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A collaborative program between the ADA National Network and the U.S. Access Board



The Session is Scheduled to begin at 2:30pm Eastern Time
We will be testing sound quality periodically

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www.AccessibilityOnline.org

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Listening to the Webinar, *continued*



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Listening to the Webinar, *continued*



MOBILE Users (iPhone, iPad, or Android device and Kindle Fire HD)

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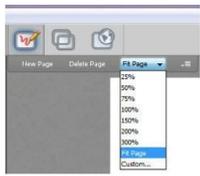
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Customize Your View



- Resize the Whiteboard where the Presentation slides are shown to make it smaller or larger by choosing from the drop down menu located above and to the left of the whiteboard. The default is “fit page”



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Customize Your View *continued*



- Resize/Reposition the Chat, Participant and Audio & Video panels by “detaching” and using your mouse to reposition or “stretch/shrink”. Each panel may be detached using the  icon in the upper right corner of each panel.

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 1. Send a private chat message to the host by double clicking "Great Lakes ADA" in the participant list. A tab titled "Great Lakes ADA" will appear in the chat panel. Type your comment in the text box and "enter" (Keyboard - F6, Arrow up or down to locate "Great Lakes ADA" and select to send a message); or
 2. Email webinars@accessibilityonline.org ; or
 3. Call 877-232-1990 (V/TTY)

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Accessible Public Rights-of-Way:

Open Question & Answer Session

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Today's Presenters



Juliet Shoultz, P.E



Scott J Windley

U.S. Access Board

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Agenda

- Pre-submitted questions - prior to webinar such as:
 - Pedestrian access routes
 - Detectable Warnings
 - Parking
 - Curb Ramps
- Your questions submitted during webinar

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Rulemaking update

- Proposed rule was published in 2011.
- Supplemental notice was published in 2013 (to add shared use path requirements).
- Goal is to finish the Final Rule in ASAP.
- The Department of Justice and Department of Transportation must have standards consistent with the Board's guidelines.



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Street cafes



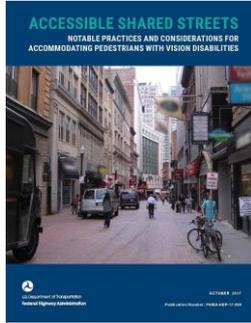
- PROWAG requires a 4 feet minimum continuous clear width of pedestrian access route

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Shared/Curbless streets

- PROWAG does not address shared streets but many of the provisions would still apply such as widths, slopes, cross slopes, etc.
- FHWA notable practices and considerations



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Access aisle connection



- Access aisle must connect to a pedestrian access route

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Sidewalk requirements



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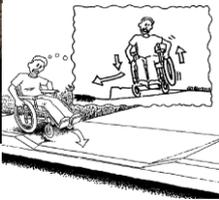
Reduced clear width



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Driveway cross slope



- Maintain a 2% cross slope on pedestrian access route across driveways

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Crosswalk markings

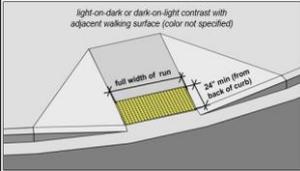


- PROWAG does not specify when to mark...
- Or how to mark (see MUTCD requirements)

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Detectable warning surface



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Detectable Warnings

- Required at rail platform edges where the edge is not protected by a guard or barrier.
- DOT Standards require them on curb ramps in transit facilities.
- Typically required on curb ramps at public street intersections.





Pedestrian access route cross slope



- Pedestrian Street Crossings without yield or stop control: 5% max

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Pedestrian access route cross slope

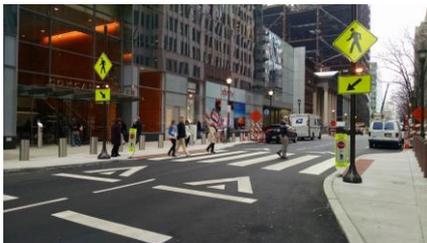
- Pedestrian street crossings with yield control: 2% max
- Pedestrian street crossings with stop control: 2% max



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Pedestrian access route cross slope



- Midblock Pedestrian Street Crossings: Street or highway grade

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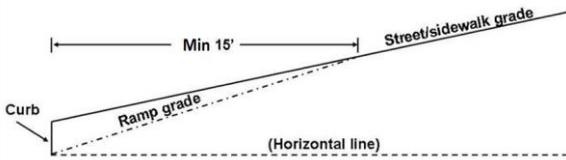
Shared bikes & scooters



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Curb ramp length



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

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Sidewalk drop-off



Use engineering judgement

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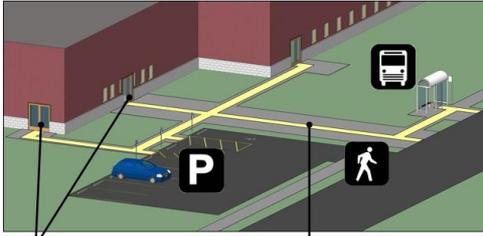
Sidewalk slopes



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Site arrival points



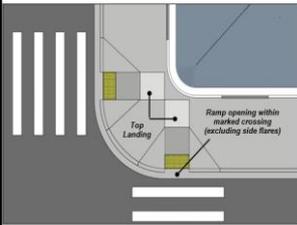
An accessible route must connect site arrival points to each accessible entrance they serve.

Accessible routes must coincide with, or be in the same vicinity as, general circulation paths (§206.3).

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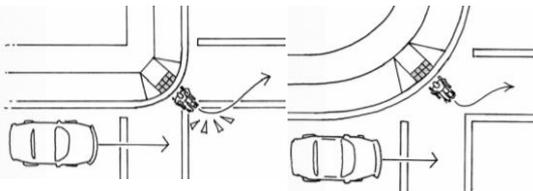
Landing areas



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Diagonal curb ramps



- Diagonal/Apex can cause usability issues
- Only permitted in ROW alterations as last option (PROWAG R207.2)

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Diagonal curb ramps

“In alterations where existing physical constraints prevent compliance with R207.1, a single diagonal curb ramp shall be permitted to serve both pedestrian street crossings”
(PROWAG R207.2)

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Transition segments

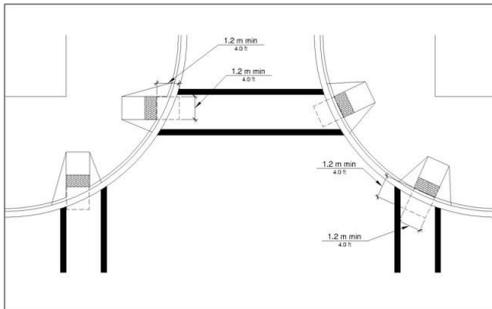


- Transition segments shall comply with R302 to the maximum extent feasible (PROWAG - R202.3.2)

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Clear space



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Shared use path width



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

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Shared use path grade

R302.5.4 Physical Constraints. Where compliance with R302.5.1 or R302.5.2 is not practicable due to existing terrain...compliance is required to the extent practicable.

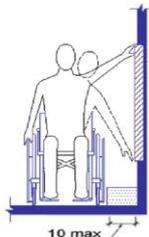
R302.5.5 Regulatory Constraints. Where compliance with R302.5.1 or R302.5.2 is precluded by federal, state, or local laws the purpose of which is to preserve threatened or endangered species; the environment;...compliance is required to the extent practicable.

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Pushbutton reach ranges

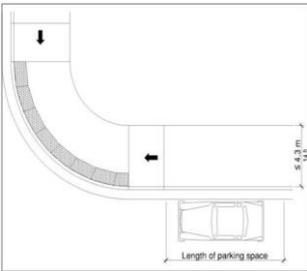
- 48" max.
- 15" min.
- Side reach within 10"
- No obstruction permitted on forward reach



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On-Street parking



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Advisory R309.2 Parallel Parking Spaces.

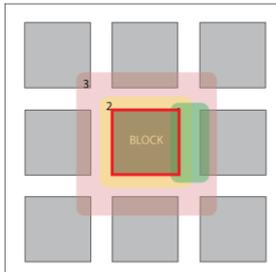
- The sidewalk adjacent to accessible parallel parking spaces should be free of signs, street furniture
- Permit deployment of a van side-lift or ramp or the vehicle occupant to transfer to a wheelchair or scooter



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Scoping on-street parking



- Number of accessible spaces is based on total marked or metered spaces on a block perimeter

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Scoping on-street parking



- Block Perimeter

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Technical guides on the standards

Available at www.access-board.gov



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Questions?

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Continuing Education



AIA Provider Number: I017

Course Title: Accessible Public Rights-of-Way: Open Question & Answer Session

AIA Course Number: GL20190605

Date: June 6, 2019

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**Thank you for participating
in today's webinar**



Next session:

July 11, 2019

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