



Final Public Rights-of-Way Accessibility Guidelines (PROWAG)

Highlighting changes from Proposed



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- Except for the statutes and regulations cited, the contents of this presentation do not have the force and effect of law and are not meant to bind the States or the public in any way. This presentation is intended only to provide information regarding existing requirements under the law or agency policies.
- Unless otherwise noted, FHWA is the source for all images in this presentation.

Americans with Disabilities Act (ADA) of 1990



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- Title II applies to public entities, such as State and local governments. 42 U.S.C. 12132.
- A public entity must operate each of its programs, activities, and services so that, when viewed in its entirety, it is accessible to and useable by individuals with disabilities. 28 CFR 35.150(a).
- Department of Justice (DOJ) 2010 Standards apply to buildings and sites, including curb ramps at intersections. 28 CFR 35.104, 35.151(c)(3), 35.151(i).
- DOT 2006 Standards apply to designated public transportation services, including bus and rail stations. 49 CFR Part 37, App. A.
- Public Right-of-Way Accessibility Guidelines (PROWAG) published by U.S. Access Board in 2023. 88 Fed. Reg. 53604 (Aug. 8, 2023). Not enforceable under the ADA until adopted as standards by DOJ and DOT.



Photo: E. Hilton

What is PROWAG?



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Accessibility guidelines that specifically address the challenges faced when traveling in the public right-of-way, such as:

- Sidewalks
- Crosswalks
- Shared-use paths
- On-street parking
- Pedestrian signals



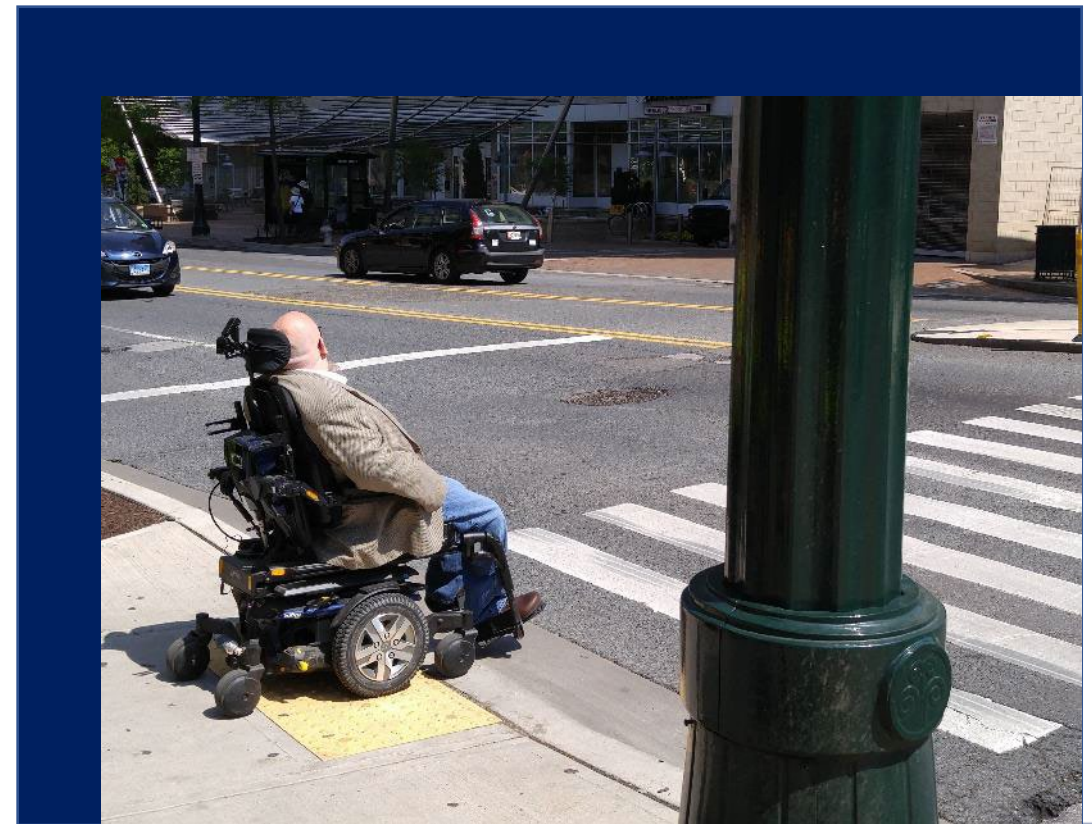


PROWAG Development



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- 1999 Advisory Committee
- 2001 Committee Report
- 2002 Draft Guidelines published
- 2005 Draft Guidelines published
- 2011 NPRM
- 2013 SNPRM
- August 8, 2023, Final Guidelines published (88 FR 53604)



Current Status



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- **The PROWAG is not a Federal standard (and not enforceable) under the ADA until adopted into regulations by DOT and DOJ.**
- Adopted standards by each agency cannot provide less accessibility than PROWAG. DOJ and DOT adoption must be ‘consistent with’ PROWAG.
- DOT Spring 2023 regulatory agenda targets NPRM to adopt PROWAG in 2024.
- Adoption paths:
 - DOJ – under ADA Title II/Subtitle A has broadest applicability (regardless of funding)
 - DOT – under Section 504 – applicability limited to recipients of Federal financial assistance. Requires coordination with DOJ.
 - DOT – Under ADA Title II/Subtitle B – applicability only to public transit stops in the ROW.
- Until standards are adopted, agencies have some flexibility in determining how to comply with the general obligation under Title II of the ADA to ensure that their facilities are “accessible to and usable by” individuals with disabilities.



PROWAG Outline



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- Chapter R1: Application and Administration
- Chapter R2: Scoping Requirements
- Chapter R3: Technical Requirements
- Chapter R4: Supplemental Technical Requirements

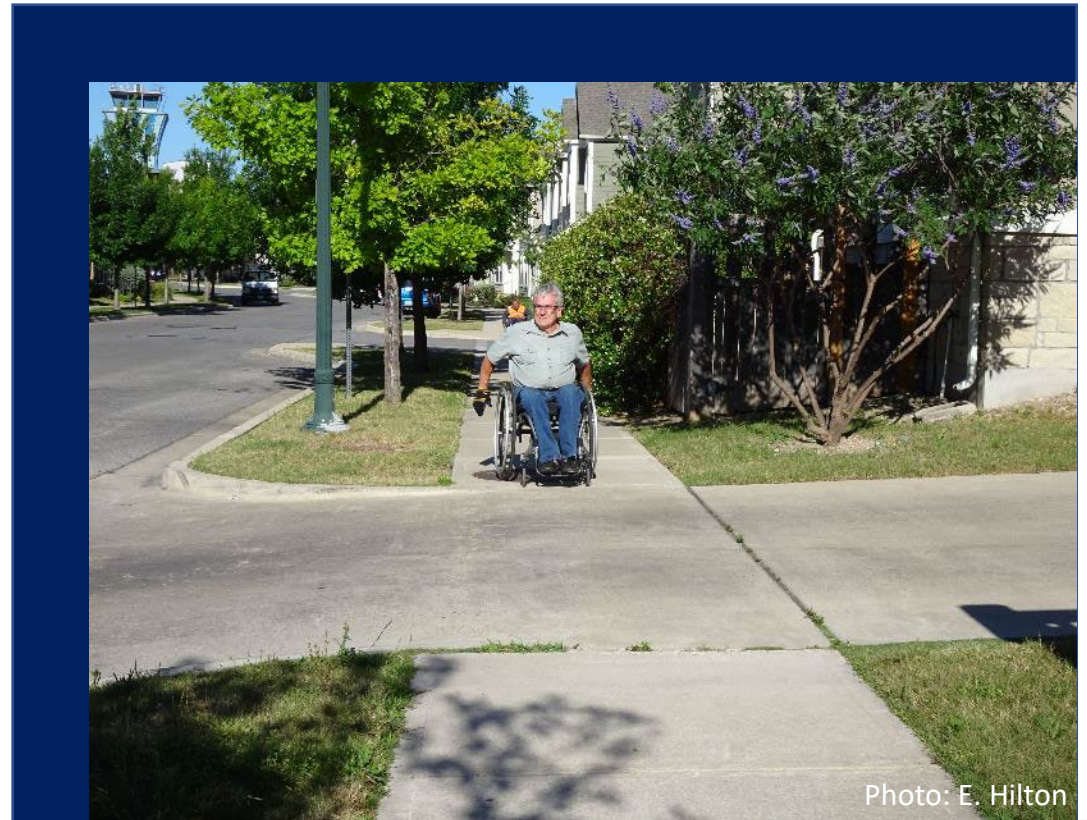


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General Changes



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- [Notable Changes in Public Right-of-Way Accessibility Guidelines Final Rule \(access-board.gov\)](https://www.access-board.gov)
- Advisory material eliminated
- MUTCD provisions included in the text instead of being incorporated by reference
- Cross slope changed from 1:50 (2%) to 1:48 (rounded to 2.1%) maximum



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Conventional Industry Tolerance (R103.1)



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- Clarifies that when requirements are stated as a range with specific minimum OR maximum endpoints, they are not subject to conventional industry tolerances.

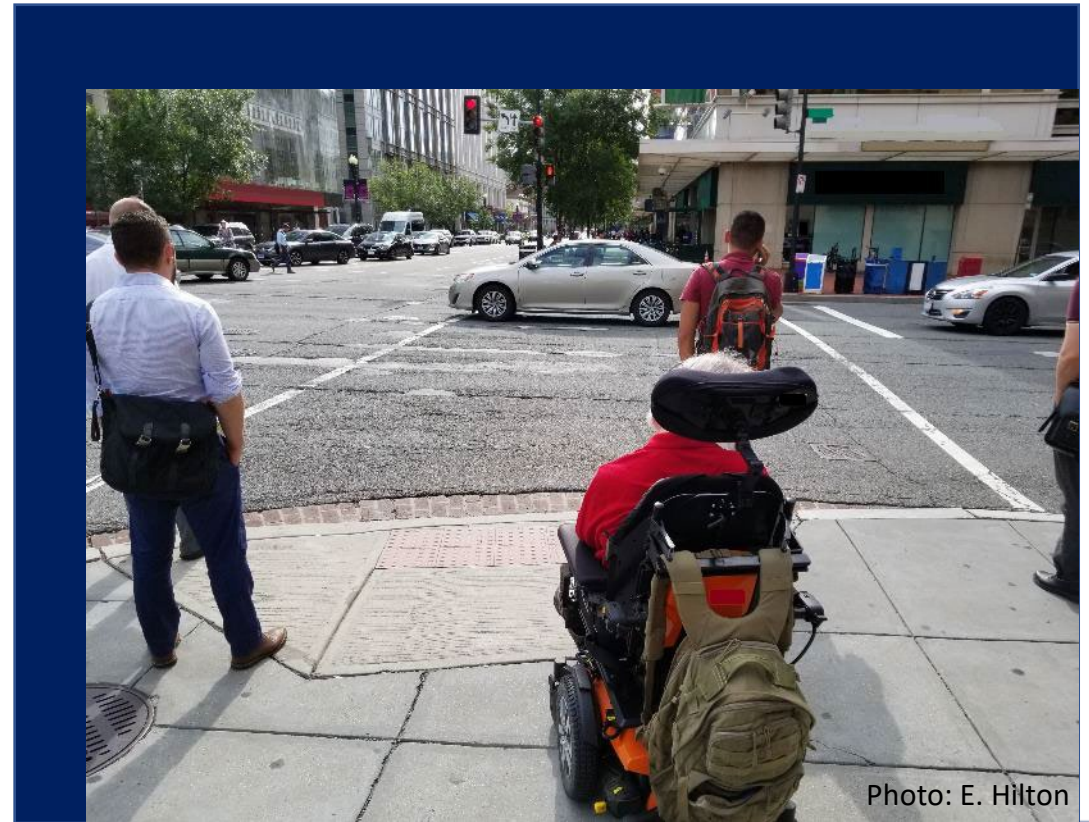


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Definitions (R104)



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- Many definitions have subtle revisions.
- MUTCD terms incorporated.
- Alteration/Altered: A change to *or an addition of* a pedestrian facility in an existing, developed public right-of-way that affects or could affect pedestrian access, circulation, or usability.





Alterations (R202, R203.6.2)



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- Connect altered or added elements to existing pedestrian circulation path with a pedestrian access route (PAR). May use *transitional segment* when needed.
- When crosswalks are altered, curb ramps or blended transitions shall be provided on both ends of the crosswalk where the pedestrian access route crosses a curb.



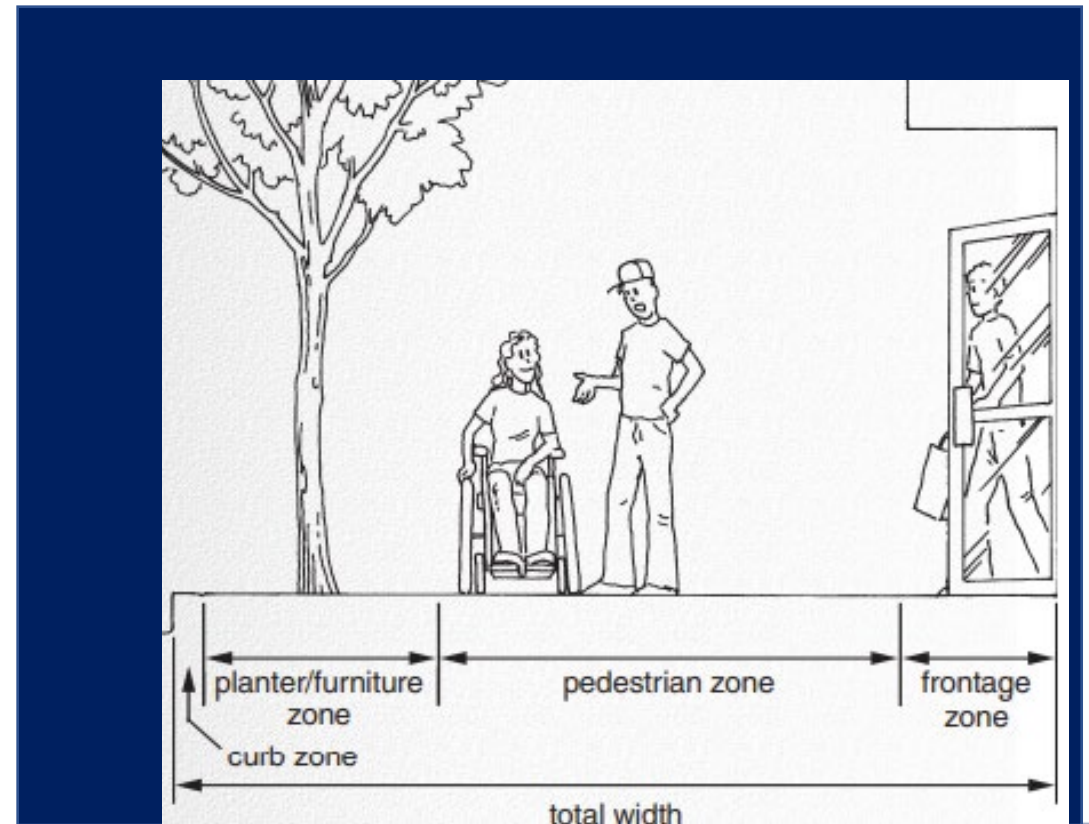


Pedestrian Access Routes (PAR)(R203)



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- Pedestrian facilities such as sidewalks, shared use paths, crosswalks & pedestrian over/underpasses must contain a PAR
- PARs must *connect* accessible elements, spaces and pedestrian facilities





Pedestrian Access Routes (PAR)(R302)



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Clarifies Cross Slope

- 2.1% max except crosswalks
- In Crosswalks:
 - 2.1% max if Yield/Stop control
 - 5% max at Uncontrolled approaches, traffic control signals, or pedestrian hybrid beacons
 - Cannot exceed street grade at midblock and roundabout crosswalks

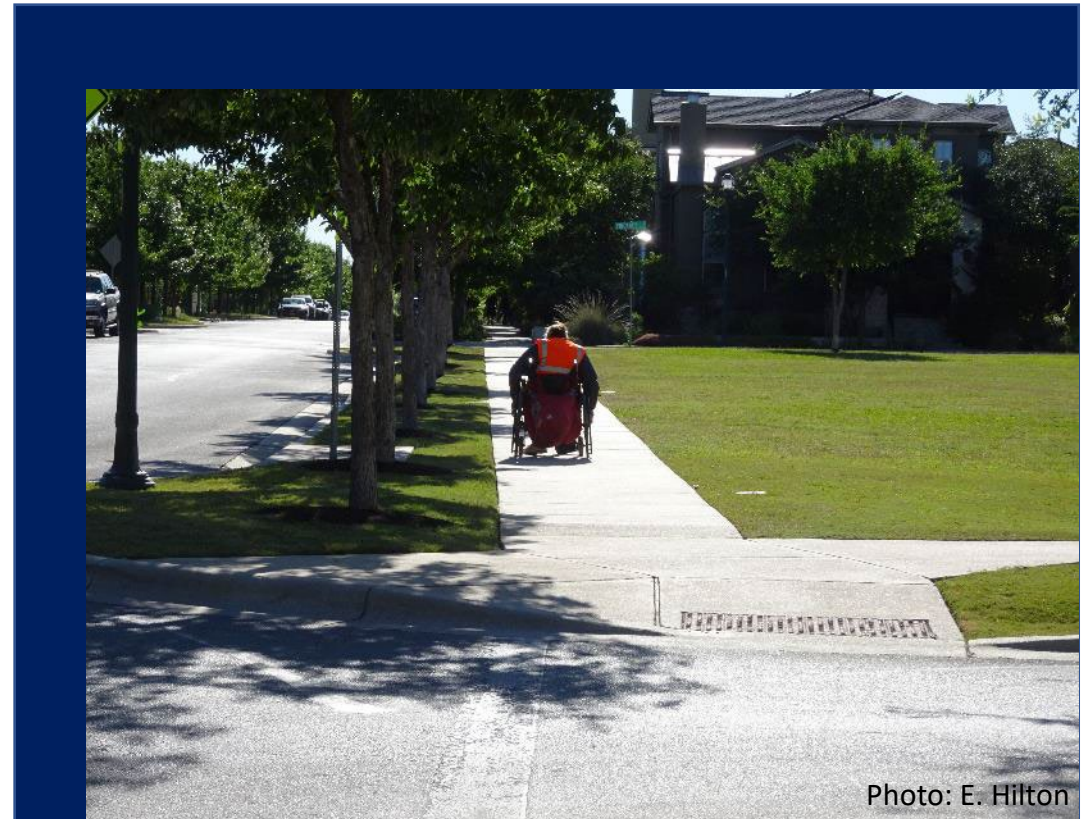


Photo: E. Hilton

Crosswalks at Roundabouts and Turn Lanes (R306.4, R306.5)



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- Edge detection at roundabouts
 - 2' minimum separation with landscaping or other nonprepared surface, or
 - Vertical Edge Treatment, continuous and detectable
- Pedestrian Crossing Treatments required at multi-lane roundabout crossings and multi-lane channelized turn lanes:
 - Traffic control signal with pedestrian signal heads;
 - Pedestrian hybrid beacon;
 - Pedestrian actuated rectangular rapid flashing beacon; *or*
 - Raised crossing (can be used alone, or in combination with one of the other options).

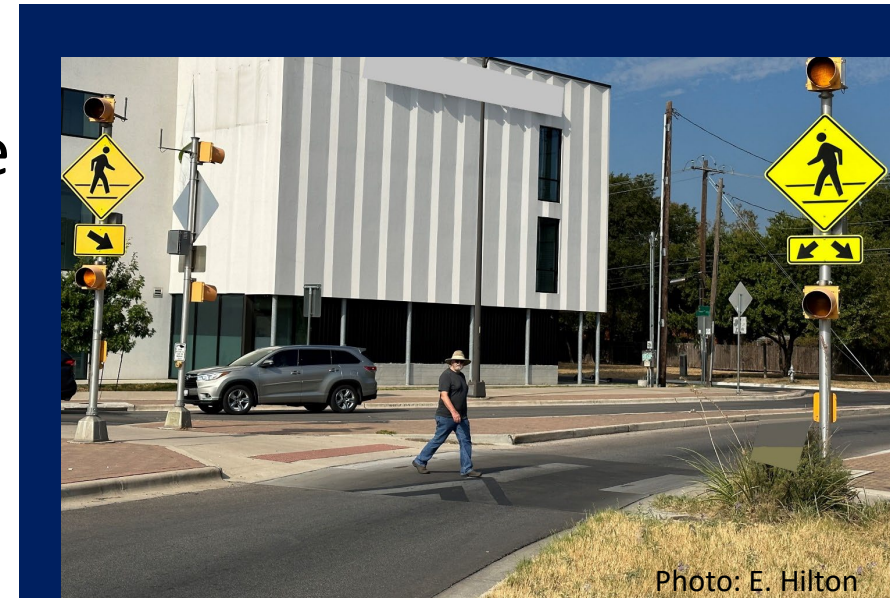


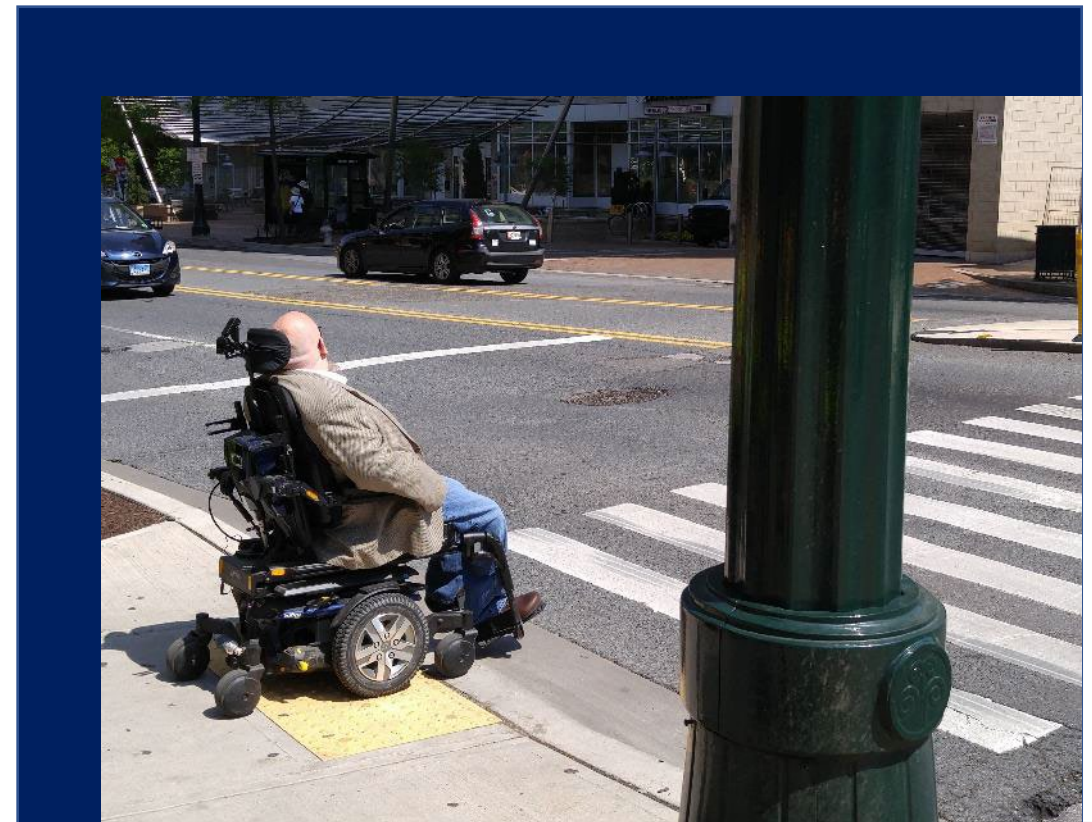
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Curb Ramps and Blended Transitions – Placement (R203.6.1, R203.6.1.2)



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- At intersection corners - One curb ramp or blended transition for each crosswalk, or a single blended transition spanning both crosswalks
 - Exception for single curb ramp at apex in alterations where compliance is technically infeasible.
- At mid-block or roundabout crosswalks - Curb ramps or blended transitions shall be provided on both ends of the crosswalk
- Where pedestrian crossing is prohibited, do not provide curb ramps or blended transitions *and* provide detectable separation between the sidewalk and the roadway.



Curb Ramps and Blended Transitions (R304)



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- Perpendicular curb ramps
 - Landing (formerly turning space) required only if change in direction is necessary
 - Landing as wide as SUP
 - Clear area at bottom – 5% max running slope
- Parallel curb ramps
 - Removes requirement for larger landing if constrained on 2 or more sides
- Blended Transitions
 - Bypass required if serves more than one pedestrian circulation path and has running slope $> 2.1\%$
- All types – ramp runs and blended transitions as wide as shared use paths



Detectable Warning Surfaces (R205, R305)



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- Clarification on use at driveways
 - Required on pedestrian circulation paths at driveways controlled with yield or stop control devices or traffic signals
- When detectable warning surface tiles are cut to fit
 - Partial domes are permitted along the cut edges.
 - Center-to-center spacing shall not exceed twice the normal spacing between domes.
- Detectable warnings may be placed at the back of curb at pedestrian refuge islands



Pedestrian Signals and Hybrid Beacons (R206, R307)



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- Where pedestrian signal heads are provided at crosswalks, an accessible pedestrian signal (APS) is required
- APS activated by:
 - Push button
 - Location
 - Locator tone
 - Tactile arrow
 - Passive detection
 - Pretimed operation
- Audible and vibrotactile communication of walk indications when activated

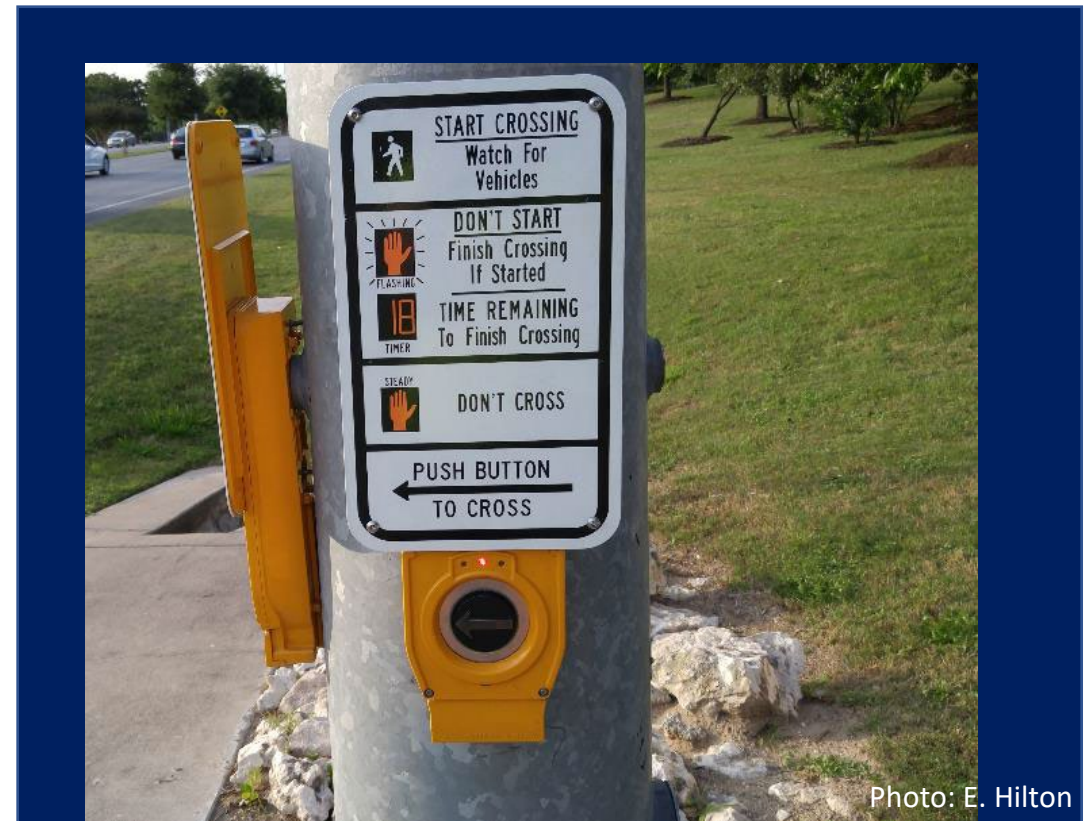


Photo: E. Hilton

Pedestrian Signal Phase Timing (R306.2)



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- **Pedestrian Change Interval** calculation will now use **3.5 ft/s** maximum walk speed—measured from push button to refuge island or far side of traveled way
- **Walk Interval** will now be a minimum of **7 seconds**
- In many cases the **Walk Interval** and the **Pedestrian Change Interval** times will be longer than currently exists

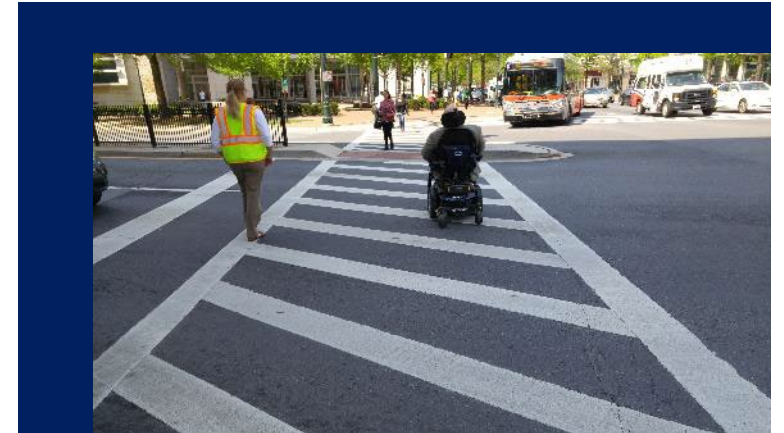




Photo: E. Hilton

Pedestrian Activated Warning Devices (R206.3, R307)



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- Accessible features are required and must be available at all times
- Device activated by:
 - Push button
 - Location
 - Locator tone
 - Tactile arrow
 - Passive detection
- Speech message to indicate status
- No vibrotactile component



Photo: E. Hilton



Operable Parts (R403)



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- Clear space required
- Place operable parts within forward or side reach range, or both
- Operation with one hand without tight grasping, pinching or twisting of the wrist.
- Maximum force required is 5 pounds.



Photo: E. Hilton

Clear Spaces (R404)



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- Required at operable parts and adjacent to benches
- Size: 30" x 48" minimum
- Slope: 2.1% max in all directions
 - Exception to exceed when PAR follows street grade
- Surface requirements apply
- One full unobstructed side must adjoin PAR
- Additional maneuvering clearance required when 3 sides are confined.



Photo: E. Hilton

Reach Ranges (R406)



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- Height limits: 48" max and 15" minimum above ground
- Forward Reach – no obstructions allowed
- Side Reach – 10" deep obstruction between clear space and the element is allowed if height of the obstruction is ≤ 34 "



Photo: U.S. Access Board

Pedestrian Signs (R208)



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- The following signs must comply with PROWAG technical provisions:
 - Signs intended only for pedestrians, including transit signs
 - All signs serving shared use paths
- Exceptions:
 - Transit schedules, timetables, and maps
 - Signs mounted immediately above or incorporated into a push button detector unit

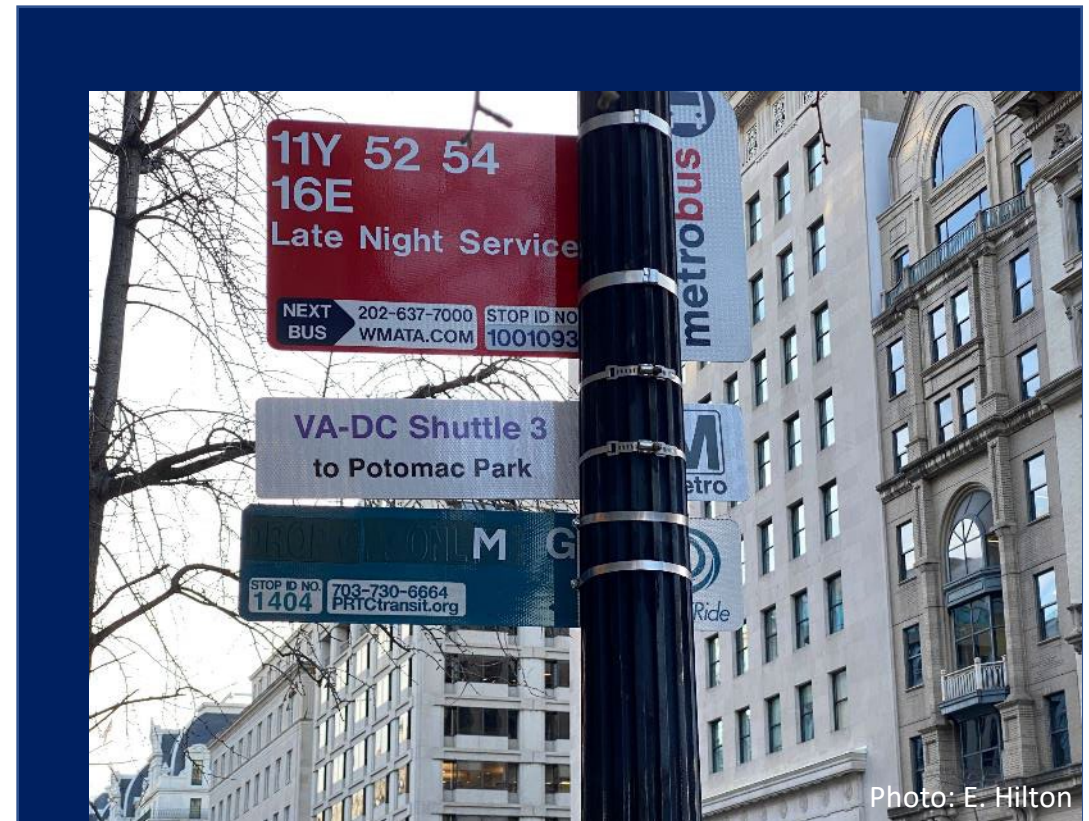


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Transit Stops & Shelters (R309)



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Transit Stops

- Boarding and Alighting Areas
 - 8' deep x 5' wide
 - Slope parallel to the street, same as street grade
 - 2.1% max slope perpendicular to street grade
- Surface requirements
- Connect to pedestrian circulation paths



Transit Shelters

- Connect to boarding and alighting areas
- Clear space within the shelter
- Environmental controls (if provided) are proximity-actuated
- Limitation on protruding objects

Stairs on Pedestrian Circulation Paths (R408)



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- Comply with PROWAG technical provisions
- Not part of a PAR
- The leading edge of each step tread and top landing shall be marked by a contrasting stripe.



Photo: E. Hilton



On-Street Parking Spaces (R211)

- Covers on-street parking that is metered or designated by signs or pavement markings
- Exceptions for parking designated exclusively for residents, commercial or law enforcement
- Requires accessible parking spaces on block perimeter based on Table R211.

Table R211 On-Street Parking Spaces

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

Source: Final PROWAG



On-Street Parking Spaces (R310)



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- Parallel Parking (R310.2)
 - Spaces 24' long x 13' wide minimum without encroaching on traveled way
 - Exception in alterations to designate space near crosswalk with curb ramp or blended transition
 - No “access aisle”
 - Each space connects to PAR
 - Surface changes in level are not permitted
 - Space adjacent to center 50% of parking space must meet PAR surface requirements & free of obstructions



Photo: E. Hilton



On-Street Parking Spaces (R310 cont.)



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- Perpendicular Parking (R310.3)
 - Minimum 8' wide access aisle, shared if can front or back-in, otherwise on passenger side
- Angled Parking (R310.4)
 - Min. 11' wide space with 5' aisle, on passenger side
- Common Requirements (R310.5)
 - Connection to PAR
 - Surface changes in level are not permitted
- Parking Meters and Pay Stations (R310.6) – Operable parts specifications



Photo: E. Hilton



Passenger Loading Zones (R311)



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- One accessible space per 100'
- Vehicle Pull-Up Space
 - 8' wide x 20' long minimum
- Access aisle
 - 5' wide minimum
 - Full length of space
 - Marked to discourage parking
 - Cannot encroach on vehicle way
- Center 50% free of obstructions
- Surface changes in level are not permitted
- Connect to PAR



Photo: E. Hilton

Alternate Pedestrian Access Routes, Transit Stops, Passenger Loading Zones (R204)



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- Alternate PAR is required when a pedestrian circulation path is temporarily not accessible.
- Alternate transit stop is required if an accessible transit stop is temporarily not accessible.
- *If* an alternate passenger loading zone is provided when the permanently designated loading zone is temporarily not accessible, it must comply with PROWAG.





Alternate Pedestrian Access Routes (R303)



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- Provide signs at decision points & include Audible Information Device
- 4' minimum width
 - Exception – if using an existing pedestrian circulation path, the width shall not be less than the width of the temporarily closed pedestrian circulation path
- Surface as accessible as the surface of the temporarily closed pedestrian circulation path
- Provide curb ramps or blended transitions
- Detectable channelizing devices
- If pedestrian signal heads are used, must be accessible



Photo: E. Hilton



Questions?



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The final PROWAG guidelines are available at:
<https://www.access-board.gov/prowag/>