

Your Questions Answered

Virtual Event – Nov. 16, 2022

Thank you for attending our event. If you missed it, watch the recording.

Thank you to everyone who was able to join us at virtual event. Our team gave an overview of the project and answered your questions live. If you weren't able to make it, you can [watch a recording of the virtual event](#).

Below are answers to the questions asked at the event. If you still have questions, please check out our [frequently asked questions](#) or reach out to the project manager, [Kumar Rethnasamy](#), 503-383-6223.

Questions and answers.

Were traffic lights and speed reductions considered?

Yes, we have looked to see if it was possible to install traffic signals but found it would be unsafe to. Drivers don't expect to come to a stop when they're traveling at 55 mph. Adding a traffic signal could also cause more back ups and congestion in the area.

We have also considered lowering the speed limit, but drivers already disobey the posted speed limits. 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 going at faster speeds.

How do we get traffic to obey the existing speed limit on this highway?

Sometimes a highway can be designed to naturally cause people to slow down but when that can't be done, police enforcement is often the best way to get drivers to obey the posted speed. Drivers are more likely to pay better attention and slow to the posted speed limit when they see a patrol vehicle. However, there are about half the number of Oregon State Police officers than there were 40 years ago and nearly twice the population so the ability to enforce speeds is limited.

Although we are not an enforcement agency, we do provide grants to law enforcement agencies to increase patrols in areas where traffic crashes occur. This year, we have provided grants to Oregon State Police, city police departments, and county sheriff's offices to help reduce speeding and other unsafe driving behaviors. This effort pairs well with local resident requests to local law enforcement to increase their patrols.

If you're seeing illegal and unsafe driving behavior in the project area and you think the project team should know, please reach out to [Kumar Rethnasamy](#), 503-383-6223.

Why are roundabouts included? Drivers get confused driving in roundabouts.

Roundabouts are safer than traditional stop signs or traffic signal controlled intersections. Roundabouts reduce injury crashes and severity as drivers must slow down. There are also less conflict points than a traditional intersection.

Roundabouts are consistent with our goal for the project, making the corridor safer. [Studies](#) show as roundabouts become more common, drivers feel more comfortable.

Why aren't there more roundabouts?

We're still looking at the best interchange option – we'll continue to look at roundabouts for the ramps and access road intersections.

What are the cost differences between the Dogbone and the second option (Northwest Loop Interchange)?

We don't currently have a cost breakdown for each interchange option. Each option has geotechnical differences, earthwork and structure costs.

Will all current left turns be blocked from OR 22 between Doaks Ferry Road and Rickreall?

Yes, a new median concrete barrier on OR 22 will prevent all left turns. Drivers who want to turn left, will use the new interchange and access roads.

With the long lead time, could the eastbound speed on OR 22 be reduced to 50 mph at OR 51?

We have considered lowering the speed limit. Drivers already disobey the posted speed limits. 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 going at faster speeds.

What considerations are being taken for businesses?

We're meeting with business owners to understand their needs. The access roads will provide a safer way for people to get to the businesses.

We work with businesses in advance so that customers can see that businesses are open and access them during construction. We will continue to work with business owners during construction to make sure that the plan in place is working and we make changes as needed.

While you mitigate the impacts to the road area, will you consider what it will do to the properties in the area?

Yes, as we work on a design for the interchange we consider impacts to nearby properties. We also look at other impacts and try to find a balance that best meets the purpose and needs of the project.

Will the overpass constructed be the same or relatively similar in all four options?

Yes, the overpass is similar for each of the four options. Depending on which option, some overpasses will be longer because of the looped ramp going underneath. All overpasses are elevated so semi trucks can continue through the area.

Do all options straighten the highway?

Yes, each interchange option straightens OR 22. Straightening the highway reduces impacts on the historic Brunk House. Our next step is to find the best alignment that straightens OR 22 and reduces impacts on the north and south sides of the highway.

Have you addressed the backup of traffic down Riggs Street onto the [NE-3 backage road](#)? In times of heavy traffic, it is not uncommon for traffic to back up. As drivers become impatient, they are more likely to make "risk-taking behavior".

While we haven't addressed this issue yet, we'll look at it as we design the access road options. The next design step will involve the access road design, including intersection operations.

Since the extension of Doaks Ferry to Riggs would push through a geologically unstable section, why not address the Doaks Ferry intersection at its current site?

In August 2019, we installed signs and striping on Doaks Ferry Road NW to prevent left turns onto OR 22. Because of how OR 22 curves and the hills, there is limited visibility for intersection improvements. Adding an access road will let drivers go through the new interchange ramps to get to eastbound OR 22 safely.

As we design the access road options, we're also doing further investigations to see if our proposed designs avoid some of the geotechnical issues.

Given the hillside stability between Doaks Ferry Road and Riggs Street, have any concerns (such as wetlands, creeks, etc.) been identified as concerns in this area?

Yes, we're studying the conditions in the area including the wetlands and creeks. As we continue working on the project, we'll collect more information to understand the landslide issues.

Are additional roundabouts and overpasses being looked at for the access roads?

We're still looking at access road options and how they will connect with OR 22. We'll share more information in our Spring outreach.

Why are [access road NE-2](#) and [NE-3](#) needed in addition to Aster Street?

The access road option NE-1 which follows 53rd Avenue and Aster Street, shown in the open house materials is one of three access road options we're considering. All three options NE-1, NE-2 and NE-3 were developed when the OR 22 Expressway Management Plan was put together. We're reviewing options in detail and assessing their impacts to the built and natural environment. Only one will be selected to make the connection to 55th Avenue.

How is a property owner compensated if their property is purchased for a project?

We follow a process called the "[Uniform Act](#)", which is a federal law, when we buy property.

The process includes:

1. Complete the design to determine the real property needed for the project.
2. Determine the fair market value of the property through an appraisal process.
3. Offer just compensation to the owner.
4. Negotiate the agreement.
5. Provide relocation assistance (if applicable).