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# **Accessible Pedestrian Facilities in the Public Right-of-Way**

**Melissa Anderson, PE  
Transportation Engineer**

**US Access Board**



# Agenda

- **Legal Obligations for Accessibility**
- **Organization of Proposed Rule**
- **Pedestrian Access Route**
- **Pedestrian Circulation Area**
- **Curb Ramps and Blended Transitions**
- **Pedestrian Crossings**
- **Transit Stops and Shelters**
- **Parking**
- **Questions and Answers**

# Pedestrians with Disabilities



# Discrimination is Illegal

- 1973 Rehabilitation Act, Section 504
  - Prohibits discrimination based on disabilities
  - Applies to programs and activities receiving Federal funds
- 1990 Americans with Disabilities Act
  - Civil Rights Law
  - Prohibits discrimination in the provision of facilities, services, and programs
  - Title II applies to State and Local Governments



# United States Access Board

- Established in 1973 as an independent Federal agency
- Tasked with developing design criteria and providing technical assistance to ensure access
  - Built environment – buildings, sites and infrastructure
  - Transportation vehicles
  - Telecommunication and information technology
- Adoption and enforcement responsibilities belong to other agencies
  - Department of Justice
  - Department of Transportation
  - and others
- The Access Board is responsible for enforcing Architectural Barriers Act in facilities built with Federal funds



# Standards vs. Guidelines

- Enforceable standards for buildings and facilities are the “2010 ADA Standards”
- Began as the “Americans with Disabilities Act and Architectural Barriers Act Accessibility Guidelines” in 2004
- DOJ removed ABA, made minor changes and added implementation dates

# Standards vs. Guidelines

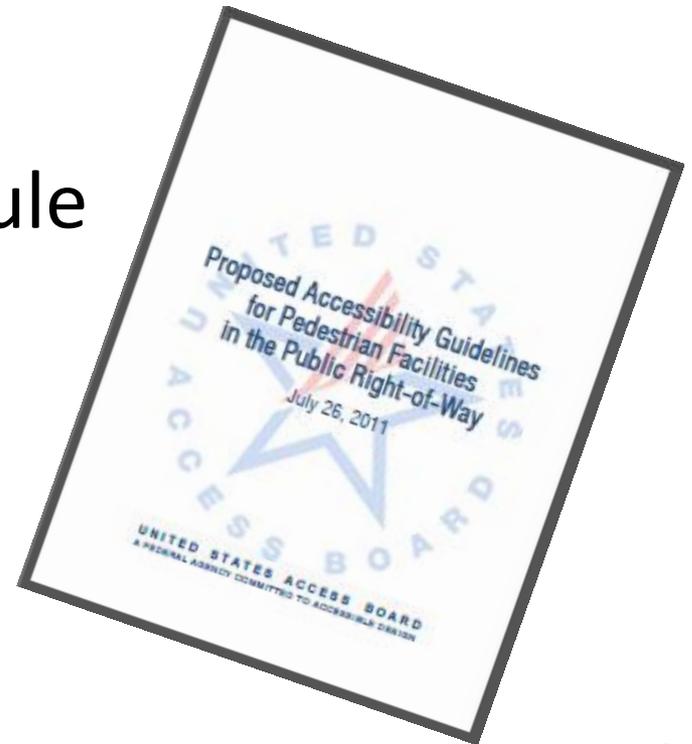
- Guidelines are developed by the Access Board but must be adopted by another responsible agency to become enforceable standards.
- “Draft PROWAG” available in 2002
- “Revised Draft PROWAG” available in 2005
- FHWA Memo 1/23/06
  - PROWAG – “recommended best practices, and can be considered the state of the practice that can be followed for areas not fully addressed by the present ADAAG standards”
- “Proposed Rule for PROWAG” in 2011

# Standards vs. Guidelines



# Proposed Accessibility Guidelines for Pedestrian Facilities in the Public Right-of-Way

- Preamble
- Regulatory Assessment
- Text of the Proposed Rule
  - Technical Provisions
  - Advisory Notes
  - Illustrations



# Public Right of Way Accessibility Guidelines (PROWAG) Organization

- R1 Application and Administration
- R2 Scoping Requirements
- R3 Technical Requirements
  - Pedestrian Access Route
  - Curb Ramps and Blended Transitions
  - Accessible Pedestrian Signals
  - Transit Stops/Shelters
  - Street Furniture
  - On-street Parking/Passenger Loading Zones
- R4 Supplementary Technical Requirements

# Four Requirements with more than Minimal Impact on State and Local Transportation Agencies

- Detectable warning surfaces
- Accessible Pedestrian Signals and push buttons
- 2% & 5% max, cross slope in street crossings
- Pedestrian activated signals for roundabouts



# Issue 1: Detectable Warnings



# Issue 2: APS



**When new pedestrian signals are installed; accessible pedestrian signals (APS) are required**

# Issue 3: Tabling of Intersections



# Issue 4: Roundabouts



# Accessibility Obligations

- New construction is required to meet current standards
- Alterations to existing facilities must be accessible to the maximum extent feasible within the scope of the project



- Existing facilities that have not been altered can not deny access to persons with disabilities

# New Construction



Accessibility is easiest to achieve in new construction

# “Alteration” in the ROW



- Definition: A change to a facility in the public right-of-way that affects or could affect access, circulation or use.
- Alterations include, but are not limited to, resurfacing, rehabilitation, reconstruction, historic restoration, or changes or rearrangement of structural parts or elements of a facility
- Enforcement – DOJ: Kinney vs. Yerusalim, Project Civic Access

# Alterations

- Follow new construction provisions to the extent possible
- In alterations, it may not be possible to meet all of the accessibility requirements – “technically infeasible”
- “Accessible to the maximum extent feasible within the scope of the project”



# Common Right of Way Issues

- Accessible route width
- Accessible route grade and cross slope
- Curb ramp design
- Detectable warning surfaces
- Alternate routes or work zones
- Accessible Pedestrian Signals and push buttons
- Pedestrian activated signals for roundabouts



# Accessible Route Width

- 4 foot minimum width
- 5' x 5' passing areas within 200 ft if less than 5 ft wide
- Continuous width – no 32 inch exception for obstacles



# Accessible Route

## Grade and Cross Slope

- Running grade – 5% maximum or  $\leq$  adjacent roadway
- Cross slope 2% maximum



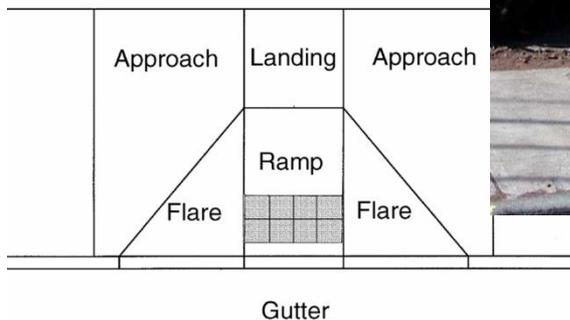
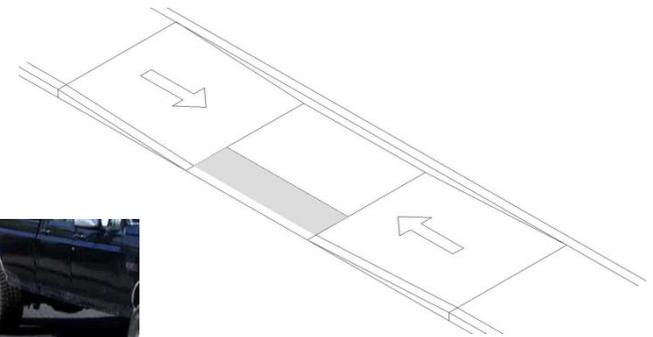
# Ramps

- Slope: 1:12 max.
- Cross slope: 1:48 max.
- Clear width: 36" min.
- Rise: 30" max.
- Level landings
- Handrails (both sides)
- Edge protection



# Curb Ramp Design

- Running grade 8.33% max, but 15 ft rule
- Cross slope 2% max, but may vary
- Perpendicular grade breaks
- Traversable flares, 10% max
- Turning space or landing



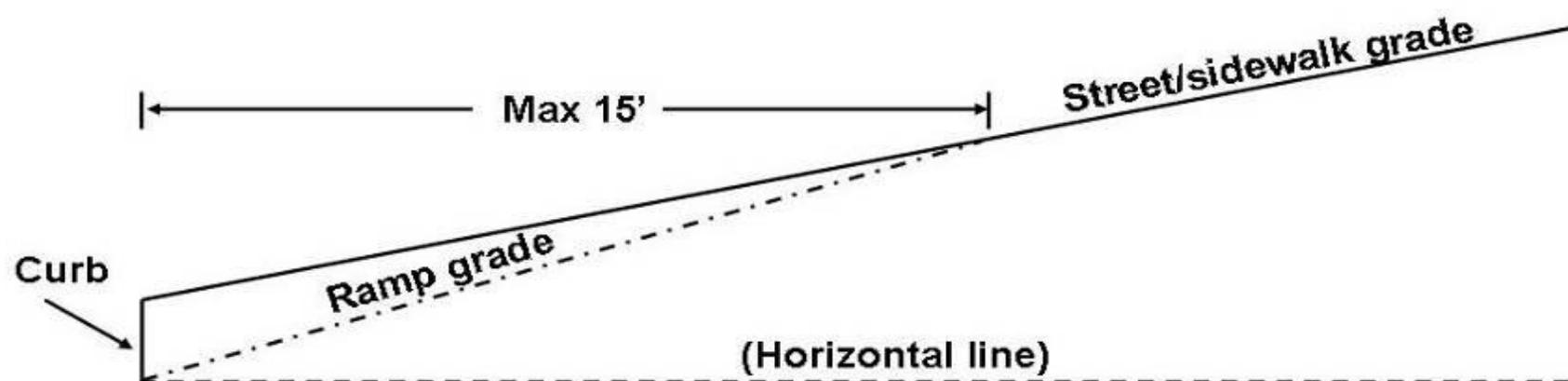
# Curb Ramps and Blended Transitions



- One for each street crossing - two ramps per corner

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# Curb Ramps

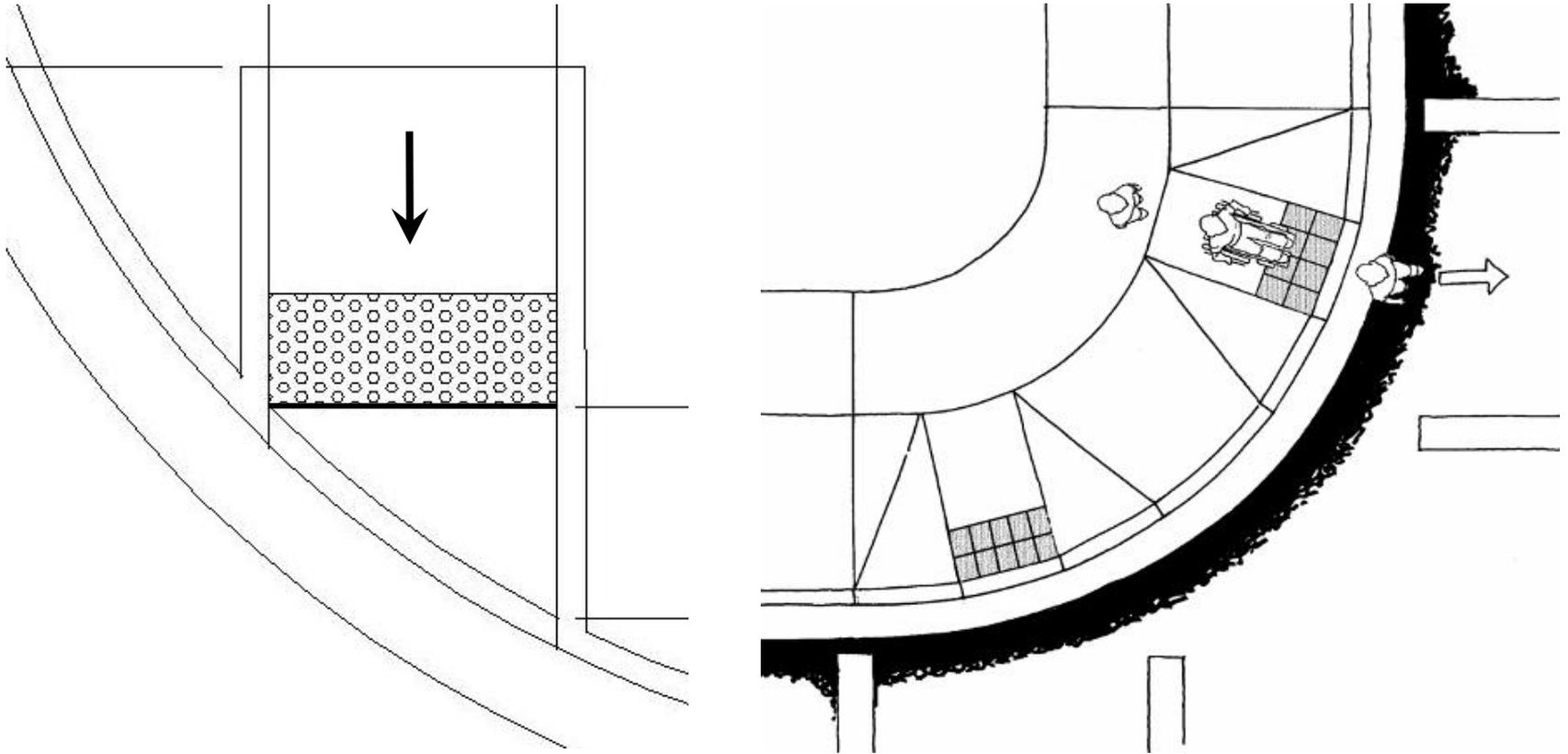


- Maximum curb ramp slope 1:12 (8.33%)
- When 'chasing grade' length of the ramp may be 15 feet.
- Consistent slope

# R304.5 Common Requirements for Curb Ramps

- **R304.5.3 Cross Slope.** The cross slope of curb ramps, blended transitions, and turning spaces shall be 2 percent maximum. At pedestrian street crossings without yield or stop control and at midblock pedestrian street crossings, the cross slope shall be permitted to equal the street or highway grade.
- But, the running slope of the turning space is required to be 2% max. (304.2.2 and 304.3.2)

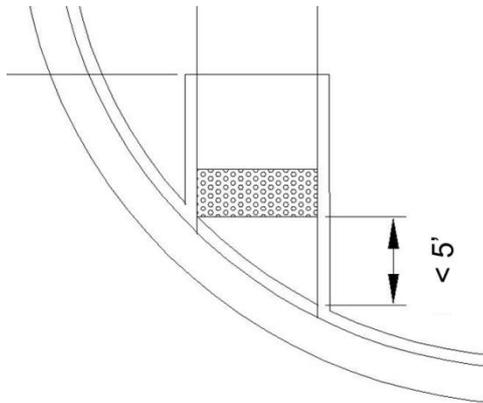
# Usable Curb Ramps



- Large radius corners make alignment difficult

# Detectable Warning Surfaces

- 2 ft minimum in the direction of travel
- Full width of the curb opening
- Contrasting in color
- Located at the bottom of the ramp or back of the curb - depends

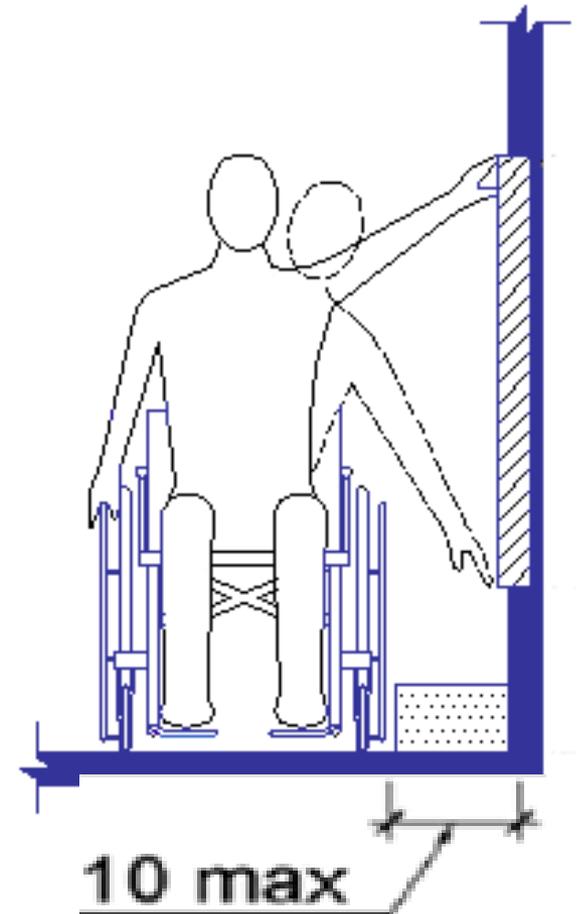


# Accessible Pedestrian Signals

## Reach Ranges

Max. Reach – 48”  
Min. Reach – 15”  
(forward & side)

Side reach within 10”

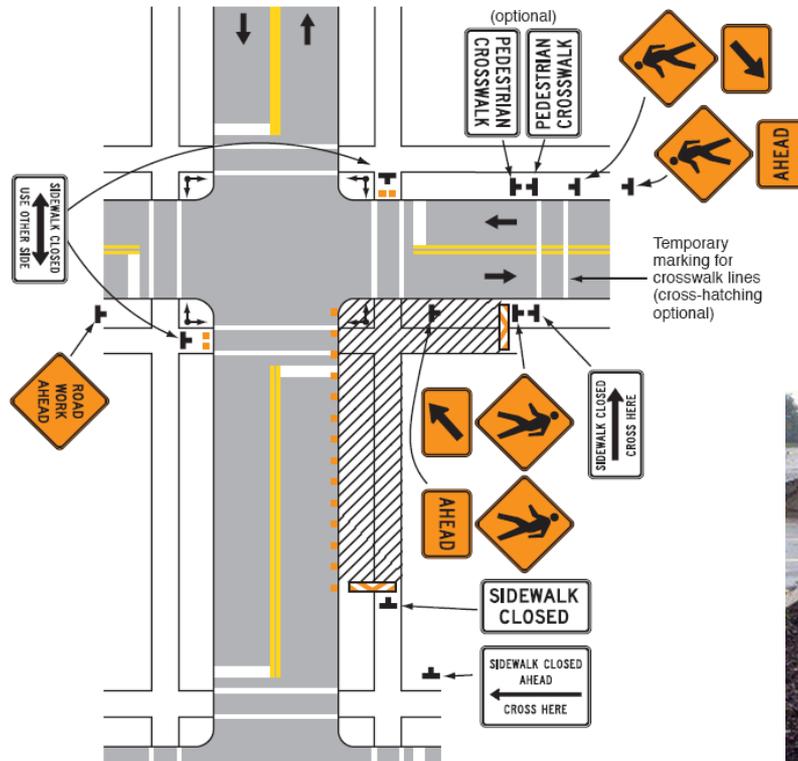


# Detectable Warning Surfaces

- 2010 ADA Standards – no longer required for facilities and site development
- Still required in PROWAG
- Where :
  - Street crossings
  - Refuge islands
  - Railroad crossings
  - Transit stop boarding platforms
- Advisory - Commercial driveways with stop or yield control

# Alternate Routes (Work Zones)

- Part 6 MUTCD

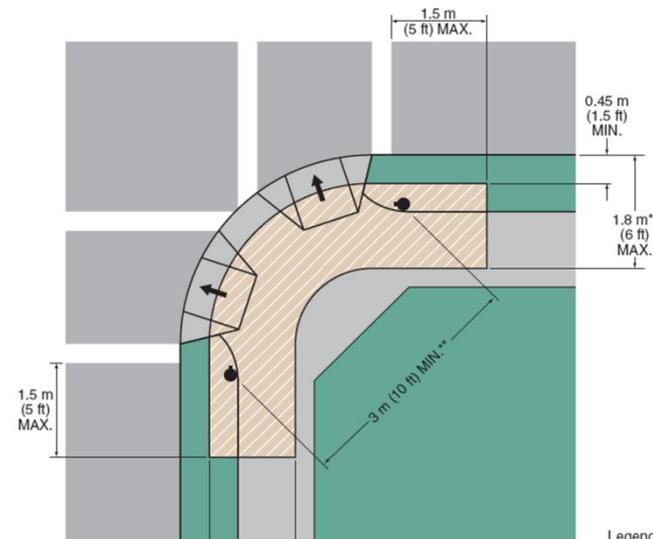


# Accessible Pedestrian Signals

- Accessible location
- Locator tone
- Audible and vibro-tactile
- Walk speed 3.5 ft/sec



Figure 4E-2. Recommended Pushbutton Locations

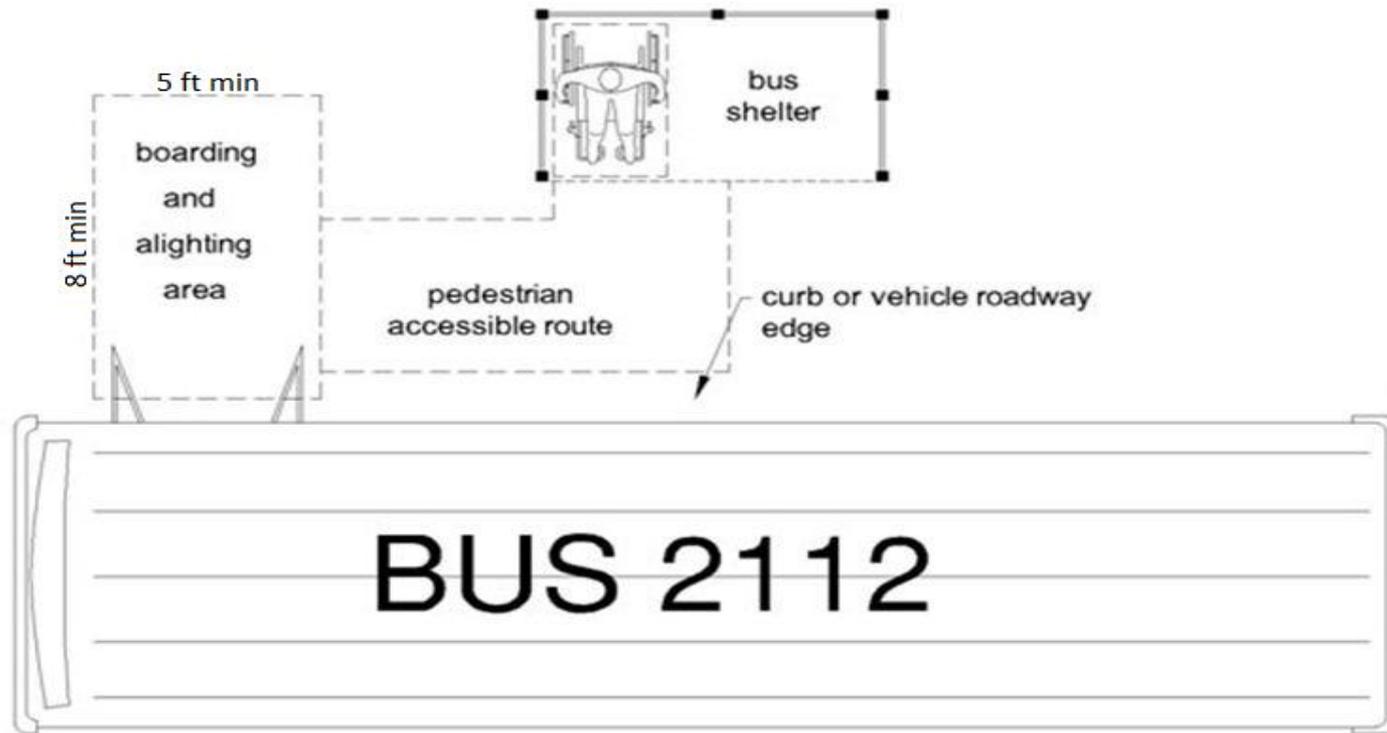


# Roundabouts



- Sidewalks shall be separated for way-finding
- Where pedestrians cross more than one lane, pedestrian-activated signals shall be provided. - also applies to turn lanes.

# Transit Stops & Shelters



Connect boarding areas and shelters and pedestrian network with an accessible route

# Transit Stops & Shelters



Boarding areas and shelters shall be connected to streets, sidewalks and pedestrian circulation paths by and an accessible route

# Transit Stops & Shelters



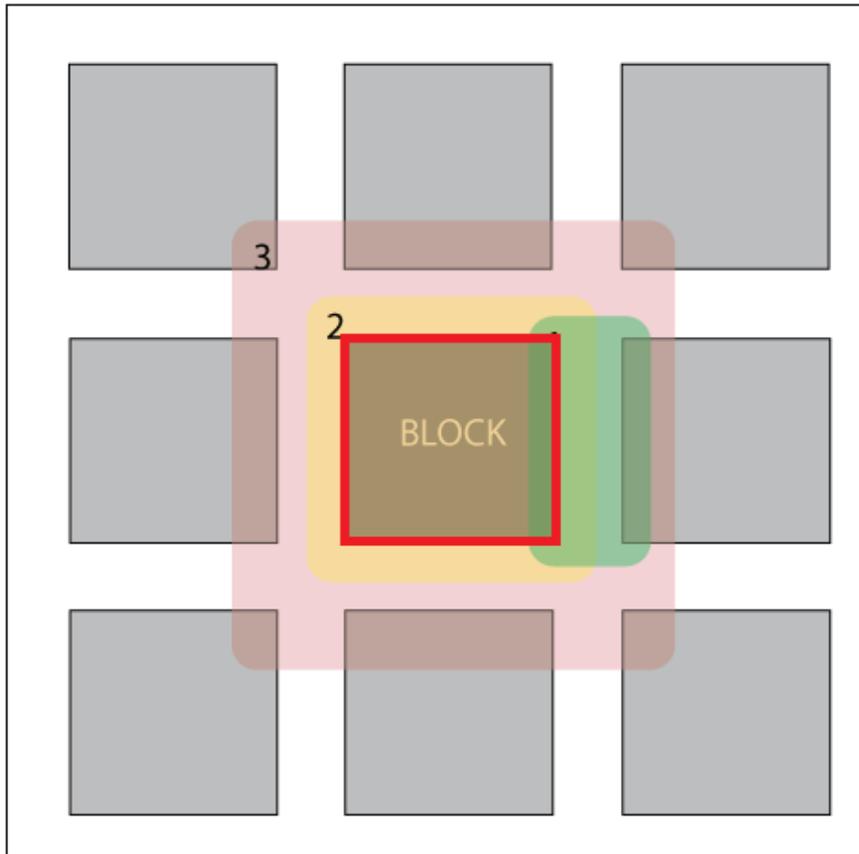
Rule covers areas for lift or ramp deployment  
as well as shelters

# Street Furniture



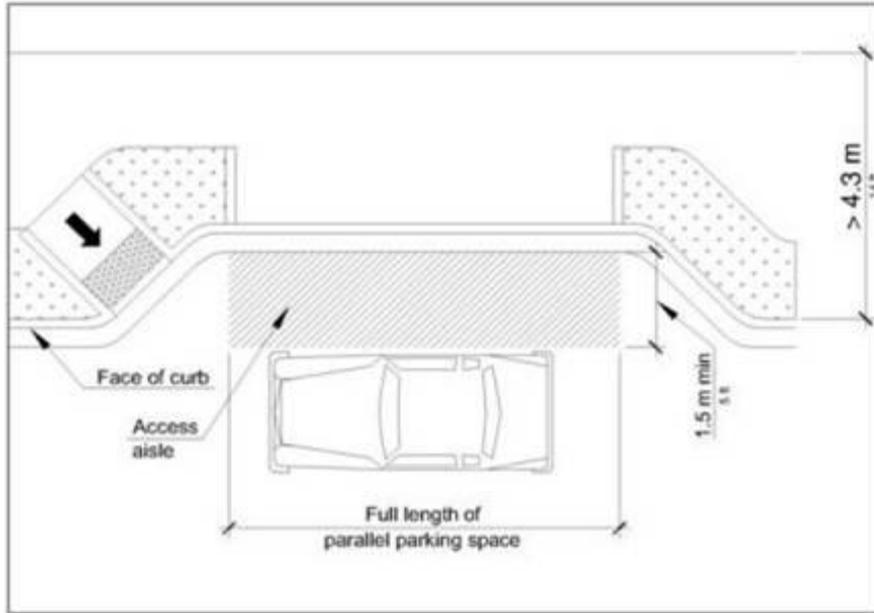
Rule refers to applicable provisions in the Board's building guidelines

# On-Street Parking



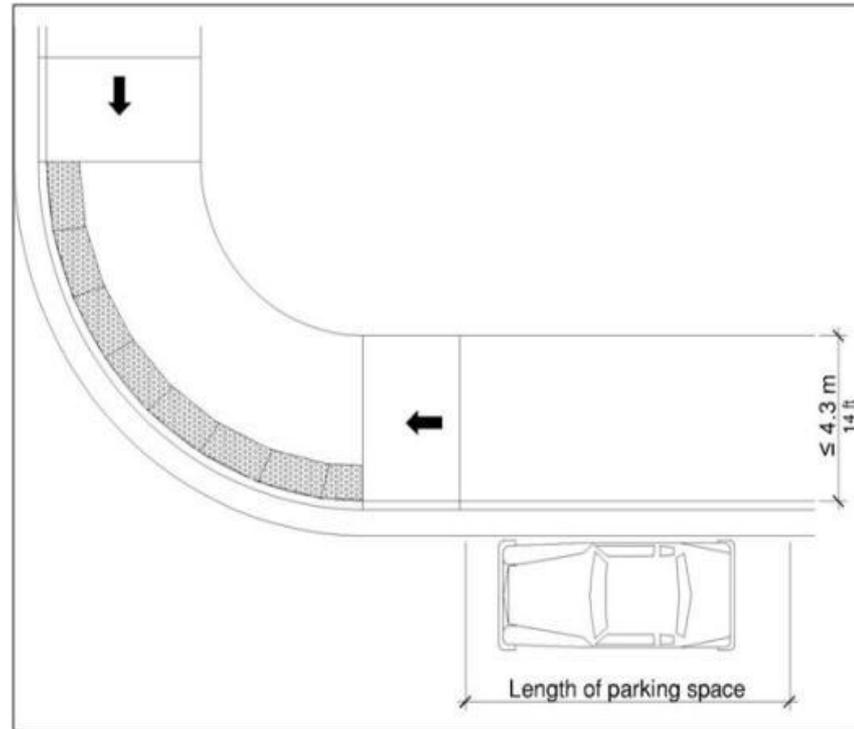
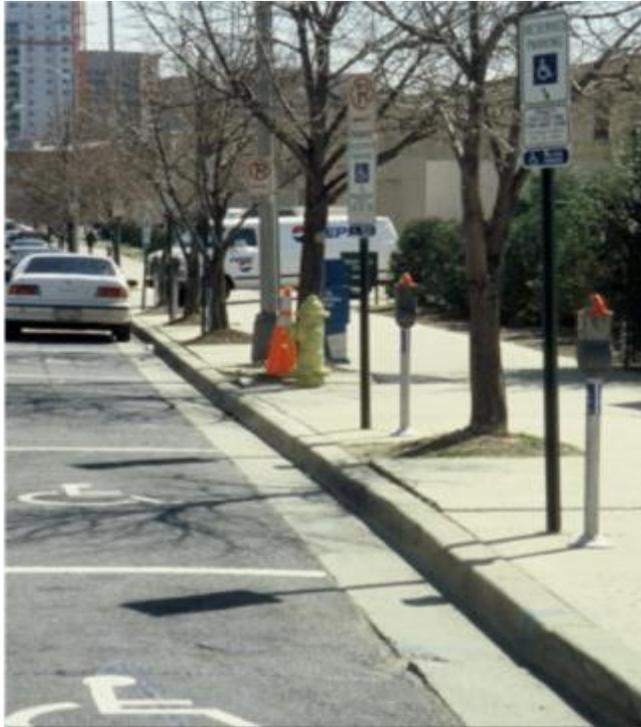
- Scoping Section R214
- Number of accessible spaces is based upon total on a block perimeter
- Applies to marked or metered parking

# On-Street Parking



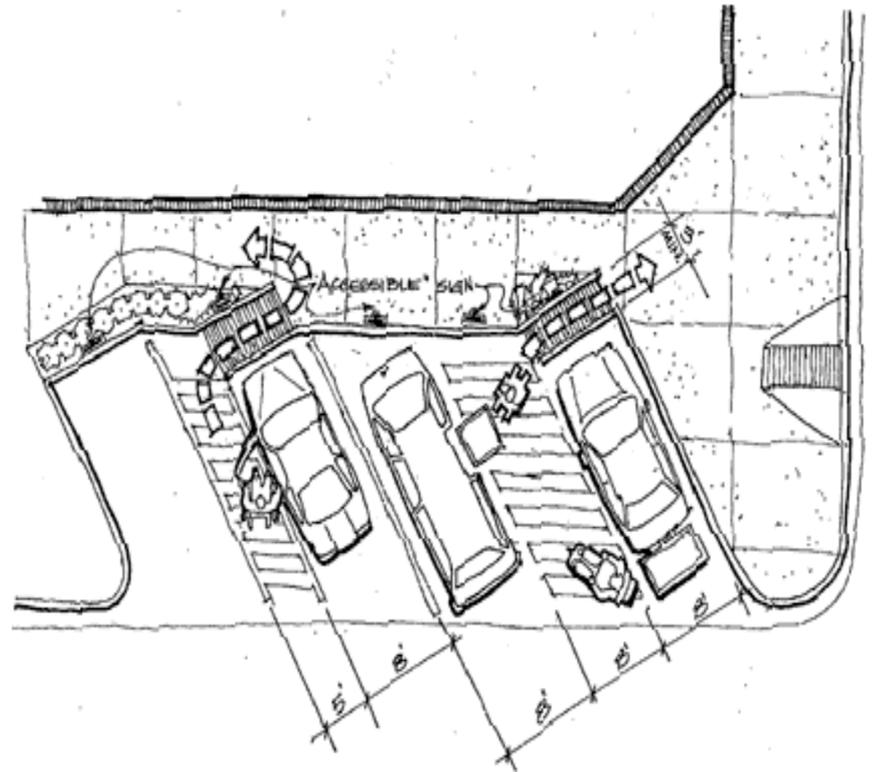
Where the width of the adjacent sidewalk or available right-of-way exceeds 14 ft. an access aisle is required

# On-Street Parking



Narrow sidewalks – an access aisle is not required  
Spaces must be located at the end of the block

# On-Street Parking



Angled (or perpendicular) on-street parking

# On-Street Parking



- Must be visible from a point 3.3 ft. max above the center of the clear space
- Signs in the ROW do not require Braille

## Displays and Information

# Managing Accessible Projects

- Public Involvement
- Coordination internally
- Coordination externally
- Establish expectations



# Documents Available On-line

[www.access-board.gov](http://www.access-board.gov)

- Proposed Guidelines for Public Rights-of-Way
- Accessible Public Rights-of-Way: Planning and Designing for Alterations
- Accessible Sidewalks (DVD)
- Detectable Warnings Update
- Manufacturers of Detectable Warning Products
- As well as many research reports

# Questions?

Melissa Anderson, PE  
Transportation Engineer  
[anderson@access-board.gov](mailto:anderson@access-board.gov)

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