but found it would be unsafe to do so. Drivers don't expect to come to a stop when they're traveling at 55 mph. Adding a roundabout or traffic signals would also cause more back ups and congestion based on the amount of traffic travelling through here.



This OR 22 corridor is intended to provide safe and efficient high volume traffic movements with minimal interruptions. A roundabout or traffic signal would interrupt the driver's expectation of the facility type.

Have we considered installing traffic signals at the intersection of OR 22 and Doaks Ferry Road?

Yes, we have considered adding traffic signals at this intersection, but similar to the OR 22 and OR 51 intersection, we found it would be unsafe to add signals at the OR 22 and Doaks Ferry Road intersection.



This location has additional challenges. To install a traffic signal at an intersection, there is a minimum sight distance requirement for drivers to be able to see oncoming traffic in all directions. OR 22 and Doaks Ferry Road have curves and hills that limit the intersection visibility required.

Why does the project extend all the way to Doaks Ferry Road?

Our traffic safety data shows a significant history of crashes at the intersections of OR 22 at OR 51 and Doaks Ferry Road NW for at least the past decade.

During previous project efforts, we tried looking at these intersections separately but found that we'd risk moving the problem and crashes to another location. Extending to Doaks Ferry Road NW and including access roads are important features to make the area safer.

For more information on the project, read our [project history document](#).

Why are we looking at access roads?

We're looking at adding access roads parallel to OR 22 for drivers to enter and exit private properties that are along the highway. Access roads limit the number of driveways or intersections on the highway, which helps reduce the frequency and severity of crashes as well as traffic delays.

Access roads (i.e. frontage or backage roads) are required to make the proposed new interchange/overpass at OR 22 and OR 51 operate safely and efficiently, while also providing access to adjacent properties and businesses.

Have we considered lowering the speed limit on OR 22?

We have considered lowering the speed limit, but drivers already disobey the posted speed limits, so even if we lowered the speed, drivers would likely continue to drive at the speed they feel is appropriate, even if it is over the posted limit.

A lower speed limit could cause drivers to get frustrated and ignore the signs causing a higher risk for serious crashes, when some of the drivers are following the slower speed limit and some are traveling at much faster speeds.



Posted speeds in Oregon are based on an engineering investigation that considers traffic volumes, roadside culture, road geometry and crash history. Enforcement is the best way to get drivers to obey any posted speed.

How will impacted properties be compensated?

If your property is impacted by the project, we will reach out to you directly and work with you to assess the impacts and are required by law to offer you just compensation¹.

Have we considered installing vehicle speed feedback signs?

While speed feedback signs are allowed on state highways, they are not a cure all for speed related problems. Instead, they're more appropriate as part of a larger strategy to reduce fatal and severe injury crashes at a location or along a corridor. These signs generally decrease speed by 2 to 4 mph, depending on the context of the surrounding roadway and land use and if drivers perceive a need to reduce their speed.

We're not an enforcement agency, speeding is considered an enforcement issue that needs to have police support to be the most effective.

Have we considered installing fixed photo radar enforcement?

We aren't able to install fixed photo speed enforcement as part of this project. In Oregon, fixed photo speed enforcement is only allowed, per [Oregon Revised Statute](#), within specific city limits and this section of OR 22 is not currently within the City of Salem city limits.

¹ Just compensation is based on our valuation of the needed property and its estimation of any damages to the remaining property. Our procedures, guided by Federal Regulations, have been designed to protect both owners of properties needed for highway rights of way as well as other taxpayers. The valuation process will be conducted either by an experienced and qualified employee or by an independent fee appraiser under contract. The value arrived at will be by comparison of similar properties in the market that have recently sold, by knowledge and consideration of costs and depreciation for any improvement(s) to be acquired, and when applicable, by the property's income potential. The final value determination will be based on this type of information from the local real estate market.