CITY TRAFFIC ENGINEER DIRECTIVE

<table>
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<th>Number</th>
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<td>LW-002</td>
<td>Issuer</td>
<td>10/17/2019</td>
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<tr>
<td>Subject</td>
<td>Marked Crosswalk Striping Design</td>
<td>Lewis Wardrip, P.E., City Traffic Engineer</td>
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PURPOSE:

Provide guidance on updates to marked crosswalk striping design, per adoption of PedPDX.

DIRECTIVE:

PBOT’s Traffic Design Manual currently includes two types of crosswalk markings – continental and parallel. The continental type has 2’ wide bars, 9’ or 12’ in length typically spaced 5’ on center. These have been used for crosswalks at schools, at pedestrian signals, half signals, pedestrian hybrid beacons and at uncontrolled approaches. The parallel type has two 1’ wide parallel lines (running approximately perpendicular to oncoming traffic. These have been used at signalized intersections and on stop-controlled intersection approaches.

Per the adoption of PedPDX (see Action 2.4), the new practice will be to mark all crosswalks, including ones at signalized intersections, with continental type markings. For new projects or maintenance activities where parallel lines currently exist and no road repaving or striping removal is planned, continental markings may be installed approximately on center between existing transverse lines (removal of the existing parallel lines is not required). Transitioning existing crosswalk markings to continental type markings will be absorbed by the paving or capital project impacting the crosswalk.

This directive replaces guidance calling for transverse line pavement markings in Table C-2 (Pavement markings for crosswalks) in the 1998 Pedestrian Design Guidelines.

Designs for new crosswalks will be based on ODOT Standard Drawings TM 503 Detail Block CW-SC and TM 530 Staggered Continental Layout. [https://www.oregon.gov/ODOT/Engineering/Pages/Drawings-Traffic.aspx](https://www.oregon.gov/ODOT/Engineering/Pages/Drawings-Traffic.aspx) The width should be 9’ as shown in the detail but it may as narrow as 6’. The crosswalk may be wider than 9’ at widths divisible by 3. For continental crosswalks across bike lanes the width of the bars and gaps may be reduced to 1’.
STAGGERED CONTINENTAL CROSSWALK
2' WHITE BARS

Install per Standard Drawing TM530

General Note:
1. Install crosswalk bars such that the throat of the ADA ramp is entirely within crosswalk markings, or 3' back of extended fog line, edge of pavement, or curb face.

STANDARD CROSSWALK BARS AT INTERSECTION

The selection and use of this Standard Drawing, while designed in accordance with generally accepted engineering principles and practices, is the sole responsibility of the user and should not be used without consulting a Registered Professional Engineer.