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1



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2



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4

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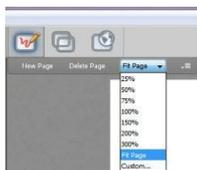
6



Customize Your View



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7



Customize Your View *continued*



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9



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10

ACCESSIBLE SIDEWALKS, SHARED USE PATHS, AND STREET CROSSINGS

11

Presenters

U.S. Access Board



Juliet Shoultz, P.E
Transportation Engineer



Scott J. Windley
Accessibility Specialist

12



Standards & Guidelines

- 2010 ADA Standards for Accessible Design**
Current enforceable standard under the ADA
- Public Rights-of-Way Accessibility Guidelines (PROWAG)**
 - 2013 Supplemental Notice of Proposed Rulemaking** – accessibility guidelines for shared use paths

13



Public Right of Way Accessibility Guidelines

- R1 Application and Administration**
- R2 Scoping Requirements**
- R3 Technical Requirements**
 - Pedestrian Access Route and Curb Ramps
 - Accessible Pedestrian Signals
 - Transit Stops/Shelters
 - On-street parking
- R4 Supplementary Technical Requirements**
 - Takes ADA Building Standard Provisions and adapts them for ROW application
- 2013 SNPRM Incorporates Shared Use Path Guidelines**



14



PROWAG Application and Administration

- Facilities for pedestrian circulation and use located in the public right-of-way**
- Equivalent facilitation permitted**
- Referenced standards – MUTCD**

15



Scope of Guidelines

- ADA and ABA Facilities
- New construction and alterations to existing facilities
- Temporary facilities are also covered (street fairs, block parties, farmers' markets)
- Existing facilities are covered by Standard setting agencies requirements

16



Alterations

- Accessible to the extent practicable within the scope of the project
- Recommend documentation of decisions
- Transitional segment compliant to the extent practicable



17



What's Required?

- PROWAG does not require Pedestrian Access Routes unless pedestrian facilities are provided.



- If sidewalks are provided, they are required to be accessible to and usable by persons with disabilities.

18



Pedestrian Access Route Width



- ❑ 48" min continuous pedestrian access route (PAR) in the public right-of-way

19



Clear Width Around Obstructions

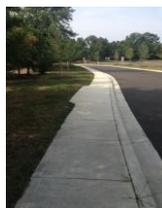
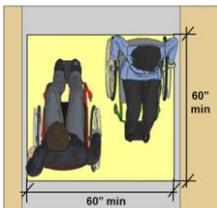


- ❑ 48" minimum clear width must be maintained around obstructions

20



60" x 60" Passing Space



- ❑ PROWAG R302.4 Passing Spaces
- ❑ 2010 ADA Standards 403.5.3 Passing Spaces

21



Shared Use Path Width



- Width determined by use and not accessibility and **NOT** controlled by our guidelines
- Full width must meet PAR requirements

22



Width – Guidelines & Standards

- PROWAG: 4ft minimum
- 2013 Supplemental Notice of Proposed Rulemaking i.e. SHARED-USE PATH: Entire width of the shared-use path
- 2010 ADA Standards: 3ft minimum

23



Pedestrian Access Route **Running Slope**

- Within Street or Highway Right-of-Way. The grade of pedestrian access routes shall not exceed the general grade established for the adjacent street or highway.
- Not Within Street or Highway Right-of-Way. The grade of pedestrian access routes shall be 5% maximum.



24



Pedestrian Access Route **Running Slope**

- Within pedestrian street crossings: 5% maximum



25



Pedestrian Street Crossings



- PROWAG does not specify when to mark...
- Or how to mark (meet MUTCD requirements)

26



Pedestrian Access Route **Cross Slope**

- 0% best for wheelchair users
- Some slope needed for drainage
- Max cross slope 2%
 - Exceptions for street crossings



27



Pedestrian Access Route **Cross Slope**

Pedestrian Street Crossings **with Yield Control: 2% max**



Pedestrian Street Crossings **with Stop Control: 2% max**



28



Pedestrian Access Route **Cross Slope**

Pedestrian Street Crossings **Without Yield or Stop Control: 5% max**



29



Pedestrian Access Route **Cross Slope**

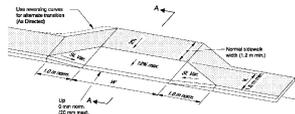
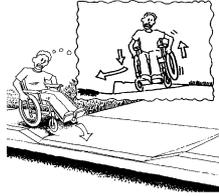
Midblock Pedestrian Street Crossings: Street or highway grade



30



Cross Slope at Driveways



Pedestrian design does not have to be an after thought

31



Surfaces and Horizontal Openings



Firm, stable, & slip resistant



No large openings or gaps

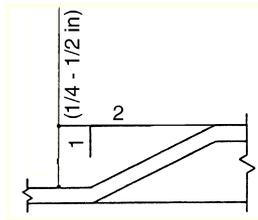
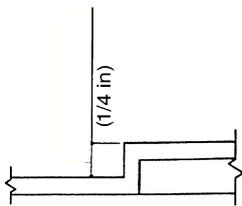


Bricks and paving stones can work if properly installed and maintained.

32



Changes in Level

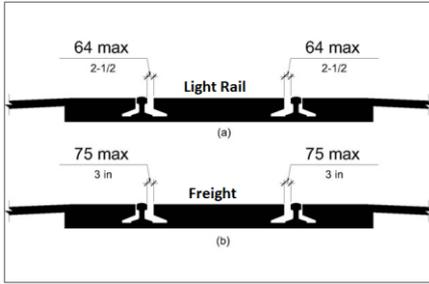


Must be beveled if greater than 1/4 inch.

33



Flange Way Gap



34



Alternate Pedestrian Access Routes

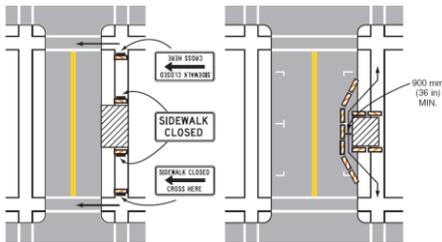
- PROWAG references MUTCD (section 6)
- Maintain pedestrian usability
- Same-side alternate routes if feasible
- Consider APS if extra crossings required
- Cane-detectable barricades



35



Temporary Traffic Control



From MUTCD

36



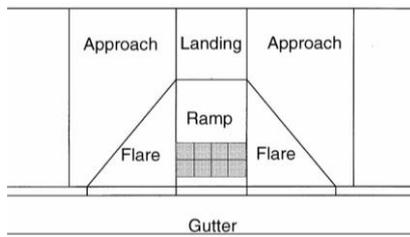
Curb Ramp Basics

- 1:12 max running slope (with length limit as exception to slope limit)
- 1:48 cross slope (with exceptions for stop condition)
- Width – PAR is 48" min, Shared use path is full width
- Landing at top of perpendicular curb ramp
- Clear space at the bottom outside of parallel travel lane
- Flush transitions (no lips)
- Perpendicular grade breaks

37



Curb Ramps

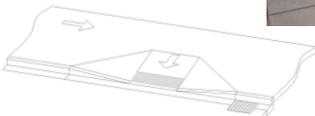


- The 'cookie cutter' curb ramp

38



Perpendicular Curb Ramps

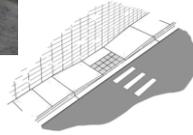


- Perpendicular to the curb or street

39



Parallel Curb Ramps

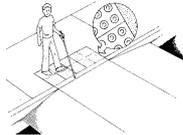


- Parallel to curb or street

40



Blended Transitions



- Raised Crossing

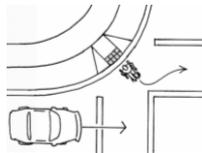
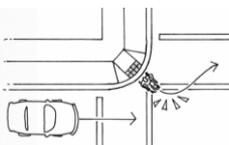


- Depressed corner

41



Diagonal Curb Ramp



- Diagonal/Apex can cause dangerous conflicts
- Only permitted in ROW alterations as last option (PROWAG R207.2)
- Permitted on sites (2010 ADA Standards 406.6)

42



Street Crossing

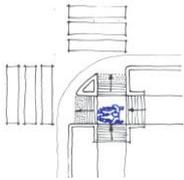


Two ramps per corner

43



Creative Design Solutions

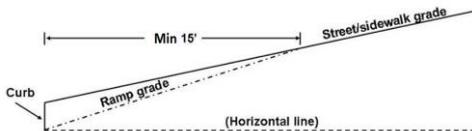


Slope the sidewalk down and shorten the perpendicular curb ramp run to the street

44



Curb Ramp Running Slope



Maximum curb ramp slope 1:12
When 'chasing grade' length of the ramp can be limited to 15 feet.

45



Curb Ramp Cross Slope



- 1:48 max at stop/yield controlled crossing
- 1:20 max at crossing without stop/yield

46



Curb Ramp Width

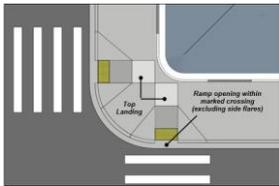


- PAR 48 inches minimum width.
- Curb ramp must extend full width of a shared use path.

47



Landings

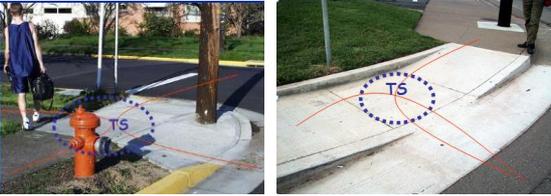


- Perpendicular curb ramps without landings at the top can be difficult to negotiate (4' x 4' min)

48



Landings



- Level landing at the top of a perpendicular curb ramp
- Level landing at the bottom of a parallel curb ramp

49



Grade Break

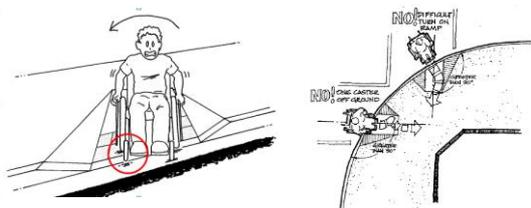


- Grade breaks must be perpendicular to direction of travel

50



Perpendicular Grade Breaks

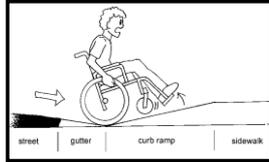
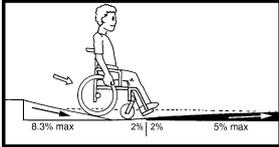


- Both wheels must hit the break at the same time for stability (especially manual wheelchairs)

51



Counter Slope

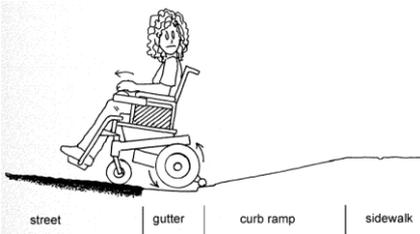


- Algebraic difference of the ramp or landing slope and the street crown 13% max

52



Transitions



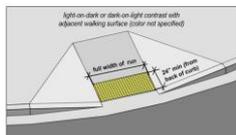
- Transition must be flush at all grade breaks

53



Detectable Warnings

- Required at all street crossings
 - Driveways??
- Provide warning to the visually impaired that they are about to enter a hazardous area.
- 24" min. in the direction of travel and full width of curb opening
- Contrast in color with surrounding surface



54



Detectable warning at boarding area

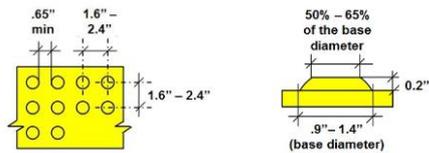
- Required at boarding platforms
- Boarding and alighting areas at sidewalk or street level transit stops for rail vehicles



55



Detectable Warning Specifications



- Due to their distinct design, truncated domes are detectable by cane and underfoot

56



Detectable Warning Location



- Place DW on curb ramp at grade break if space at bottom of ramp is less than 5' deep
- Place DW on bottom behind the back of the curb if space is more than 5' deep at any point

57



Detectable Warnings at Refuge Islands

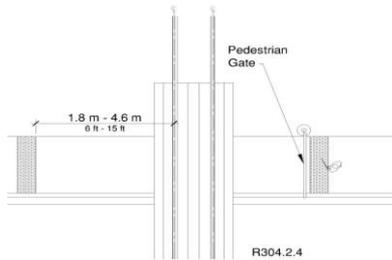


- ❑ Pedestrian refuge islands greater than 6 feet
- DWs placed at front edge of island

58



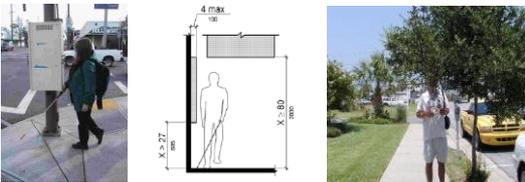
Detectable Warning at Rail Crossings



59



Protruding Objects

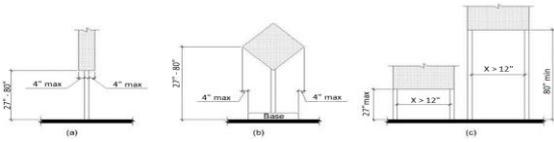


- ❑ Objects between 27" and 80" may not protrude more than 4".
- ❑ Entire pedestrian circulation route!

60



Avoiding Protruding Objects



- Post mounted objects must not protrude more than 4" beyond the base
- Space greater than 12" between posts must be detectable

61



Ramps

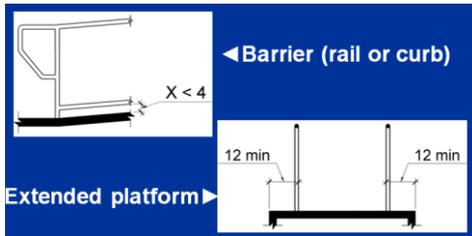
- Slope: 1:12 max
- Cross slope: 1:48 max
- Clear width: 36" min
- Rise for each run: 30" max
- Level landings
- Handrails (both sides)
- Edge protection



62



Ramps



- > 6" elevation change requires edge protection

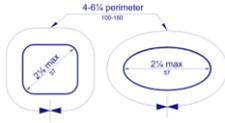
63



Handrails

Required on ramps and stairs, if provided on walkways, **not required on curb ramps**

- Knuckle clearance: 1 ½" min
- Diameter: 1 ¼" – 2" (applies to outer diameter)
- Circular & noncircular cross sections



64



Pedestrian Street Crossings

- Accessible Pedestrian Signal:** Provide **visual** and **audible** information
- Adequate crossing time (3.5 feet/second(fps))
- Multi-lane roundabouts needs some type of pedestrian demand signalization

65



Crossing Time



WALKING SPEED AN ISSUE



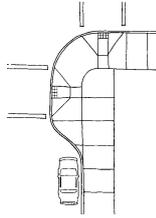
START-UP TIME AN ISSUE

- 3.5 fps from top of curb ramp to opposite curb
- PROWAG references MUTCD requirements

66



Crossing Distance



Curb extensions can reduce crossing distance

67



Pedestrian Street Crossings



Refuge islands can be useful

68



Pedestrian Street Crossings



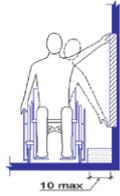
If crossing is prohibited, it should be closed off to all pedestrians.

69



Pedestrian Pushbuttons Reach Range

- 48" max.
- 15" min.
- Side reach within 10"
- No obstruction permitted under forward reach



70



Accessible Pedestrian Pushbuttons



- Usable with a closed fist
- Not accessible

Operable parts shall be operable with one hand and not require tight grasping, pinching or twisting of the wrist.

71



Pushbutton Location



- Between 1½ft to 6ft from the edge of curb, shoulder or pavement
- No more than five feet from crosswalk line

72



Pushbutton Location

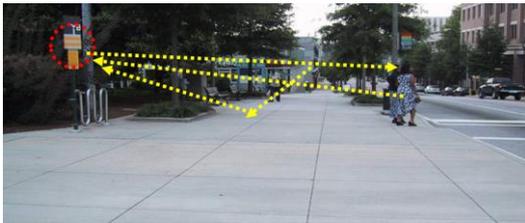


- Face of pushbutton must be parallel to the crosswalk

73



Pushbutton Location?



- Find the pushbutton. Now line up to cross.
- Missed your chance? Do it again

74



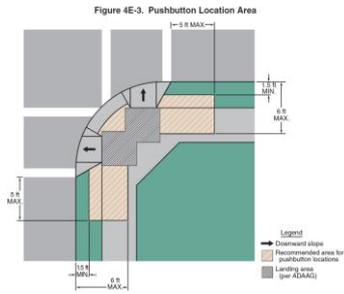
Where is the Pushbutton?



75



Pushbutton Location - MUTCD



76



Roundabouts

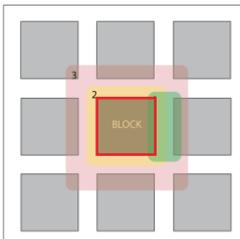


- Fencing guides pedestrians to crossing location.
- Provide pedestrian-activated signals at multiple lane crossings

77



Scoping On-Street Parking

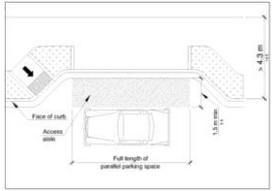


- Number of accessible spaces is based on total marked or metered spaces on a block perimeter
- Scoping Section Table R214

78



On-Street Parking

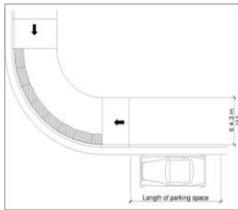


- ❑ Where the width of the adjacent sidewalk or available right-of-way exceeds 14 ft. an access aisle is required (new construction)

79



On-Street Parking

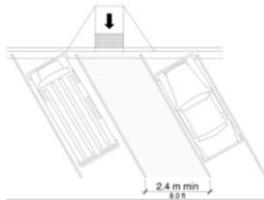


- ❑ Narrow sidewalks –access aisle not required
- ❑ Alterations – access aisle only required when scope of project involves curb and road work

80



On-Street Parking



- Angled (or perpendicular) on-street parking; requires an 8ft access aisle

81



On-Street Parking



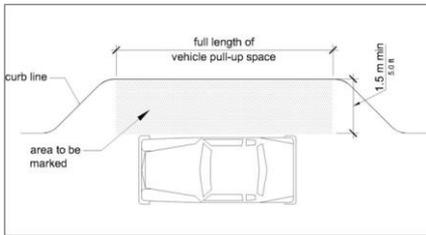
- Information must be visible from a point 3.3 ft. max above the center of the clear space
- Must meet operable parts requirements

Parking meter/pay station displays and information

82



Passenger Loading Zones

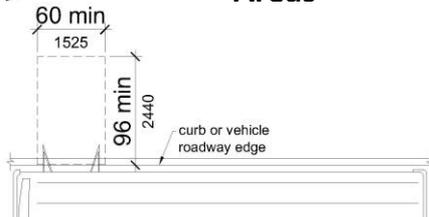


- The access aisle must be connected to the pedestrian access route

83



Bus Boarding and Alighting Areas



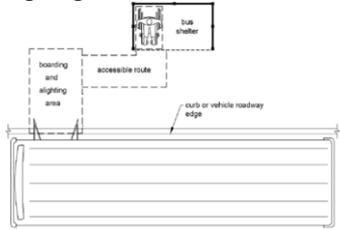
- Clear space: 96" x 60"
- Perpendicular to road – 1:48 max slope;
- Parallel to the road can match grade of road

84



Bus Shelters

- Space for wheelchair entirely within shelter
- Pedestrian accessible route connection to boarding/alighting area



85



The Changing landscape of Transportation



86

Questions?

You may type and submit questions in the
Chat Area Text Box or press Control-M
and enter text in the Chat Area

87



Continuing Education



AIA Provider Number: I017

Course Title: Accessible Sidewalks, Shared Use Paths and Accessible Crossings

AIA Course Number: GL20190207

Date: February 7, 2019

Credits earned on completion of this course will be reported to AIA CES for AIA members. Certificates of Completion are available upon request.

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88



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89

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90
