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# Crosswalks and Traffic Signals – ADA Design Review Checklist

Consultants and Clackamas County review staff shall use this checklist to assess ADA compliance for all crosswalks and pedestrian actuated traffic signal system using the modified PROWAG standards as adopted by Clackamas County. One form should be completed for the pedestrian actuated traffic signal system or crosswalks in public right-of-way installed or altered as part of the proposed project or development. Consultant and plan review staff should mark each box to indicate that the crosswalks/actuated signals in the project or development have been checked for each standard and are in compliance with the standard.

**Project Name/Road Location**

**Plan/Project Date and Version**

**Consultant Name (Prime and Sub)?**

**Plan Review Staff Member Name?**

**Exception Requested?** ____ No? ____ Yes? Attached exception justification as required by Clackamas County ADA Exception Policy

**Crosswalks**

| Design | Review | |
|---|---|---|
| | | A. Curb ramps at both ends? |
| | | **B. <u>Closed crosswalk - "No Pedestrian Crossing" sign provided with curb or landscape barrier.</u>** |
| | | C. If new sidewalk adjacent to the roundabout is curb tight and street crossing is not intended at the location, is a curb **<u>and/or landscape barrier</u>** provided on the street side of the sidewalk? (Truncated dome should not be used as an edge warning) |
| | | D. If there are multi-lane channelized turn lanes at the roundabout, **<u>are pedestrian activated signals, rectangular rapid flashing beacons or a raised crosswalk provided?</u>** |
| **Traffic Signals (Actuated Pedestrian Signals/Flashers)** | | |
| | | E. Does the project propose a new traffic signal system or include changes to ADA facilities at an existing signalized intersection? (if "No" skip the remainder of this form) |
| | | F. If the answer to E is "Yes" and the design includes modifications to ADA facilities at a signalized intersection, does the design include improvements to the traffic signal systems at all corners of the affected intersection(s) or include mid-block pedestrian signal flashers? |
| | | G. If the traffic signal includes pedestrian signals, are vibro-tactile APS buttons required for all pedestrian movements on the intersection? |
| | | H. Are "count-down" pedestrian signals included for all pedestrian movements on the intersection? |
| | | I. Are improvements to the traffic signal control system included (traffic engineering staff to review)? |
| | | J. Are pedestrian buttons located between 3 ft and 4 ft off the sidewalk with separate pedestrian buttons for each direction of pedestrian travel? |
| | | K. Is there a clear space providing access to each **<u>pedestrian</u>** button, with minimum dimensions of 3 ft x 4 ft and with slopes not exceeding 1.5% in both the X and Y directions? |
| | | L. Is the reach distance to each pedestrian button from the corresponding clear space no more than 10" with no intervening object or barrier? |
| | | M. Is each pedestrian button no more than 5 ft from the ramp for the pedestrian access route served by that button? |
| | | N. If the pedestrian buttons for separate pedestrian access routes at a corner are located on different poles/masts, are the buttons separated by at least 10 ft? |

**Comments (**continue on back if necessary)**:**