

Many Oregonians rely on our sidewalk system to get around. Ensuring safe, accessible, and convenient crosswalks, crossings, and curb ramps is critical to making it easy for everyone to get where they need to go. In Oregon, every intersection is a crosswalk unless marked otherwise. This means that if a crosswalk is open, it should meet our safety and accessibility standards.

As part of our statewide curb ramp improvement effort, we also evaluated crosswalks and found that not all crossings are safe or provide equal access. Reasons may include crosswalks ending at or in close proximity to a driveway, a median island or landscaping in the crosswalk path, traffic signals that do not have pedestrian signals or push buttons, or they are at

intersections that were never designed to be crossings. At all of these crossing locations, a safer crossing point already exists; for most of these, a safer crossing is within 300 feet.

To ensure people cross a street at the safest point, we're installing "crosswalk closed" signs to alert people that a crossing is unsafe or inaccessible.

The graphics below show some types of situations where crosswalks are closed. Notice there is still a safe way to cross the street in every situation. In some cases it only impacts one crosswalk at an intersection, in other cases there is a safe crossing nearby. Sometimes there is a barrier in the middle of the crosswalk making it impassable.

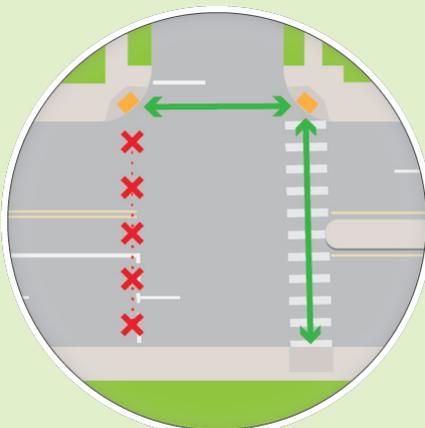
Median barrier along highway



A crossing is closed because there is a median barrier separating traffic lanes on Powell Blvd near 8th. Just yards away is a pedestrian bridge that provides a safe way to cross.

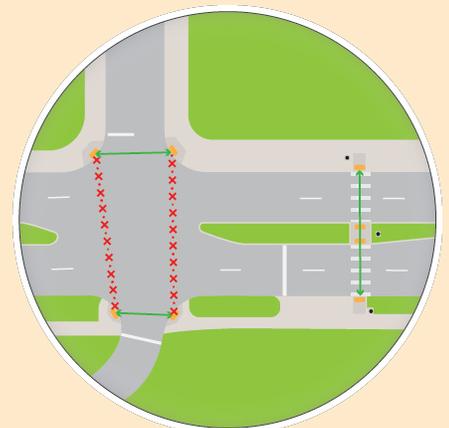
One crosswalk open across highway

A crossing may be closed because there are not ped signals at this location to cross the street safely. A crosswalk with accessible features such as pedestrian signals or a rapid flash beacon is a short distance away.



Enhanced pedestrian crossing nearby

A crossing is closed because it's either not safe or not fully accessible. A marked crosswalk where it is safe to cross is within approximately 300 feet in most cases.



We build safe spaces for people to walk or roll across our highways. Bringing curb ramps up to accessibility standards and closing unsafe and inaccessible crosswalks are tools we use to meet these standards.

Throughout 2023, our crews plan to install “crosswalk closed” signs at locations that have been identified as unsafe and inaccessible. This work is underway statewide with the first large batch of closures in the Portland metro area. View the list of anticipated crosswalk closures in the Portland metro area and find more information at www.R1ADA.org

Frequently Asked Questions

What are the impacts?

- No marked crosswalks are closing.
- No intersections are closing. Many noted are just one leg of intersection crossing.

Is there a public element where folks can offer feedback on particular ones?

AskODOT@odot.oregon.gov is a good place for comment.

You can also comment through our Comments, Questions, Concerns or Requests process, available at <https://www.oregon.gov/odot/About/Pages/ADA-Issue-Request-Form.aspx>

What is ODOT’s decision-making process for closing a crosswalk?

We try to keep the number of closures to a minimum. When we do evaluate a crossing for accessibility and safety, we use criteria such as data, laws and professional judgment. When evaluating a crossing, we typically consider the following:

- The number of crashes that have happened at or near this intersection.
- Whether or not pedestrians or bicyclists have been hit.
- The quality of lighting.
- Whether a person using a wheelchair can get through.
- Whether there is a sidewalk on the other side of the crossing.
- Whether there is a pedestrian signal at the intersection.
- How large the intersection is (number of lanes a person has to cross and how much time that can take, especially for someone with mobility issues).
- The traffic count (how busy it is with cars and trucks).
- Whether or not there is an existing median or concrete barrier that separates traffic lanes.

We evaluate each crossing using on-the-ground information and experience as well as technical and engineering standards to ensure that crossings are safe and accessible.

Is the policy published somewhere?

Yes. Our crosswalk closure policy and technical guidance on what ODOT considers to be a legal unmarked crosswalk is published online. These policies have input from ODOT’s Active Transportation staff and Oregon Bicycle and Pedestrian Advisory Committee. ODOT Traffic Manual (crosswalk closure policy is section 310.8 and includes hyperlink to tech bulletin on crosswalk location): https://www.oregon.gov/odot/Engineering/Docs_TrafficEng/Traffic-Manual-2023.pdf