

Request for Traffic Control Improvement

Today's Date: 6/4/26 Date Noted: 6/2/26 Time of Day: 5:15pm

Applicant's Name: [REDACTED]

Address: [REDACTED]

Phone: [REDACTED]

Location

Intersection of OR-43 & Marylhurst Drive.

Request

Given concerns stated below, the most effective combination of:

- Changing the intersection signal control so that vehicle traffic signals remain red if a pedestrian crossing signal has been activated and post "No turn on red" signage.
- High visibility in-street or advanced warning pedestrian crossing signs on Marylhurst Drive, uphill from the intersection.
- Enforcement during morning and afternoon school day commutes.

Reason Requested:

Modifications made to the intersection in 2025 have created conditions for a higher risk of vehicle-pedestrian collision stemming from three compounding factors: blind spots, unseen pedestrians, and accelerating downhill traffic.

Inertia and Speed: Vehicles travelling down Marylhurst Drive and turning right or left onto OR-43 carry built-up momentum. Drivers tend to accelerate through the turn as they clear the intersection, making it harder to stop suddenly. Modifications also moved the stop line further up the hill from the intersection threshold, also increasing inertia and speed even for vehicles accelerating from a stop.

Obstructed Sightlines: Modifications resulted in potentially more challenging sightlines for both drivers and pedestrians due to increased distance and angles between vehicle and pedestrian intersection thresholds. Visually, stopped drivers observing the signal changing from red to green must then look further vertically and horizontally than any other traffic intersection they are otherwise used to encountering, especially in West Linn. Combined with the A-pillars (the structural roof supports) and side mirrors on vehicles and a retaining wall on the south corner of the intersection, pedestrians can easily be hidden in a blind spot while drivers look for oncoming traffic and pedestrians. Similarly, the new layout of the intersection requires pedestrians waiting to cross OR-43 at the southwest corner look back

over their shoulder at an uncommon angle than a typical crossing to safely check for approaching vehicles from behind. Even if no vehicles are initially observed, the combination of limited line-of-sight uphill due to the location of the yellow detectable warning surface/pedestrian push button (setback from the bike lane and adjacent to a retaining wall) and the potential speed and inertia of a vehicle entering the intersection creates a higher risk for collision once a pedestrian begins their signaled crossing.

Most concerning is the fact this is the only signaled pedestrian crossing of OR-43 for nearly a half mile in either direction, given multiple daycares are located within a 500ft radius of the intersection on both sides of the highway.

Thank you for your consideration.