

Why are we doing this project?

The pavement on OR 47 through Carlton needs to be replaced to create a smoother and safer ride.

The current OR 47 as Main Street has curbs and corners that are difficult for larger trucks to navigate. Truck trailer tires frequently go onto the sidewalks, making it unsafe for pedestrians.

Our goal is to create an area safer for everyone whether you drive, ride, walk or roll.

Why is this project taking so long?

Project history

The original project was designed to repave OR 47 through downtown Carlton and add pedestrian crossings, sidewalks and bike lanes. We estimated that it would take two years to complete the work. People were concerned about project impacts, and so we worked with the city to evaluate other options. Together we decided that realigning the highway would work better for the community.

Why was the project delayed?

When our roads go through towns and communities we listen, consider options and give everyone the opportunity to provide feedback. Working with the city, it took time to find an option that we all thought would work best. We expanded the project, found additional funding, looked at new alignments and even explored bypassing the highway around town.

Can we limit truck traffic in Carlton? Why aren't we building a bypass?

Limiting truck traffic is possible, but according to the Oregon Revised Statute (ORS 810.040) and the U.S. Supreme Court, we'd need to have an alternative route that is as safe as or safer than OR 47.

We paused the OR 47 project while considering bypassing traffic to another road. In 2020, we worked with our partners in Yamhill, McMinnville, Carlton and Yamhill County. Community meetings were held. Our project team looked at the surrounding area and the only option found was Westside Road.

The result of research and conversation was that OR 47 is the better route for safety, infrastructure, farm equipment and cost. Upgrading Westside Road to function as a bypass was estimated to cost \$72 million, far more than the original project budget. Our partners and the more than 100 people who participated in the process agreed that using Westside Road to bypass traffic was not the best option.

We also considered building an entirely new road around Carlton. The cost would be far more than upgrading Westside Road, and finding funding typically takes decades. That would not meet the need to improve the highway now.

What does the project look like?

This project moves OR 47 from W Main Street to W Monroe Street and N Pine Street. A new section of road is being added as a connection back to OR 47.

This supports the city's long term plan to help reduce negative impacts to downtown businesses ([Transportation System Plan](#)), and has been endorsed by the city council.

Why are we moving OR 47 just north of it's current location?

During the early design process, discussions with Carlton, local businesses and residents found that moving OR 47 off Main Street onto a new alignment using Monroe Street serve the community better. With OR 47 moved, the community will have more control over how the downtown area is used. Main Street can be closed for community events and the downtown park area will be safer.

What are we doing to slow traffic on OR 47?

The posted speed will likely continue to be 20 mph. We're designing the section in a way that encourages traffic to drive at that speed.

A few things you will see on the new road:

- 1 Extended curbs help slow traffic and shorten the distance for pedestrians to cross the street.
- 2 Intersection curves will cause traffic to go slower than if the highway was straight.
- 3 We're adding more crosswalks or including pedestrian activated warning lights, especially to help people safely reach the soccer field and community pool.

To determine the best locations for crosswalks, we're working with Carlton, listening to community feedback, looking at how the area is used and reviewing traffic and safety data.



Figure 1: Project area map.

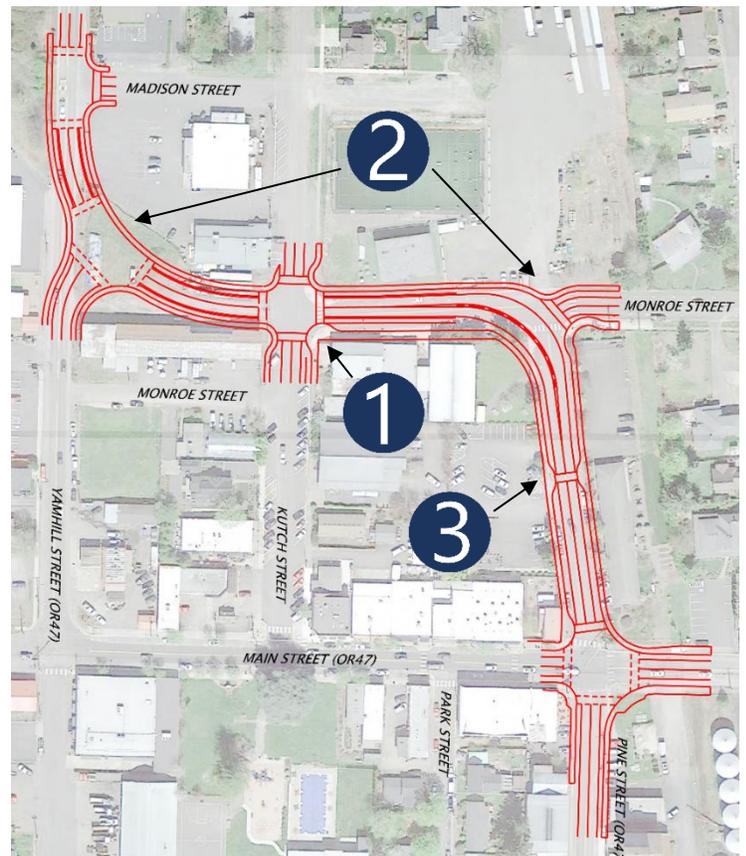


Figure 2: Proposed realignment design.

Two possible locations are the new Monroe and Kutch Street intersection and mid-block on Pine Street between Monroe and Main Street. We'll share more information with the community as we narrow down locations.

Will there be traffic signals or stop signs at the intersection of Main Street and Pine Street?

Traffic traveling east or west on Main Street will have stop signs at the intersection. Stopping traffic on Pine Street would create additional noise and air pollution. For example, trucks are 30-50% noisier when starting up from a stop sign than when continuing at a slow constant speed. The design and features of the new proposed alignment should encourage trucks to travel through Carlton at a slower pace.

Installing a traffic signal requires national and state criteria be met. Although there are periods of congestion, there is not enough traffic using this intersection throughout the day to meet the requirements.

What will the landscaping look like?

It's still too early in the design process to know exactly what the landscaping will look like. We'll work with the city and we'll do our best to preserve existing landscaping when possible.

Are we losing parking?

Yes. At this point in our design process, we anticipate losing about 14 on street parking spaces on the new road.

We're not anticipating losing or adding any parking on Main Street.

A survey on community priorities found that slowing down vehicle speed and adding crosswalks are higher priorities than on street parking.

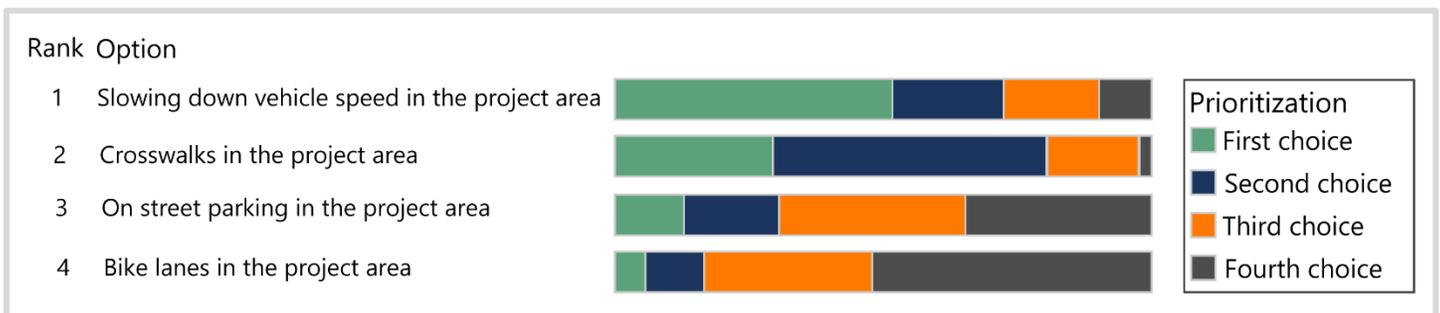


Figure 3: Data from 2022 community survey.

What is the updated project schedule?

We're working on the design now. Construction should start in 2025 and finish in 2026.

Your ideas

Can we build a roundabout at the Monroe and Pine Street intersection?

The idea of constructing a roundabout at the intersection of Monroe and Pine Street was proposed during community outreach. With the city, we're looking into this option and how it would impact the community.

No decision has been made, but it is likely that a roundabout would increase project costs, remove more on and off street parking and have more impacts to some businesses and private property, including the soccer field.

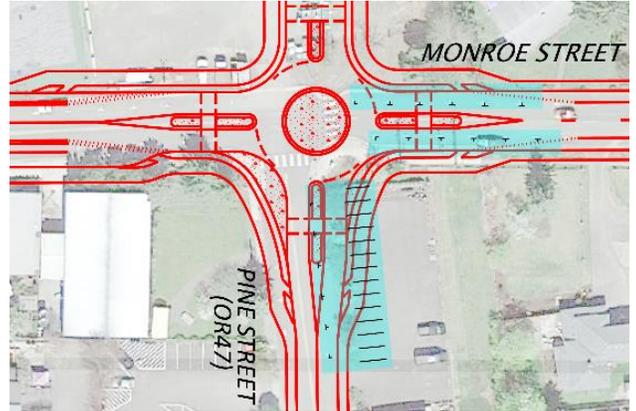


Figure 4: Roundabout concept, impacted parking spaces highlighted in blue.

Can we include a pedestrian bridge on the east side of Kutch Street crossing Monroe Street?

Our goal is to make the area safe and accessible for all whether you drive, ride, walk and roll. We're excited to work with a caring community that prioritizes pedestrian safety – it's a main goal of this project. We are working on many ways to make sure that pedestrians are able to cross the street safely. Unfortunately, we're not able to build a pedestrian bridge as part of the project.

Pedestrian bridges need to meet current ADA standards to make sure that they can be used by all. A pedestrian bridge tall enough for traffic to travel under would require elevators to be accessible. This option is too expensive to build and maintain.

Changes to Main Street

Right now, OR 47 through downtown Carlton is owned and maintained by us, the Oregon Department of Transportation. When OR 47 moves to the new alignment, Main Street ownership transfers to the City of Carlton. Part of the process involves negotiating terms, which could include repairs and/or compensation. After the transfer, the city takes responsibility for maintaining the road.

How will we handle the ADA curb ramps downtown?

We're working on some ADA curb ramps in downtown Carlton this year as part of a [separate curb ramp project](#). As part of the realignment project, we're upgrading curb ramps to current ADA standards on the new OR 47 and on Main Street at the mid-block crossing between Park Street and Pine Street. We're not currently planning to upgrade other curb ramps in downtown Carlton outside of these two projects, but some could be part of the ownership transfer.

The current OR 47 and Main Street intersections are confusing – are we making any changes?

At the Main Street and Pine Street intersection, we'll remove the blinking lights and replace them with stop signs on Main Street. We're not planning to change the blinking lights or stop signs at the Yamhill and Main Street intersection. However, the city may decide to make changes after the road ownership transfer.

Construction Impacts

What road closures are we anticipating?

There will be closures on Pine Street and Monroe Street at some point during construction. People will be able to access businesses and the parking lots.

There will be lane closures as we work on different intersections. Most work will likely happen at night to reduce impacts to traffic, but we'll know more about what construction will look like as we get further in our design process. Along the way, we'll share updated information and give the community an opportunity to ask questions.

Can we construct during winter months?

We'll be building a new road to connect Monroe Street to Yamhill Street. Most of this work requires warm dry weather to help set materials like pavement, but there may be some work we can do when the weather isn't as nice. We'll know more details about timing and schedule as we get farther along in our process.

The existing portion of Monroe Street that will become OR 47 wasn't built to highway standards. For example, under a highway's surface there are many different layers needed to support the volume and weight of traffic that we would expect on a highway. This means we'll need to remove the existing road down to the dirt and rebuild it, so the end result is a quality long lasting road.

What will we do to lessen impacts to businesses during construction?

It's too early in our design process for us to know the specific construction details. We provide guidance on construction staging and traffic control plans for a project contractor, but they decide the final details. We'll be able to share more specific information when we get a contractor on board.

In general, we work with businesses to reduce construction impacts as much as we can.

We know business owners are concerned about customer access during construction. We have standard guidance in our construction contracts, but often include specific information for a community.

Standard guidance includes:

- Conduct work so there is the least possible interference with or hazard to the traveling public and the affected community.
- Provide and maintain safe temporary access to business and residence driveways, temporary intersections and temporary connections with roads, streets, bicycle and pedestrian facilities.
- Not block driveways for more than two hours unless authorized.
- Not perform work that restricts access to and from both sides of the traveled way at the same time.
- Mark business access with blue tubular markers and signs saying "Business Access".

Do we pay for loss of business?

We do our best to work with businesses in advance so that customers can see that businesses are open and access them during construction. We continue to work with business owners during construction to make sure that the plan in place is working and we make changes as needed. We can't use state or federal funding to pay for loss of business.