

PROWAG:

The U.S. Access Board's
Public Right-of-Way
Accessibility Guidelines

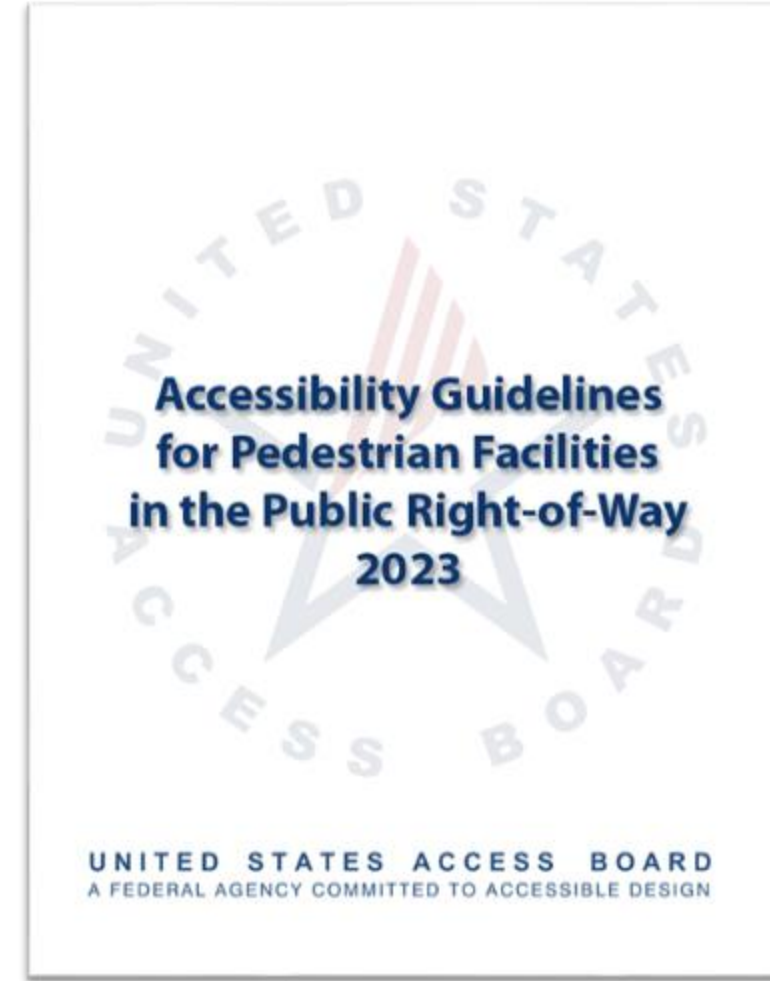


BACKGROUND



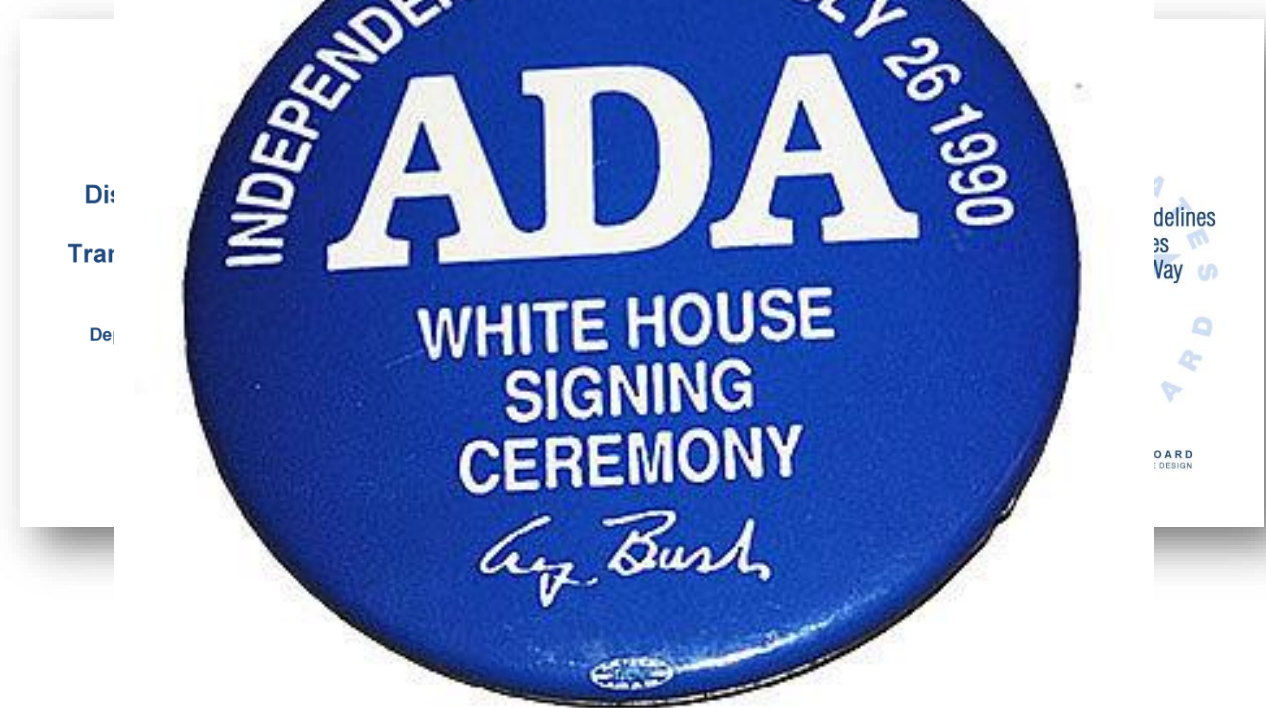
What is PROWAG?

- Accessibility Guidelines for Pedestrian Facilities in the Public Right-of-Way
- Minimum accessibility guidelines for pedestrian facilities in the public right-of-way
- Ensure pedestrian facilities in the public right-of-way are readily accessible and usable



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 Oct. 7, 2023
- Enforceable standard upon adoption by USDOT and USDOJ



Why PROWAG Matters

- PROWAG to become first national-level enforceable guidance for accessibility in the public right-of-way
- Consistency and predictability in design
- 26% of US population has a long-term disability
- Most people experience a temporary disability
- Access to education, jobs, healthcare, shopping, recreation, etc.
- Benefits people who do not have disabilities



WHAT'S IN PROWAG

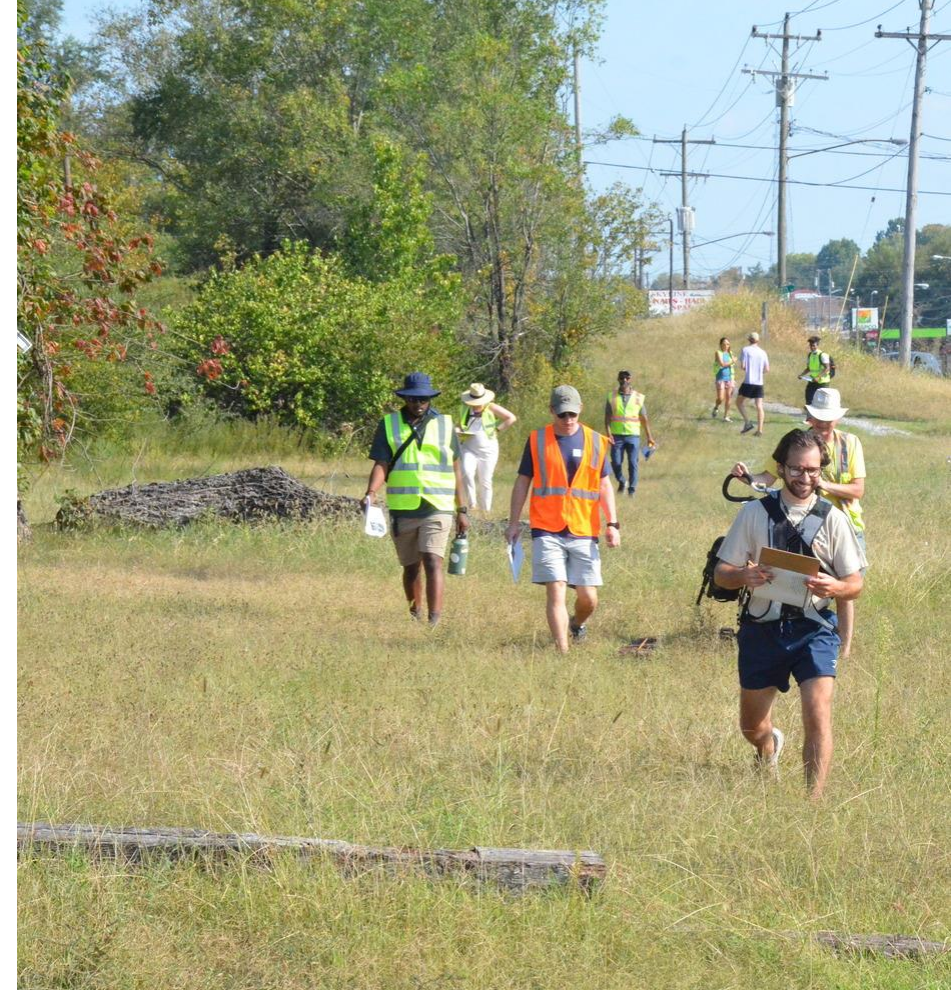


Topics Covered

- Sidewalks
- Curb ramps and blended transitions
- Pedestrian detours
- 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

New Construction Projects

- Construction on undeveloped land, i.e., greenfield
- New construction must fully comply
 - EXCEPTION: Pedestrian facilities within vaults, tunnels, and other spaces used only by service personnel for maintenance, repair, or monitoring of equipment are not required to comply.



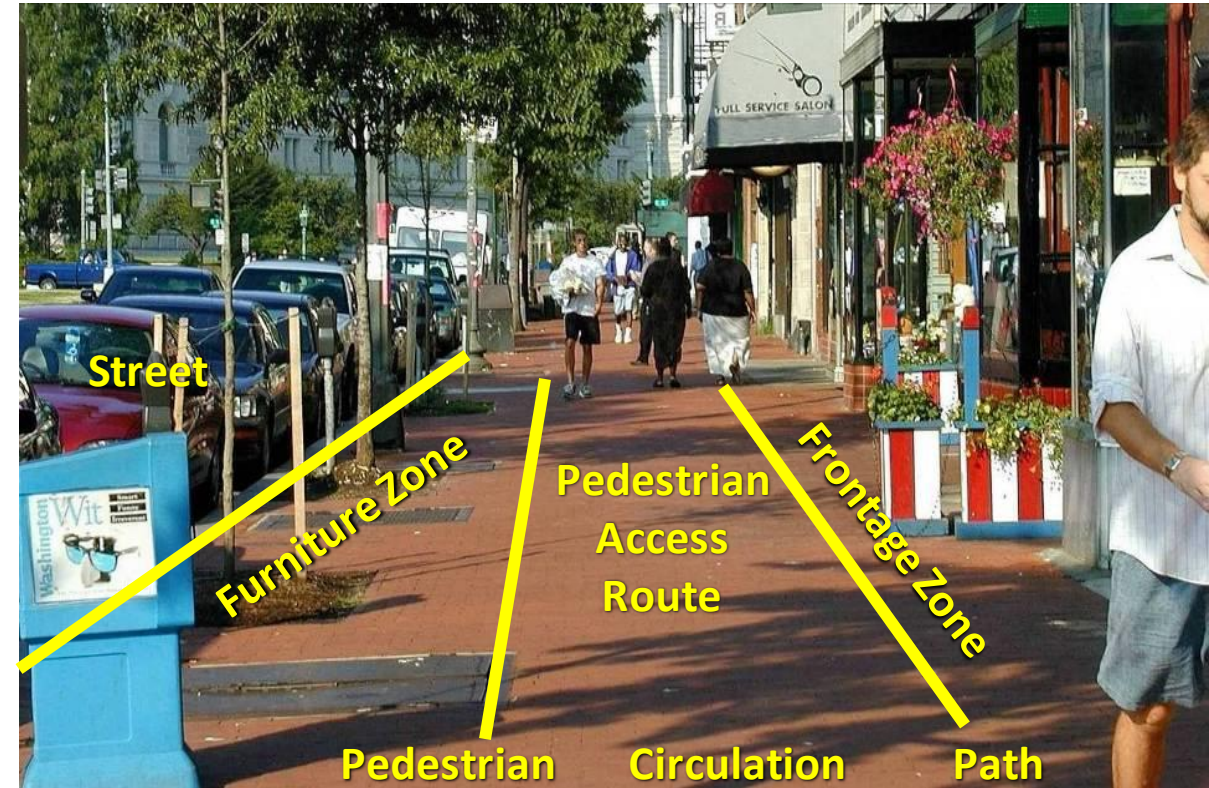
Alterations Projects

- *Change to, or an addition of, pedestrian facility in existing developed public right-of-way*
- Must comply to the maximum extent feasible where existing physical constraints make compliance technically infeasible
- Existing ROW width is not a physical constraint
- Not tied to funding sources

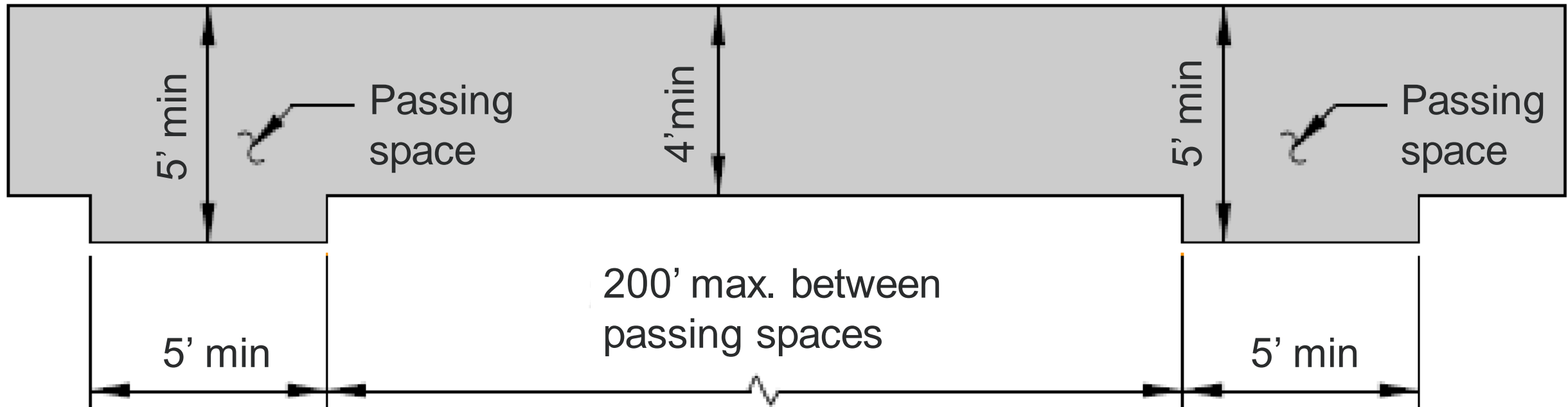


Key Terms

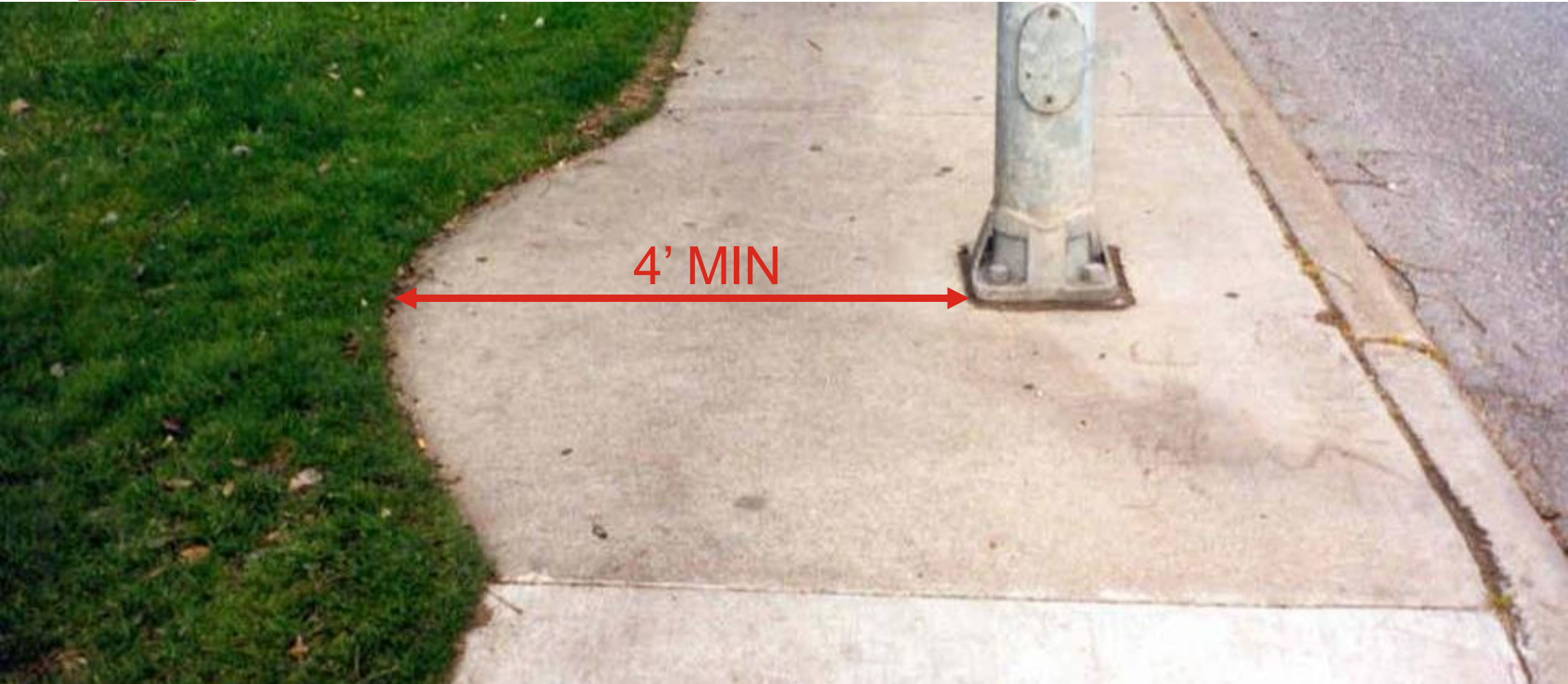
- Pedestrian Access Route (PAR): *An accessible, continuous, and unobstructed path of travel for use by pedestrians with disabilities within a pedestrian circulation path.*
- Pedestrian Circulation Path: *A prepared exterior or interior surface provided for pedestrian use in the public right-of-way.*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



Pedestrian Access Route Width



Pedestrian Access Route Width



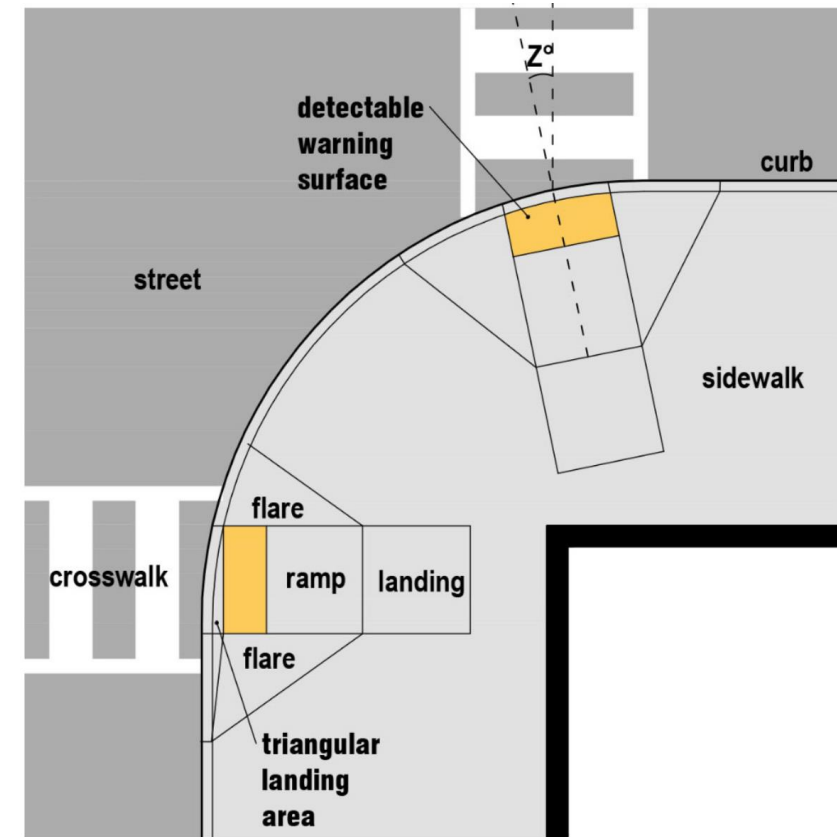
Protruding Objects

- Objects 27" to 80" above ground are hazards not detectable by cane
- Not allowed in Pedestrian Access Route
- In Pedestrian Circulation Path must not protrude more than 4"

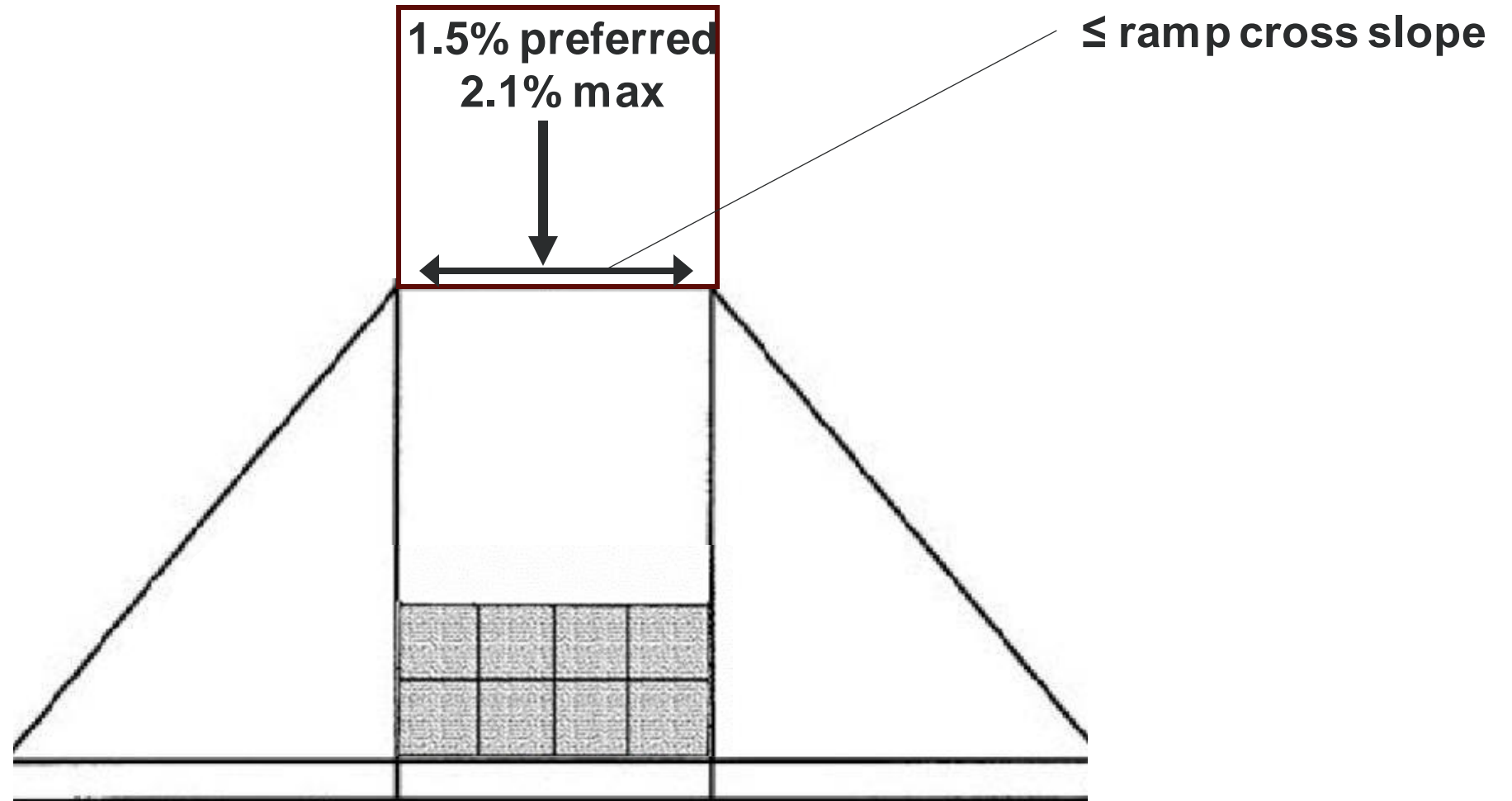


Curb Ramps and Blended Transitions

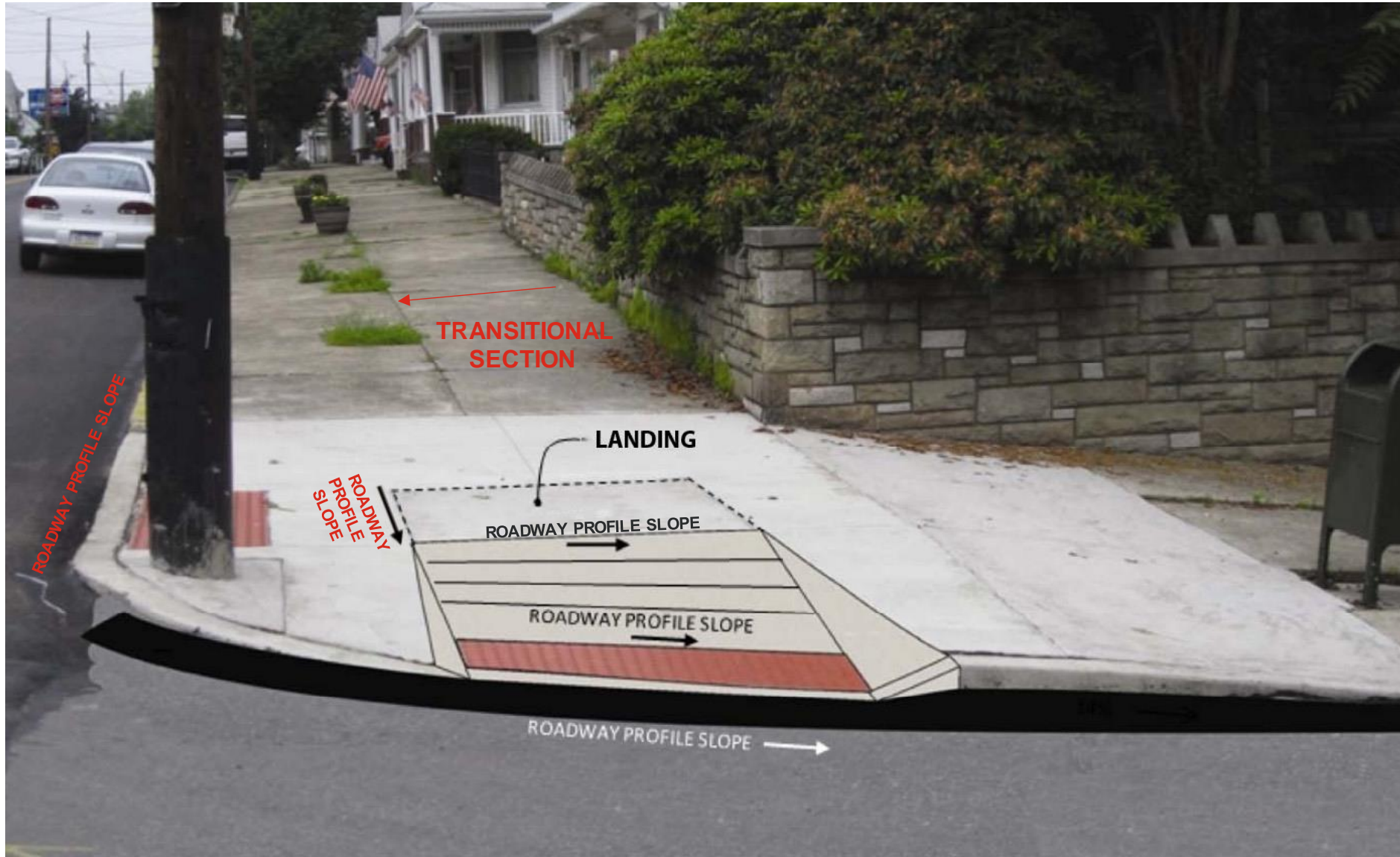
- Requires one curb ramp for each crosswalk (including unmarked) or a single blended transition that spans all crosswalks
- A landing is required when a change in direction is necessary to access a curb ramp from a pedestrian access route
- 48" x 48" clear area at bottom of ramp is required for perpendicular ramps and located wholly outside the vehicle or bicycle travel lanes parallel to crosswalk



Curb Ramp Landing Slopes

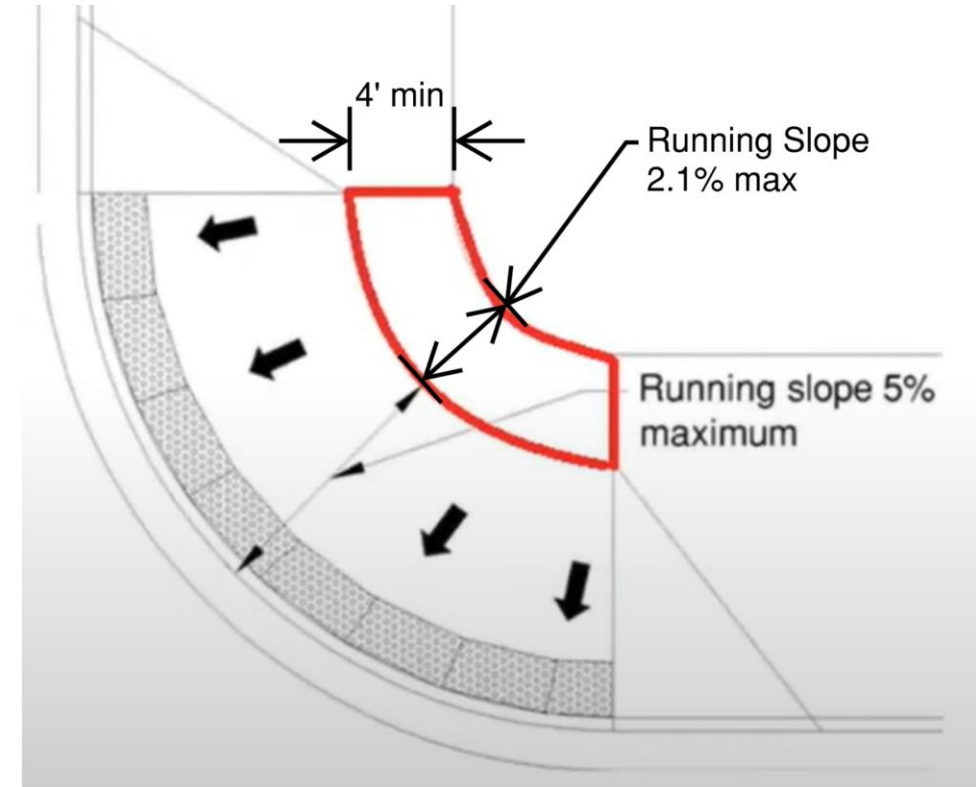
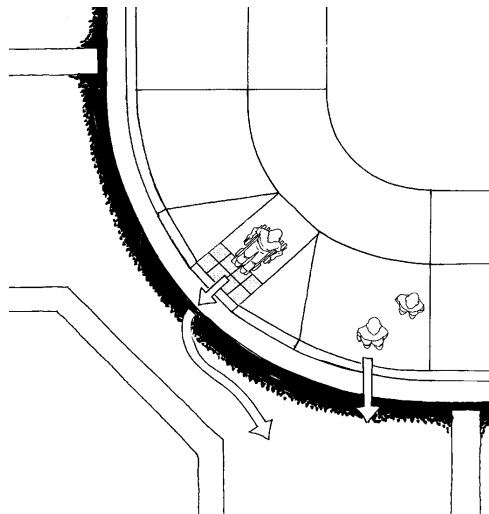


Perpendicular Curb Ramps with Shared Landing



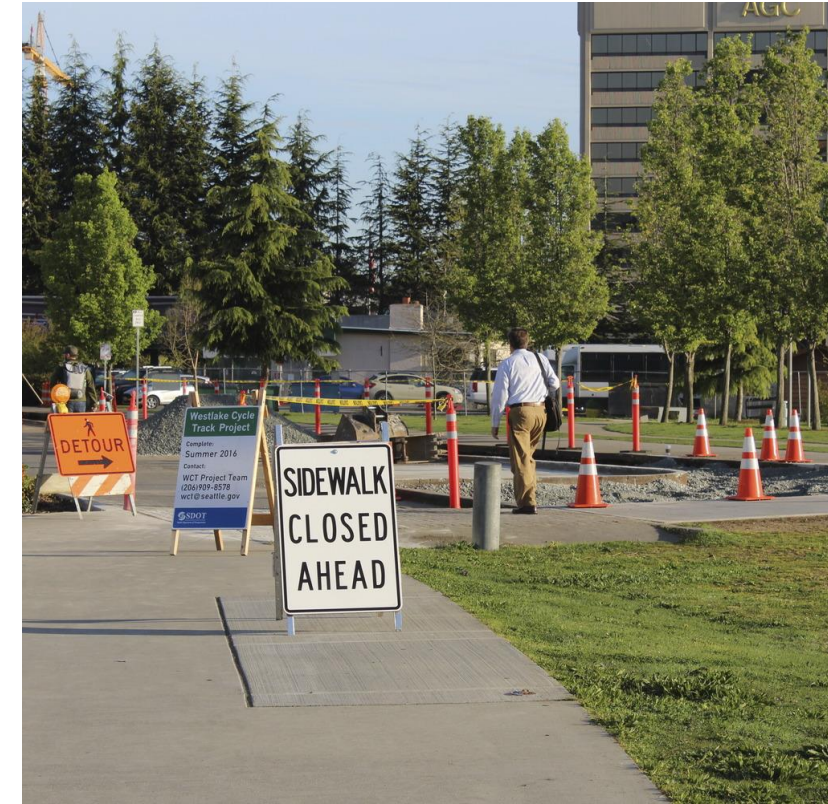
Curb Ramps and Blended Transitions (Cont.)

- 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



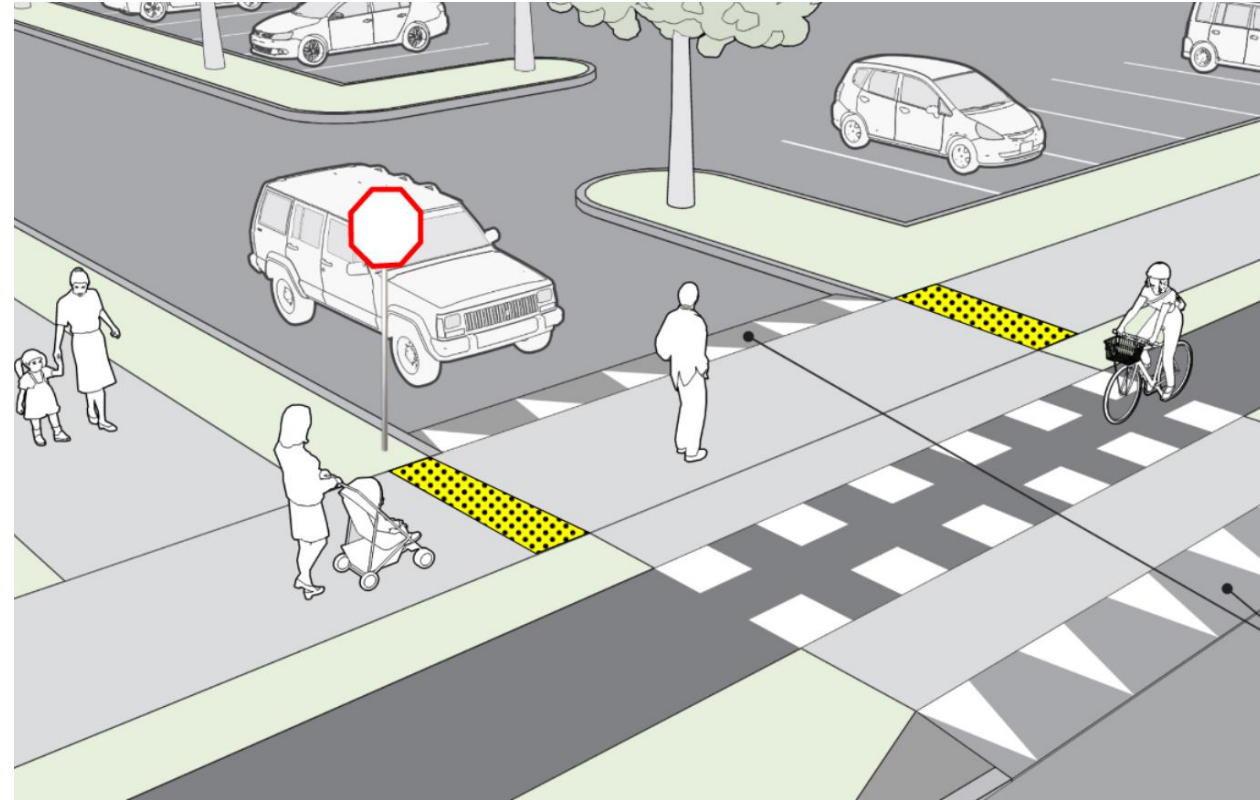
Alternate Pedestrian Access Routes

- 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)
- Alternate pedestrian access routes require audible or other non-visual signage in advance of decision points



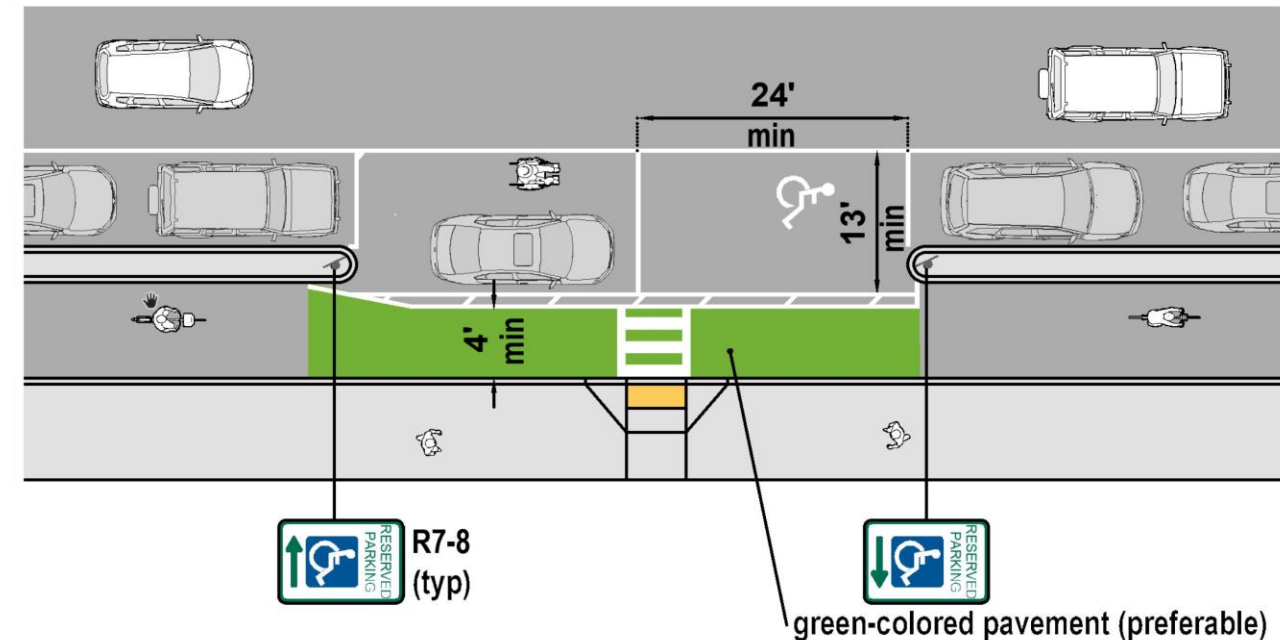
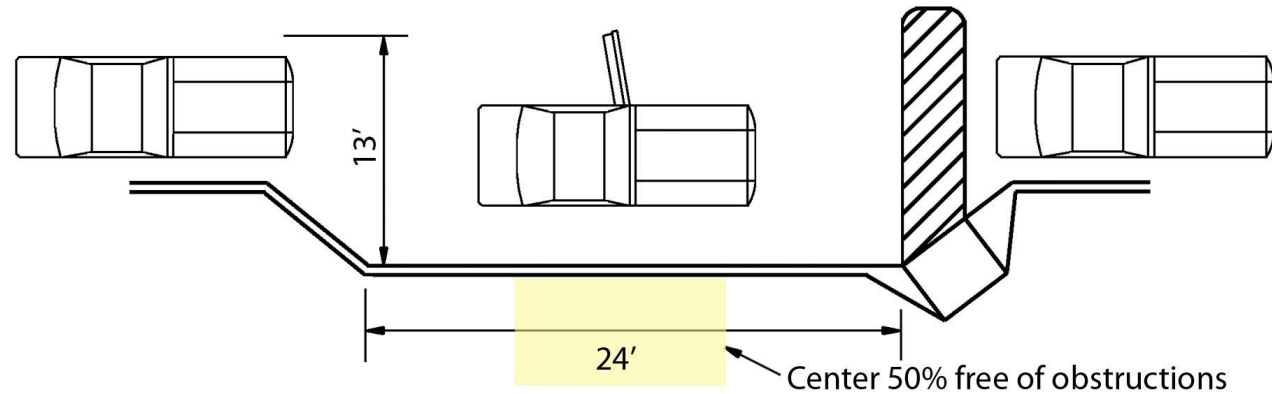
Detectable Warning Surfaces

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



Accessible Parking Spaces

- Accessible parallel parking spaces must be 13' wide x 24' long
- Exception 1: Adjacent PAR not altered then width may match other parallel parking widths.
- Exception 2: Insufficient ROW (9' from curb to ROW) in alteration project
- **For exceptions, parking spaces must be located nearest crosswalks**
- Middle 50% of parking spaces must be free of obstructions



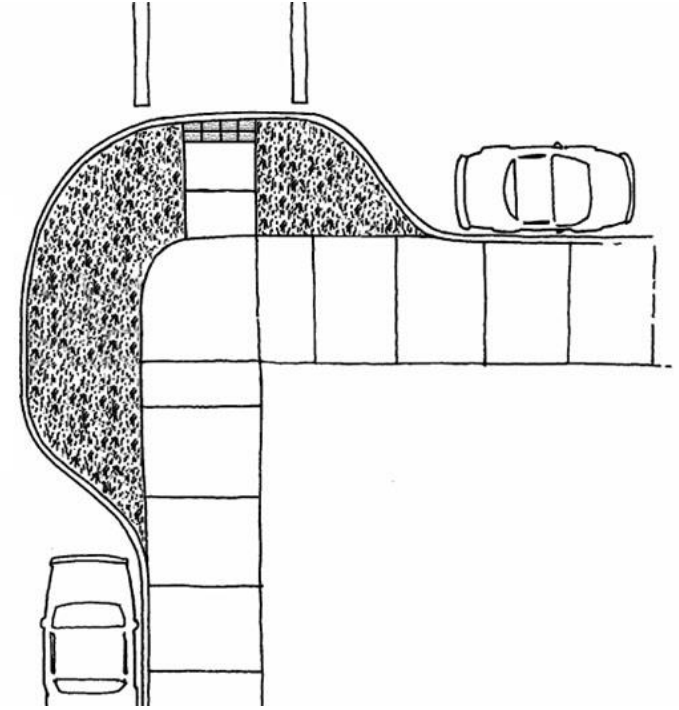
Parking and Passenger Loading Zones (Cont.)

- Required for metered or signed on-street spaces on a block perimeter
 - Parking designated exclusively as residential or for commercial or law enforcement vehicles shall not be counted in number of spaces
 - Where spaces are altered, parking requirements applicable only to the affected spaces until the minimum number spaces are provided

Total Number of Metered or Designated Parking Spaces	Minimum Required Number of Accessible Parking Spaces
1 to 25	1
26 to 50	2
51 to 75	3
76 to 100	4
101 to 150	5
151 to 200	6
201 and over	4 percent of total

Crossings Prohibited

- 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



Roundabouts 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



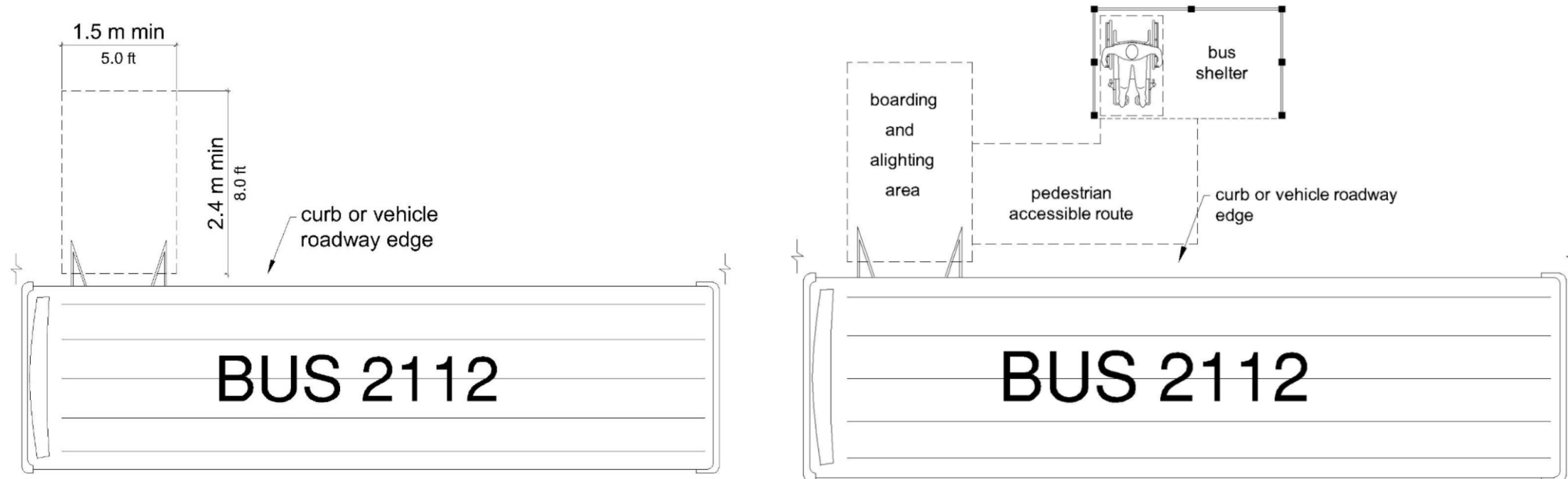
Accessible Pedestrian Signals

- Signals with Pedestrian Signal Heads must have an accessible push button
 - Audible and Vibrotactile indication
 - Include a locator tone
 - Tactile arrow
 - Within 5' of curb ramp
- Access Board declined to provide guidelines on what alteration triggers APS installation.



Transit Stops & Transit Shelters

- 8'x5' boarding and alighting area
- Must connect to accessible route
- Requires alternate transit stops if temporarily not accessible, e.g., due to construction



WHAT'S NOT IN PROWAG



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

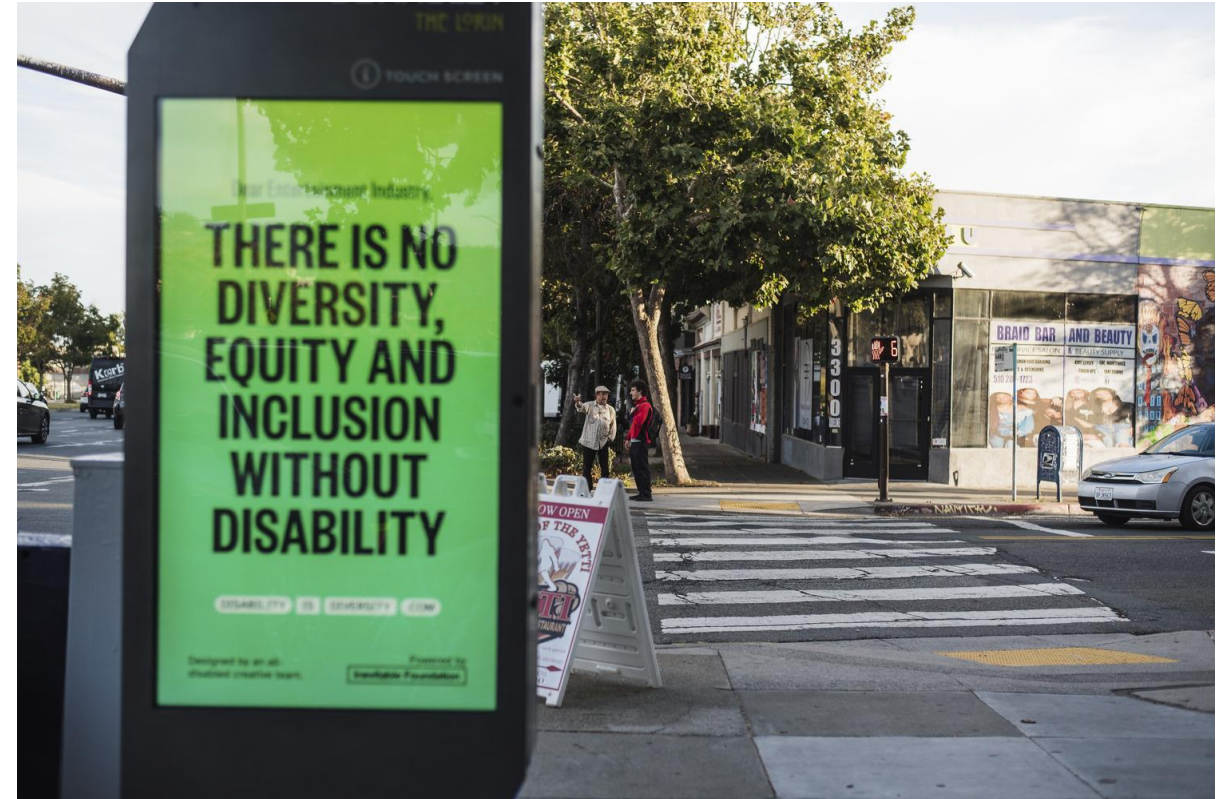
Engaging People with Disabilities in Street Planning and Design

11 Tips for Getting it Right



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.



THANK YOU!



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