




LAND USE & TRANSPORTATION MEMORANDUM

Engineering and Construction Services

To: Holders of Washington County Uniform Road Improvement Design Standards

From: Gary Stockhoff, County Engineer 

Date: 10/30/17

Subject: Crosswalk Accessibility Requirements and Closure Process

Crosswalks exist at all locations where crosswalk markings indicate a pedestrian crossing and at all intersections (whether marked or unmarked) unless closed by official action (ORS801.220). There are typically three crosswalks at a "T" intersection and four crosswalks at a "four-leg" intersection. The absence of marked crosswalk pavement markings at an intersection does not preclude ADA requirements for providing ADA accommodations such as adding or upgrading existing curb ramps to meet current ADA standards for all quadrants of an intersection unless a crosswalk has been closed by official action.

Some intersection crosswalks include conflicts between pedestrians and motor vehicle traffic that are difficult; however, prohibiting pedestrian crossings should be considered in limited circumstances. Removing or closure of any crosswalks on a Washington County road requires the approval of the County Engineer through the Design Exception process outlined in Appendix E of the Road Design and Construction Standards. The Design Exception shall include documentation of the following:

- The potential or observed crashes, geometric design or operational concerns that adversely affects pedestrian safety
- An exhibit showing alternate ADA accessible path between the two points of the crossing that are being closed, demonstrating that the closure will not adversely impact accessibility.

If a crosswalk is closed, it must follow MUTCD and ADA guidelines to make sure that it is appropriately marked.

Examples of when closing a crosswalk may be considered:

- When physical restrictions on the opposite side of the roadway hinder pedestrian activity on that side of the roadway, closing the crosswalk is recommended. Typical examples of this condition include "T" intersections where directly behind the opposite side of the roadway is railroad right-of-way, a drainage canal, or some other type of waterway where pedestrian activity is discouraged and/or prohibited. An exception will be when there are transit connections on the opposite side of the roadway.



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- Where visibility (for pedestrians, motorists or bicyclists) is obstructed and the obstruction cannot be reasonably removed or otherwise reasonably mitigated and where the cost of signalization is disproportionate to the closing of the crosswalk.
- Where multiple legal crosswalks exist such that they conflict disproportionately with other modes. Examples include an arterial street with multiple offset or "T" intersections. Crosswalks at "T" and offset intersections should not be closed unless there is an alternative crossing within 300 feet of the closed crosswalk
- Across the receiving leg of a dual right-turn lane at an intersection where an alternate accessible path is available.
- Where an analysis shows that the pedestrian crossing at a signalized intersection would significantly impact intersection operations and a reasonable alternate accessible path is available.

Enhanced Crosswalks at Uncontrolled or Midblock Crossings must follow the Washington County Approval Process for New Pedestrian Crossings at Mid-Block Locations and Uncontrolled Intersections found in Appendix H of the Road Design and Construction Standards.