

# Yew Street Traffic Signals



Stakeholders reported that current conditions make it challenging to cross or drive at the Yew Street intersection with OR-8 where it is split into separate westbound (Adair Avenue) and eastbound (Pacific Avenue) roadways. This was borne out in safety analysis, which showed above average crash rates at this location. The area has bus stops for each direction, and stores and nearby restaurants that generate walking, biking and driving traffic. The intersection is controlled by stop signs, and all turning movements are permitted.

ODOT's preliminary signal warrant analysis (see Appendix J) suggested that the area is likely to meet requirements to install traffic signals at the Yew Street Intersections with OR-8 (Adair Avenue) and possibly at the intersection with Pacific Avenue. Further study and actions required for this strategy to be further developed are described below.

A signal warrant alone does not justify a traffic signal. ODOT's evaluation must indicate that the installation of a traffic signal will improve the overall intersection safety and operations, and then be preferred alternative. ODOT and the City explored two other strategy concepts.

Figure 19. Yew Street and OR-8 Intersection



## Alternate Traffic Signal Concepts

- *RRFB or PHB.* The signal warrants analysis suggests beacons as alternatives to a traffic signal. These pedestrian-activated lights and signs provide added visibility to the crosswalk and alert drivers to stop prior to the intersection and allow pedestrians to cross. Requirements to meet design guidelines for beacons are different than for signals, but will still require additional analysis to determine if the traffic control device would improve safety and traffic operations.
- *Restricted turning movements on Yew Street.* A median divider can channel traffic into right (westbound) turns only. This would prevent drivers from continuing straight on Yew Street then turning eastbound on Pacific Avenue, which crash data suggests results in above average crashes. Restricting eastbound travel from Yew Street could be mitigated for passenger cars and trucks by allowing U-turns at Mountain View Lane. Trucks will not be able to make the U-turn there, however, and will therefore require alternate routes or lane permissions.

**Needs**

- Lack of enhanced pedestrian crossings create a less desirable environment and have resulted in crashes and reports of near-misses.
- Bus stops are relatively inaccessible due to the lack of enhanced crossing and the overall pedestrian environment.
- A high rate of vehicle crashes over the past 7 years at this two-way stop-controlled intersection where the speed limit increases by 10 mph (westbound), most of which involve turn movements.

**Benefits**

- Shorter walking times for pedestrians
- Enhanced safety for pedestrians, bicyclists, and drivers

**Estimated Cost: \$\$\$\$**

Elements of this project and cost estimate include:

- Interagency coordination
- 24-hour Traffic Study/Counts
- Intersection Control Evaluation
- Access management analysis and planning
- Roadway design and engineering
- Construction/installation

Figure 20. Trimet bus stop at Yew Street in Forest Grove



**Timing**



Near term (Work on signal warrants analysis and design alternatives development should start in the near term to ensure data collection and analysis is completed in a timely manner. Implementation and delivery is likely to require more than 2 years.)

**Applicable Funding Sources**

Source	Applicant(s)
ODOT Statewide Transportation Improvement Program	ODOT, Forest Grove
ODOT ARTS Safety	ODOT, Forest Grove
Metro Regional Flexible Fund	Forest Grove