

APPENDIX B

5.3 Audible Pedestrian Signals

Audible pedestrian signals provide information in a non-visual format such as audible tones, speech messages, and/or vibrating and tactile surfaces. If a signalized intersection presents difficulties for pedestrians who have visual disabilities, an audible pedestrian signal may be provided to augment the standard pedestrian signal.

ODOT often receives requests to install audible pedestrian signals at signalized intersections from local jurisdictions and from individuals who need the non-visual format. When the local jurisdiction has a written policy to install audible pedestrian signals on traffic signals within their jurisdiction, work with the local jurisdiction to proceed with the audible signal installation.

If the local jurisdiction does not have a written policy to install audible pedestrian signals, or the request is from an individual who needs the non-visual format, the following process shall be used.

- Document the local jurisdiction or individual user request to install the audible signal. Send a copy of this documentation to ODOT's Office of Civil Rights (OCR), Attention ADA Title II Coordinator.
- Hold an on-site meeting with the requestor to understand the issues from the requestor's perspective. Discuss this location as well as alternate locations that may be investigated as more appropriate options. Include a discussion about the user's route and learn of any other barriers to accessibility along that route.
 - Document this on-site meeting and the issues discussed. Send a copy of this meeting documentation to ODOT's office of Civil Rights, Attention ADA Title II Coordinator.
 - Often the user's route includes local jurisdiction systems as well as the state highway. When this is the case, send a copy of the meeting documentation to the local jurisdiction. Follow-up with a phone call to the local jurisdiction to discuss the audible signal request, the on-site meeting, and any required coordination to address the audible signal and any identified barriers on the user's route.
- Following the on-site meeting, perform an engineering study in response to the request as discussed in Chapter 4E of the MUTCD. The engineering study includes the following:
 - Initial request
 - Onsite meeting notes
 - Requested intersection location(s)
 - Intersection characteristics
 - Signal phasing
 - Traffic volumes
 - Posted speeds
 - Sight distance
 - Crash history
 - Neighborhood acceptance
 - Evaluation of alternative routes
 - Include alternate signalized crossing to determine if there are more desirable locations for the audible signal location.
- Consult with the local jurisdiction on the engineering study.

- When the engineering study discovers community opposition or conflicting format requests, contact Association of Oregon Centers for Independent Living (AOCIL) for input on methods to resolve this issue.
- The Region Traffic Engineer will coordinate with the OCR ADA Title II Coordinator to determine if installing the audible signal is the appropriate response to the request. Approval authority to install the audible signal, which is a traffic control device, is delegated to the Region Traffic Engineer. However, in those circumstances that the Region Traffic Engineer determines that based on the engineering study, the audible signal should not be installed, the Region Traffic Engineer and the OCR ADA Title II Coordinator will determine what other options will be used to address the request.
- Region Traffic Engineer will contact the requester and discuss the ODOT determination on the audible signal request. If the audible signal has been determined to be inappropriate for this circumstance, the Region Traffic Engineer will discuss the alternate option(s) ODOT will use to address the request. Discussion on timeframes for completion and ODOT commitments for ongoing communication by ODOT to the requestor need to be part of this discussion.