

Public Right-of-Way Accessibility Guidelines

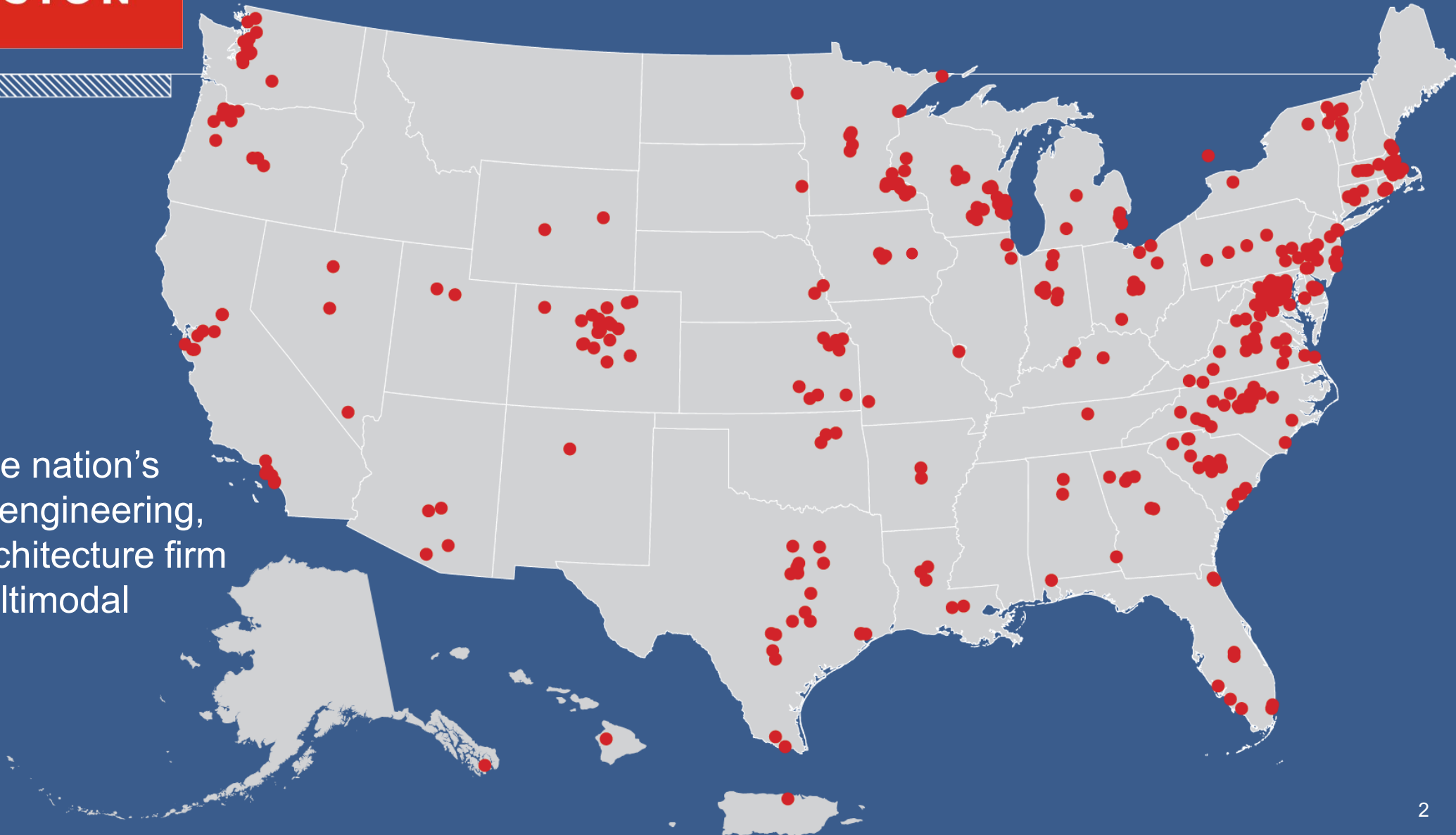
What's New in PROWAG

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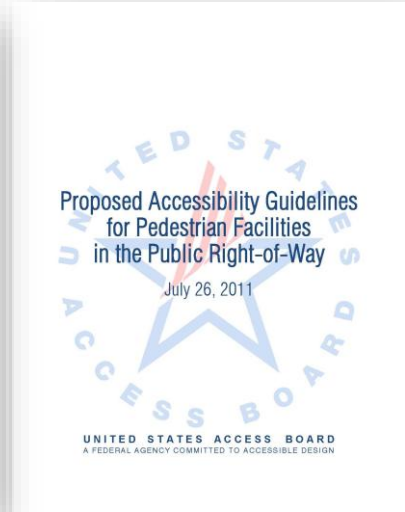
Work Experience Across the Nation

Toole Design is the nation's leading planning, engineering, and landscape architecture firm specializing in multimodal transportation.



PROWAG History

- 30+ years in the making
 - 1990 - ADA enactment
 - 2002 - Draft guidelines issued
 - 2011 - NPRM issued
 - 2013 - SNPRM issued
 - 2023 - Final rule adopted by Access Board August 8; effective Sept. 7, 2023
- Enforceable standard upon adoption by USDOT and USDOJ
 - USDOT NPRM – August 22, 2024 - enforceable for transit accessibility
 - USDOJ NPRM – WAS anticipated 2025... now 2026 agenda



Topics Covered

- Pedestrian access routes
- Alternate pedestrian access routes
- Protruding objects and vertical clearance
- Sidewalks
- Street furniture
- Curb ramps and blended transitions
- Detectable warning surfaces
- Crosswalks
- Accessible pedestrian signals
- Pedestrian signal timing
- Pedestrian overpasses and underpasses
- Transit stops and transit shelters
- On-street marked or metered parking
- Passenger loading zones
- Stairs and escalators
- Handrails
- Street furniture, including public toilets, tables, counters, benches, drinking fountains
- Pedestrian signs
- At Grade Rail Crossings

Topics Not Covered or Not Covered In-Depth

- Separated bike lanes, floating bus stops, shared spaces, electric vehicle charging stations, and other street design innovations
- Quick build projects, e.g., flex post curb extensions and pedestrian crossing islands
- Tactile walking surface indicators other than detectable warning surface, e.g., tactile direction indicator
- People with intellectual and developmental disabilities
- Engaging people with disabilities

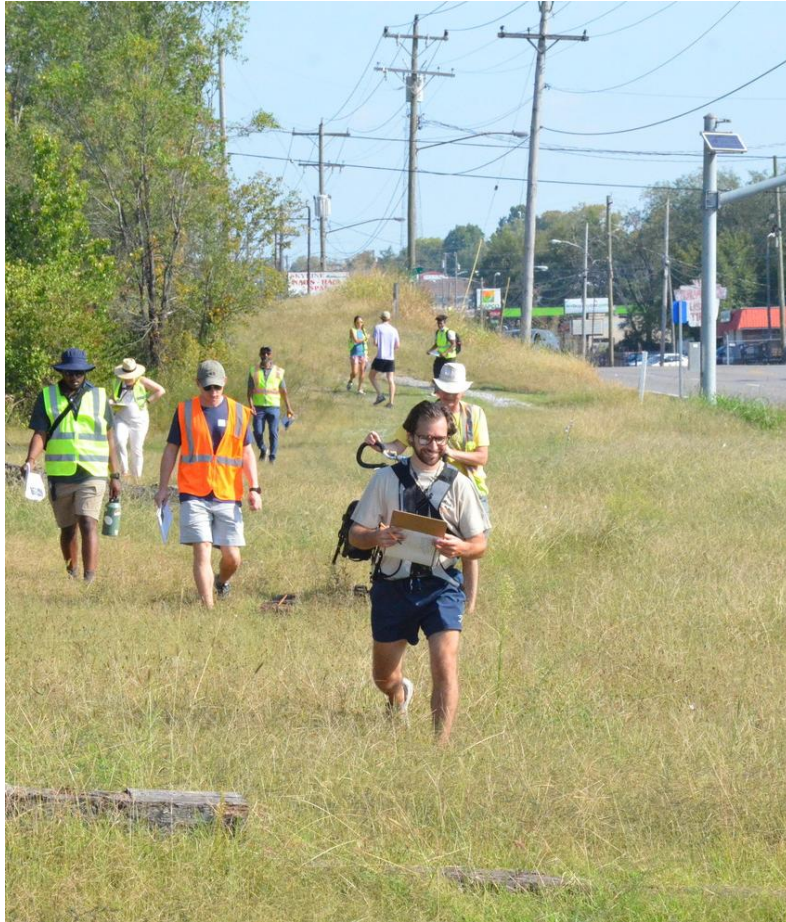
Engaging People with Disabilities in Street Planning and Design

11 Tips for Getting it Right



NEW CONSTRUCTION VS ALTERATION

NEW CONSTRUCTION SITE



ALTERATION SITE

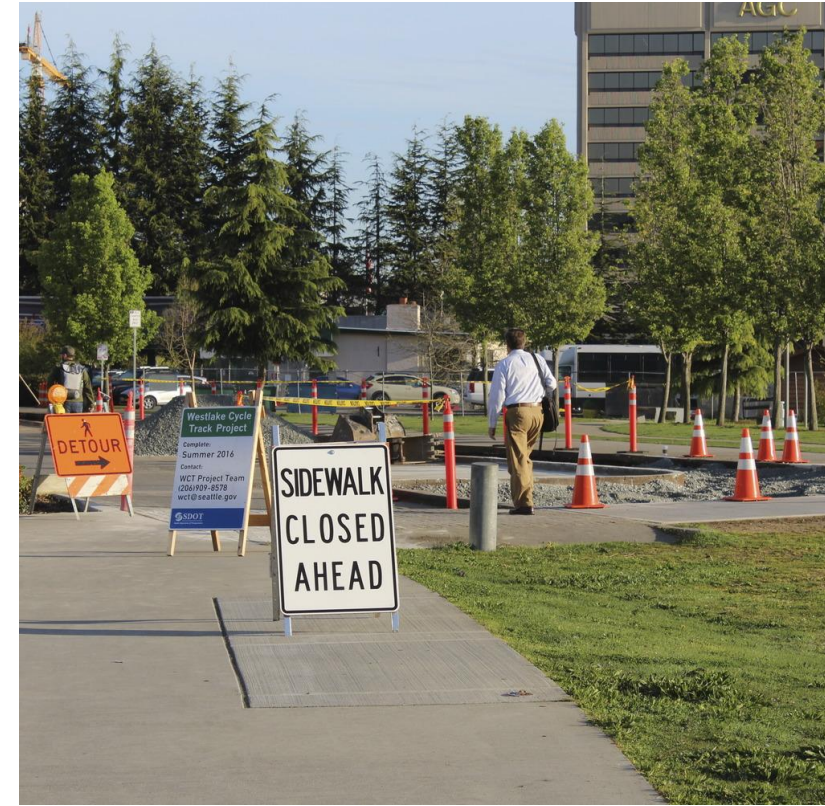


New Construction: work on undeveloped land

Alteration: work on previously developed land

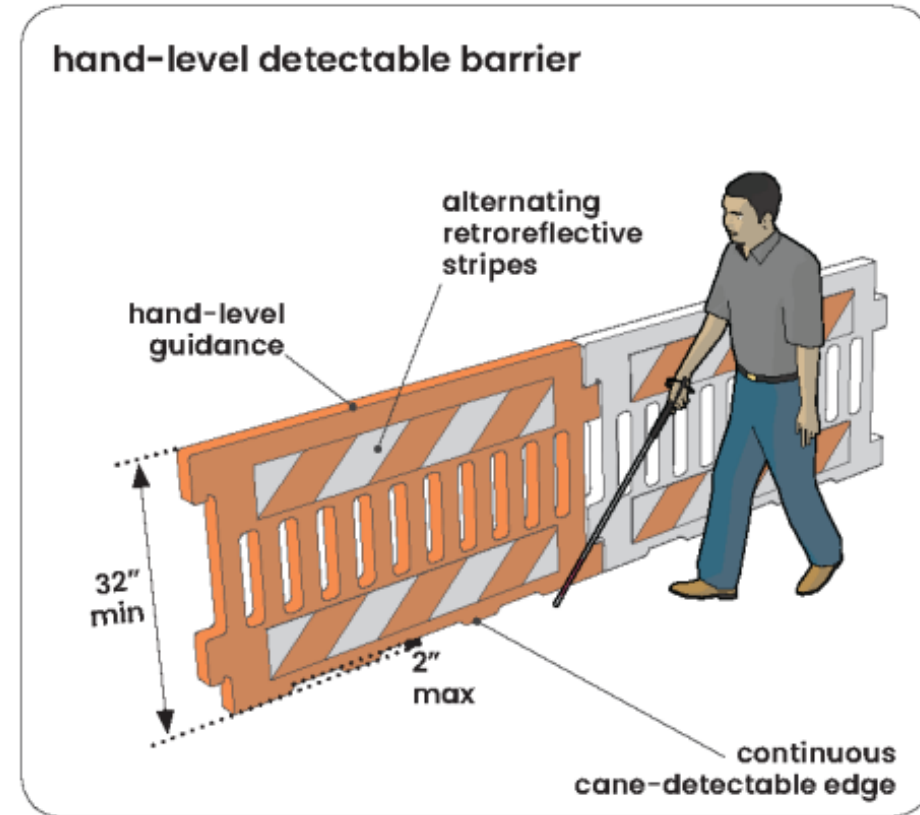
ACCESSIBILITY DURING CONSTRUCTION

- Maximum cross slope is 1:48 (2.1%)
 - For landings, accessible routes, and clear spaces adjacent to operable parts
- Requirements for alternate pedestrian access routes (formerly in MUTCD)
- For alternate pedestrian access routes, Proximity actuated **audible signs or other non-visual means** conveying the information that identifies the alternate pedestrian access route **shall be provided**.
 - **MUTCD** says this **should** be provided



CHANNELIZING DEVICES

- Where a channelizing device is used to delineate an alternate pedestrian access route, continuous detectable edging **shall** be provided throughout the length of the route.
- *EXCEPTION: Where pedestrians or vehicles turn or cross, gaps in the detectable edging are permitted.*



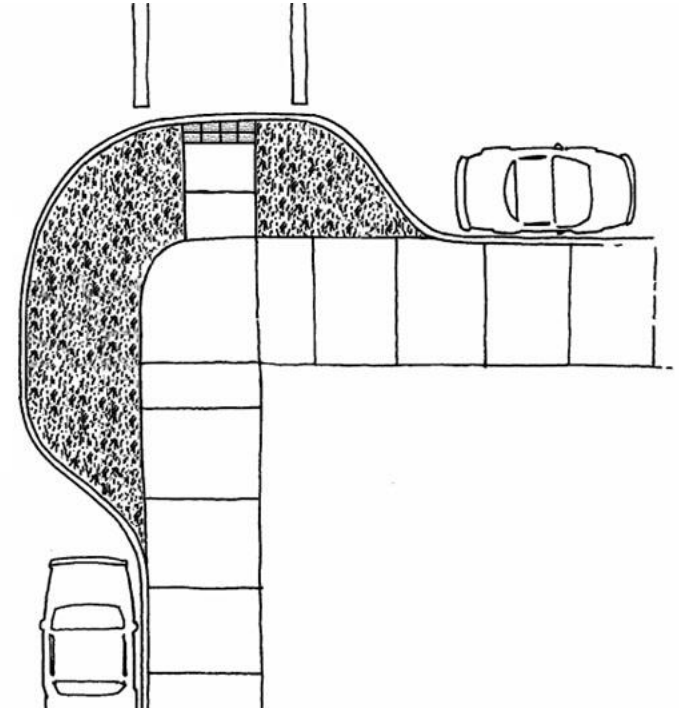
CROSSWALKS

- Grade **shall** be 5% max. If superelevated may match the superelevation slope.
- Cross slope **shall** be 2.1% max at yield or stop controlled locations.
- Cross slope **shall** be 5% max at uncontrolled, signalized, or locations with PHBs.
- Cross slopes at midblock or roundabouts **shall** not exceed street grades.



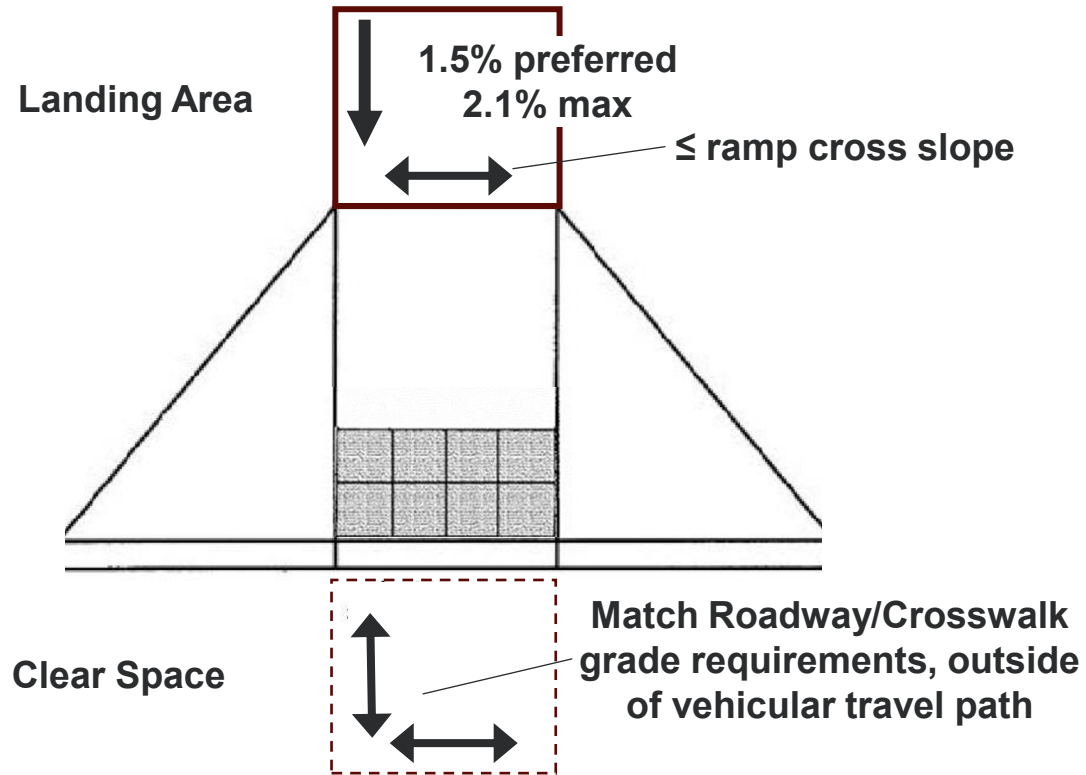
CROSSWALKS

- Where crossing is prohibited at intersections and roundabouts, curb ramps shall not be provided and the PAR must be separated from road by either:
 - landscaping (or other non-prepared surface)
 - a detectable vertical edge treatment with bottom edge 15" max above PAR

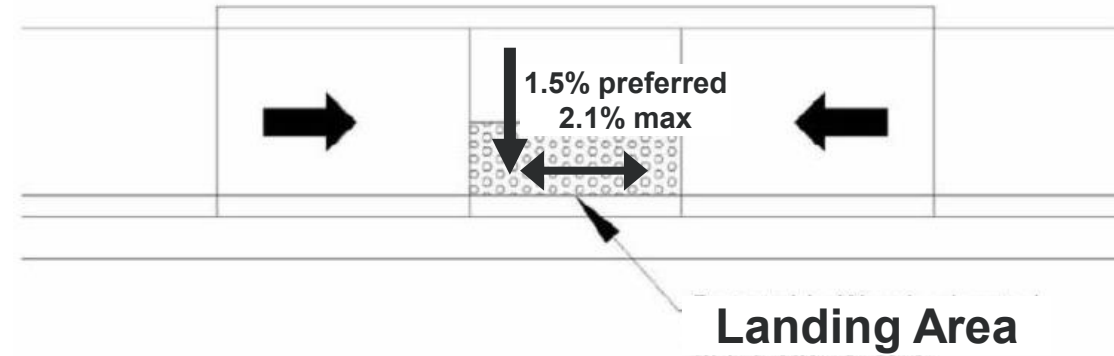


CURB RAMP LANDING SLOPES

“Parallel” and “perpendicular” are relative to the curb line



**Perpendicular
Curb Ramp**



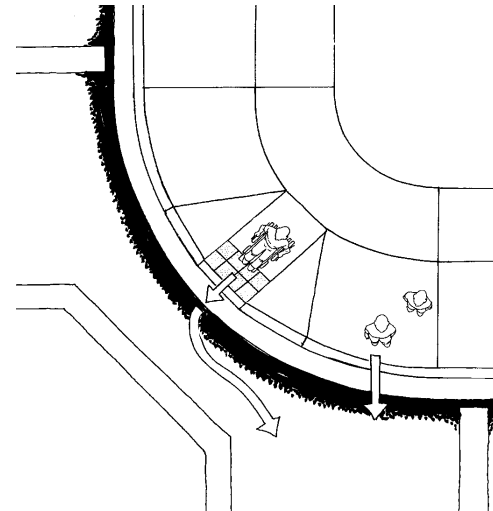
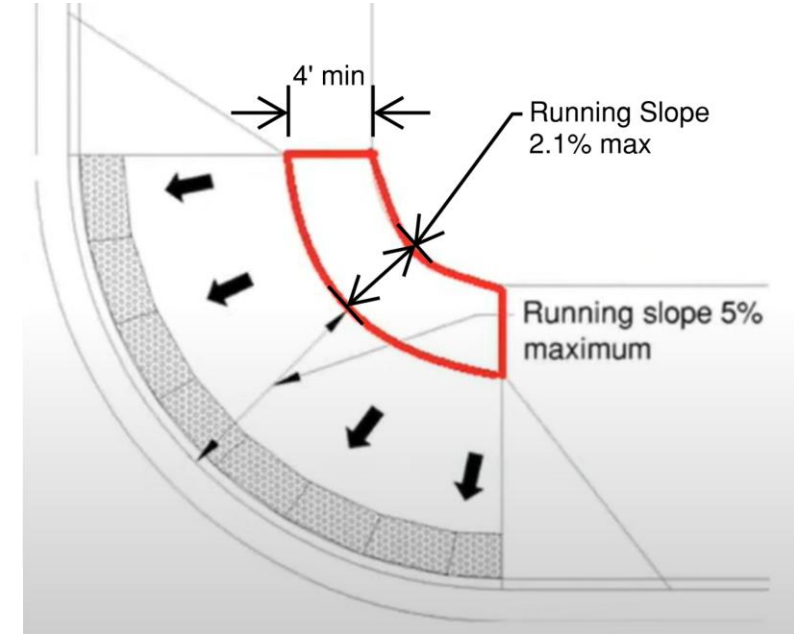
**Parallel
Curb Ramp**

PERPENDICULAR CURB RAMPS WITH SHARED LANDING



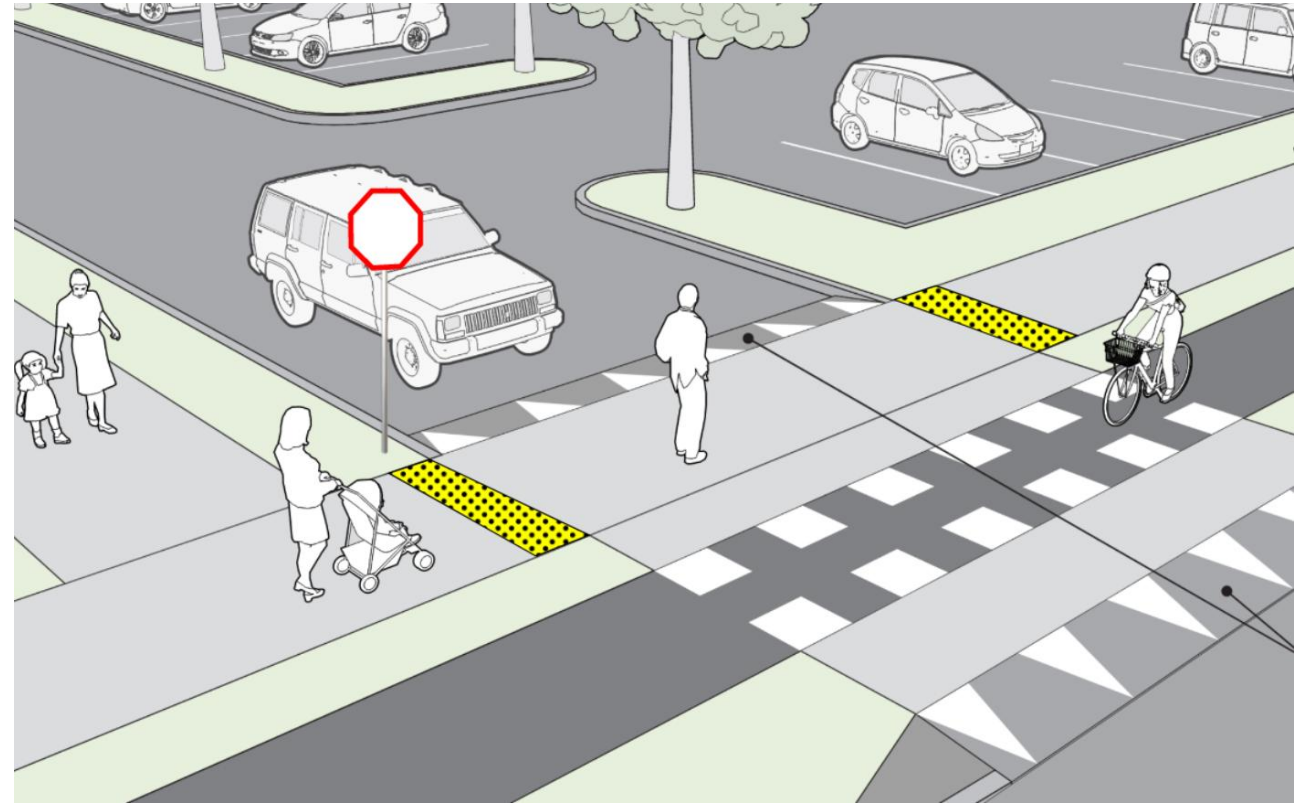
BLENDED TRANSITIONS

- Blended transitions require accessible bypass with running slope no greater than 2.1%
- A single diagonal ramp is only permitted if two ramps are technically infeasible



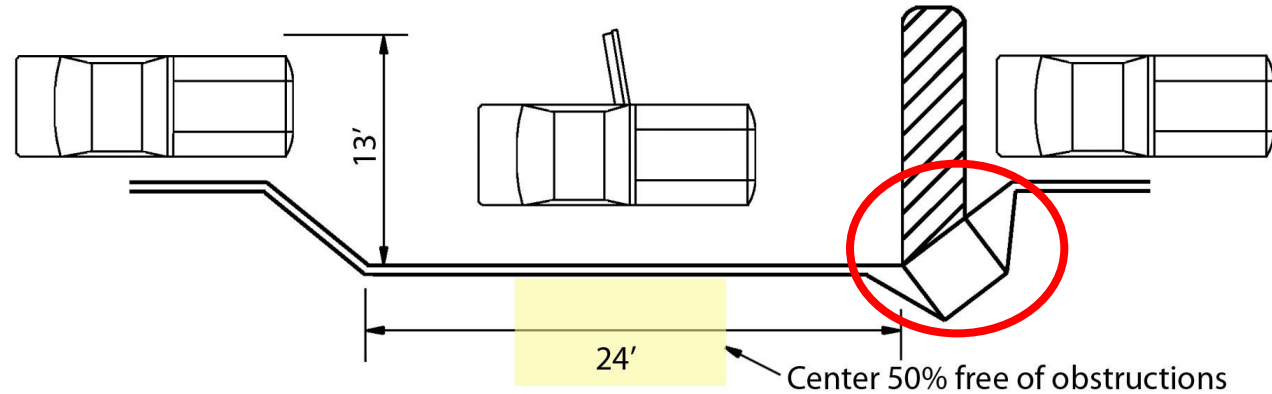
DETECTABLE WARNING SURFACES

- Requires detectable warnings at driveway crossings with stop or yield control or traffic signals



DETECTABLE WARNING SURFACES

- Specifies that DWS are not required on curb ramps used exclusively to provide access between on-street parking aisles and passenger loading zones and PARs.



ROUNDBABOUTS AND CHANNELIZED TURN LANES

- At multi-lane segments of roundabouts and multi-lane channelized turn lanes, one or more of the following is required:
 - Traffic control signal with pedestrian signal head
 - Pedestrian hybrid beacon (PHB)
 - Rectangular rapid flashing beacon (RRFB)
 - Raised crosswalk



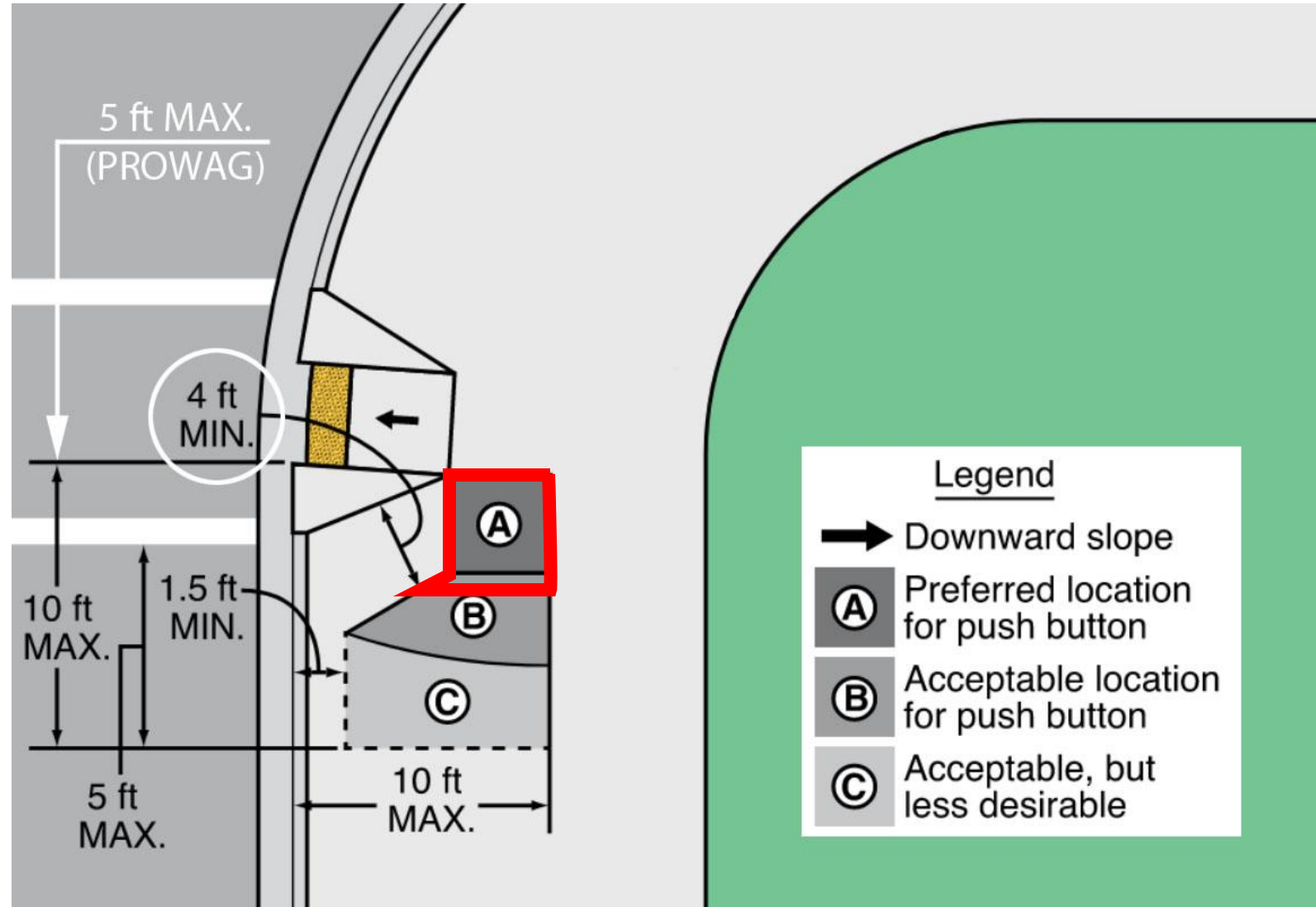
ACCESSIBLE PEDESTRIAN SIGNALS

- Signals with Pedestrian Signal Heads must have an accessible push button
 - Audible & Vibrotactile indication
 - Include a locator tone
 - Tactile arrow
- Access Board declined to provide guidelines on what alteration triggers APS installation.
- Signals in Flash – MUTCD vs PROWAG



PUSH BUTTON PLACEMENT

- 5' vs 10' from Curb Ramp



SHARED USE PATHS

- Updates definition of “Shared use path” to emphasize transportation purpose
 - *A multi-use path designed primarily for use by bicyclists, pedestrians, and other authorized motorized and non-motorized users, for transportation purposes, and that may also be used for recreation. Shared use paths are physically separated from motor vehicle traffic by an open space or barrier and are either within the highway or other public right-of-way.*
- SUPs accessing overpasses and underpasses may exceed 5% slope if ramps and landings provided
- Permits bollards to prevent motor vehicle entry but must maintain 4’ clear width from each of bollard



PEDESTRIAN ACCESS ROUTES



KEY TERMS

- Pedestrian Access Route:
An accessible, continuous, and unobstructed path of travel for use by pedestrians with disabilities within a pedestrian circulation path.
- Pedestrian Circulation Path: A prepared exterior or interior surface provided for pedestrian use in the public right-of-way.
 - May or may not contain a pedestrian access route; required for new construction





PEDESTRIAN ACCESS ROUTE PREFERRED DESIGN

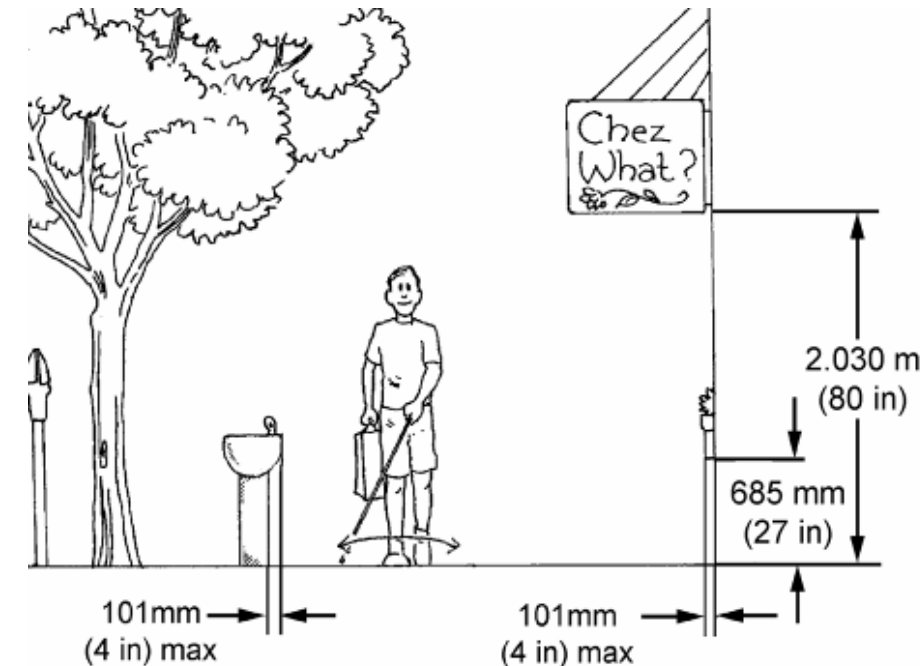
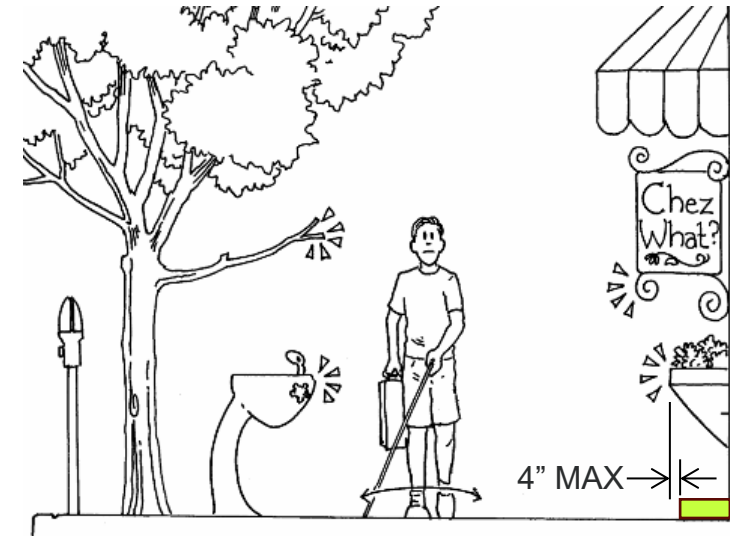
PROTRUDING OBJECTS

- Objects 27" to 80" above ground are not detectable by cane
- Objects in furniture or frontage zones must not protrude more than 4"
 - Handrails can protrude 4-1/2" max
- Protruding objects may be protected by a barrier or curb that is at least 2-1/2" high



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FINAL REMINDERS!

- **PROWAG establishes minimum standards.** We can and should go beyond these minimums.
- **PROWAG isn't comprehensive.** There are many accessibility issues that are not addressed or are not addressed completely.
- **Engaging people with disabilities is critical.** Engagement is especially important for projects that include non-conventional designs.
- **MUTCD alignment and misalignment** needs to be addressed by the states



Questions?

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