


PBOT

PORTLAND BUREAU OF TRANSPORTATION

1120 SW Fifth Avenue, Suite 800 Portland, OR 97204 503.823.5185
Fax 503.823.7576 TTY 503.823.6868 www.portlandoregon.gov/transportation

Dan Saltzman Commissioner Leah Treat Director

CITY ENGINEER DIRECTIVE

Number	Supersedes	Effective Date	Cancellation Date
ST 003		July 6, 2018	
Subject	Issuer		
ADA Curb Ramp Location within the Legal Crosswalk	 Steve Townsen, P.E., City Engineer		

PURPOSE:

Provide guidance for locating ADA compliant curb ramps within the legal crosswalk.

BACKGROUND:

The Americans with Disabilities Act of 1992 (ADA) triggers the obligation to provide curb ramps where a sidewalk, accessible route or pedestrian walkway crosses a curb. Curb ramps at marked crossings must be wholly contained within the crosswalk, excluding side flares. ADA does not require crossings to be marked or address how they are to be marked, but public street crossings are addressed by the Manual on Uniform Traffic Control Devices (MUTCD) for Streets and Highways. This Directive provides guidance to the engineer when designing a curb ramp such that the entire bottom of the ramp at the street, excluding ramp wings, falls within the crosswalk as defined by ORS 801.220 .

DIRECTIVE:

Apply ORS 801.220 when determining the location of the area of the legal crosswalk as follows.

1. A legal crosswalk is where the crosswalk is indicated by crosswalk striping.

The legal crosswalk is where the marked crosswalk is striped. Place the ramp (the ramp throat at a minimum) within the striped crosswalk.

2. If the crosswalk is not marked by striping, place the ramp (the ramp throat at a minimum) within the legal crosswalk, which is determined as follows:

Where the crosswalk is not marked and **there is a sidewalk or shoulder:**

- a. **Connect** the face of curbs (or edges of the travelled roadway if there are no curbs) on either side of the street **and connect** the back of sidewalks (or edges of shoulders) from one side of the street to the other, this is the legal crosswalk. The crosswalk shape may be trapezoidal, and is limited to a maximum of 20' in width as measured from the curb toward the property line. **OR**



The Portland Bureau of Transportation fully complies with Title VI of the Civil Rights Act of 1964, the ADA Title II, and related statutes and regulations in all programs and activities. For accommodations, complaints and information, call (503) 823-5185, City TTY (503) 823-6868, or use Oregon Relay Service: 711.

- b. When two roadways meet but do not intersect because one terminates (such as a “T” intersection), the crosswalk is defined by **prolonging the face of curb line** (or edge of the travelled roadway if there is no curb) and **prolonging the back of sidewalk** or edge of shoulder **of the terminating street** to connect with the sidewalk or shoulders on the opposite side of the continuing street. Here the crosswalk is always in the shape of a parallelogram.

*Where the crosswalk is not marked and **there is no sidewalk or shoulder**:*

The crosswalk is the area bounded by the lateral lines of the sidewalk or shoulder on both sides of the street, if there were a sidewalk or a shoulder, and the crosswalk has a width of not less than 6’ and no more than 20’. Please apply the Portland Pedestrian Design Guide to determine the ultimate pedestrian corridor location **and consult** with the City Traffic Engineer.

For additional information, please contact a PBOT ADA Technical Advisor, the PBOT Traffic Design Supervisor, or the City Traffic Engineer.

References

- ORS 801.220
- *Kinney v. Yerusalim*, 9 F 3d 1067 (3rd Cir. 1993)
- <https://www.ada.gov/doj-fhwa-ta.htm>; <https://www.ada.gov/pcatoolkit/chap6toolkit.htm>
- ADAAG 4.7.1 Curb Ramps
- <https://www.access-board.gov/guidelines-and-standards/buildings-and-sites/113-ada-standards/background/adaag/422-a-guide-to-adaag-provisions>
- <https://www.ada.gov/doj-fhwa-ta.htm>
- 2010 ADA Standards 406. <https://www.access-board.gov/guidelines-and-standards/buildings-and-sites/about-the-ada-standards/guide-to-the-ada-standards/chapter-4-ramps-and-curb-ramps>
- *Rosen v. Wright*, 74 Or.App. 83 (1985)
- *Howell v. Boyle*, 408 Fed.Appx. 121 (2011)