# Standard Drawing Report

**Date:** May 1, 2026

**Technical Owner:** Traffic – Jennifer Ruth Tower, P.E.

**Standard Drawing No.** P-438 **Calculation Book No.** n/a

**Drawing Title:** Pavement Markings Standard Detail Blocks: Pedestrian

**Original Report Date:** This is the original report

**Background Information, Including Reference Material**:

1) Manual on Uniform Traffic Control Devices, 2009 Edition (MUTCD), Chapter 3
2) Standard Highway Signs, 2004 Edition (SHS)
3) PBOT Traffic Design Manual

**Assumption Made:**

Described in design narrative below.

**Design Narrative:**

P-438 is a newly created standard drawing for pedestrian transverse pavement markings and legends that are commonly used on City of Portland streets, off-street shared use paths, sidewalks, and bike facilities. Details PED, A-SWALK, and CW-B were relocated to this standard drawing from standard drawing P-436. Two new details DGS-12 and CW-SC-## were also included on this standard drawing. Except for CW-SC-##, these markings are used as guidance only for people walking and biking and are only used on off street paths, separated bikeways, or sidewalks. These markings are not used to guide motor vehicles.

All markings used on City of Portland streets meet the MUTCD requirements for color, section 3A.04, “Markings shall be yellow, white, red, or blue,” or the FHWA ”Interim Approval for Optional Use of Green Colored Pavement for Bicycle Lanes,” dated April 15, 2011.

P-438 does not provide any information to the user of this standard drawing on the proper application of the detail blocks (how they should or can be used). The intent of P-438 is to allow the user to easily specify the details of a marking as shown on the striping plans. The information on proper application of each detail block can be found within the MUTCD, the Oregon Supplement to the MUTCD, the PBOT Traffic Design Manual, or the ODOT Traffic Line Manual, other standard drawings, and/or the Oregon Revised Statutes. Therefore, the user of the standard drawing must be knowledgeable of the above stated documents to ensure that the detail blocks are applied correctly.

Each detail block is discussed below in detail.

**PED**

- The Off-Street Pedestrian markings consist of white pedestrian symbols in a yellow circle with black contrast material for background and arrows surrounded by black contrast material.
- These markings are typically installed with the Off-Street Bike markings (see standard drawing P-436) on separated shared use paths or adjacent to sidewalk-level bicycle facilities only and not on in-street facilities. The black contrast material is added to provide conspicuity to the white marking for installation on standard light-colored concrete sidewalk facilities.
- A larger 30” version of this marking was first used in the City of Portland on the Hawthorne Bridge shared pedestrian and bicycle facilities.
- The current 18” version of this marking was first used in the City of Portland on the Tilikum Way (aka Clinton to the River) shared use path between SE 7th Ave and SE 11th Ave that parallels the Trimet Orange Line tracks.

**A-SWALK**

- The A-SWALK markings consist of a white wheelchair symbol on a circular blue background with separated triangular shaped “arrow”. These markings are used on sidewalks only along an ADA wheelchair accessible route.
- The A-SWALK markings were designed to match the size and geometry to the B-SWALK markings.
- The A-SWALK making symbol was first used in the City of Portland on SE Market St with the East Portland Access to Employment & Education project in 2021.

**CW-B**

- Classified as a transverse marking in the MUTCD.
- This style of crosswalk marking meets the requirements stated in MUTCD Section 3B.18.
- This crosswalk is a smaller scale version of the CW-SC crosswalk detail in ODOT standard drawing TM503, for use on bicycle-only facilities.
- It consists of 1-foot wide bars instead of 2-foot wide bars. The bars are spaced 2 feet apart to allow a 1-foot space between bars.

**DGS-12**

- Detectable guidance strips (DGS) are a type of tactile walking surface indicator that consists of one or more raised, parallel bars. These are also sometimes referred to as tactile direction indicators. Although it is not included in the MUTCD, DGS is currently considered a pavement marking by the Portland Bureau of Transportation (PBOT).

- This detail is a 12-inch-wide yellow strip with a profiled surface comprised of four raised, parallel bars. It provides tactile and visual wayfinding cues to both blind and low vision pedestrians.
- This type of tactile device was first used in the City of Portland on the Portland to Milwaukie Light rail project (aka Trimet Orange Line) in around 2014 on pedestrian facilities crossing the LRT tracks on the east side of SW Naito Pkwy at Lincoln St and on the east side of SE 17th Ave at both Pershing St and at McLoughlin Blvd. The device used on SW Naito Pkwy at Lincoln St was a 4-inch-wide strip with a single bar. The device used on SE 17th Ave at Pershing St and McLoughlin St consisted of a series of two parallel bars. The wider 12-inch strip with four bars was used first along the SW Madison St frontage with the Multnomah County Courthouse between Naito Blvd and 1st Ave (2021) and on the Ned Flanders Crossing bridge project (2021). The SW Madison St installation was a tile product. The Ned Flanders Crossing installation was MMA. Another early installation was between the pedestrian and bicycle facilities on the SW Naito Blvd paving project (2022). It was also MMA.

**CW-SC-##**

- This transverse marking is similar to the CW-SC detail shown on ODOT standard drawing TM503. The ODOT CW-SC detail identifies a 9-foot-wide staggered continental crosswalk, while this PBOT detail may identify a staggered continental crosswalk of any width. The designer must replace the suffix with the intended crosswalk width. For example, 12-foot-wide crosswalks are common in the City of Portland and should be identified as “CW-SC-12” on plan sheets.
- This detail also incorporates some standard crosswalk bar placement guidance to avoid the wheel tracks of motor vehicles and reduce maintenance needs for these markings. This information is similar to the STAGGERED CONTINENTAL LAYOUT guidance shown on ODOT standard drawing TM530 but modified to represent lane configurations and crosswalk layout typical in the City of Portland.