

# Mid-Block Crossings



A distance of over 2,000 feet separates the two pedestrian crossings at Quince Street and Mountain View Lane. This project would create up to three pedestrian crossings in that span, each separated by approximately 500 feet. In project surveys, pedestrian crossings were noted as important more than any other issue. The community reported the need for marked pedestrian crossings, especially near bus stops. These would be protected mid-block crossings with a pedestrian refuge and illumination.

Crossings may be included with new signals (such as proposed for Yew Street in this Plan) or standalone, signalized with actuated pedestrian signals, hybrid beacons, or rapid flash beacons. When possible, signals should be coordinated with other signals in the corridor. Recommended mid-block crossings should have pedestrian-scale illumination to improve pedestrian and driver visibility. Pedestrian refuge islands can provide safe places for people to wait between signal phases as needed, given the wide crossing distance. Curb extensions will shorten crossing distances and improve visibility.

*Note: ODOT will be designing a mid-block crossing at the Rose Grove manufactured home community **A and B Row** in 2022 under an existing project to design and construct three crossings in Washington County (STIP Key Number 21608).*

## Needs

- Housing, businesses, services and bus stops are located along both sides of OR-8 between Mountain View Lane and OR-47/Quince Street, with no crossings
- Most people will cross as needed in this location rather than walk nearly .5-mile to their location.

## Benefits

- Improved safety conditions for pedestrians, bicyclists, and drivers
- Improved transit access
- Improved access and mobility for people walking, biking, riding the bus and driving

## Timing



Near-term

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

Figure 17. OR-8 in East Forest Grove near Rose Grove

