

Notable Changes in the PROWAG Final Rule

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Agenda

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- Significant Changes
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Agenda (cont'd)

- Other Notable Changes
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- Wrap-Up and Questions

Background

- Americans with Disabilities Act (ADA) 1990
- Americans with Disabilities Act Accessibility Guidelines (ADAAG)
 - for buildings and sites
 - 2010 ADA Design Standards (ADAAG)
- Public Rights-of-Way Accessibility Guidelines (PROWAG)
 - for the public right-of-way
 - draft versions 2002, 2005, 2011, 2013 (added shared use paths)
 - Final Rule issued August 8, 2023
- PROWAG not enforceable until adopted by USDOJ and USDOT

Significant Changes

Advisory Language

- Has been eliminated since these are not mandatory requirements.
- Some info that previously appeared as an advisory was moved to the final rule and is now mandatory, e.g., use of DWS at certain driveways (more later).

Alterations Generally (1)

1. Any portion of a ped facility that is altered must be altered to comply with the guidelines regardless of the intended scope of the project.
2. Facilities or portions of facilities that are “added” to an existing *developed* PROW are alterations and are subject to the requirements for altered facilities.
 - Compliance with the requirements is required to the maximum extent feasible where existing physical constraints make compliance with the applicable requirements technically infeasible.

Alterations Generally (2)

3. Altered facilities must be connected to an existing pedestrian circulation path by a pedestrian access route.

“Developed” – containing buildings, ped facilities, roadways, utilities or elements (an architectural or mechanical component of a building, pedestrian facility, space, site or public right-of-way).

Alterations That Trigger Installation of APS (1)

- Retained in the final rule scoping specifying that accessible ped signals be installed whenever new ped signals are provided and whenever ped signals are altered.
- Acknowledging the diverse nature of alterations that affect ped signals, the Board declined to list specific actions that trigger the requirement to install APS.



Alterations That Trigger Installation of APS (2)

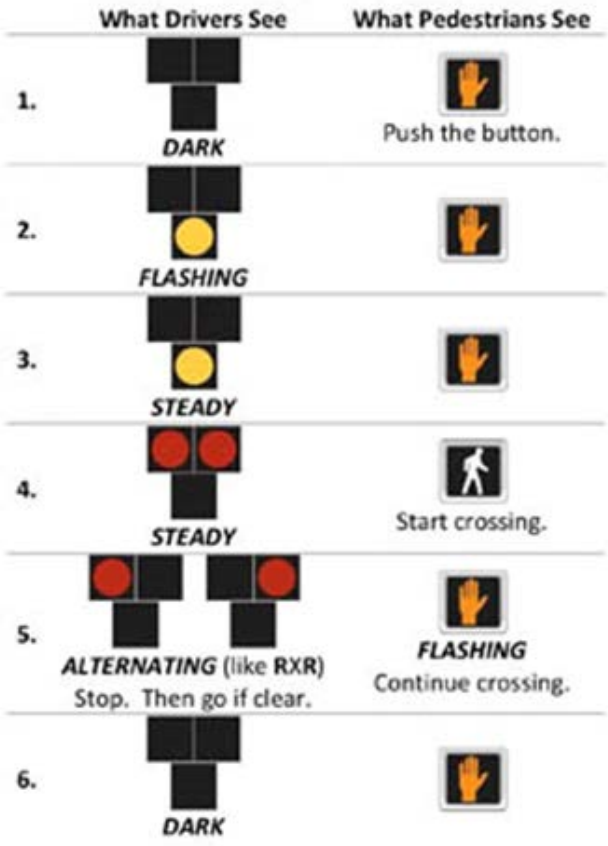
- Ped signals are subject to same alteration requirements as other ped facilities. Entity making the alteration will assess, according to the requirements in the guidelines as adopted by USDOT and DOJ, whether installation of APS is required.
- USDOT and DOJ may provide further specifics as to alterations triggering installation of APS in their rulemaking adopting these guidelines.

Crosswalk Treatments at Roundabouts

- Expands crosswalk treatment options among which jurisdictions must select for installation at *multilane* ped crossings at roundabouts to include:
 - traffic control signal with ped signal head
 - and . . .

Note: Also applies to multi-lane channelized right-turn slip lanes

Pedestrian Hybrid Beacon



Ped-Actuated Rectangular Rapid Flashing Beacon



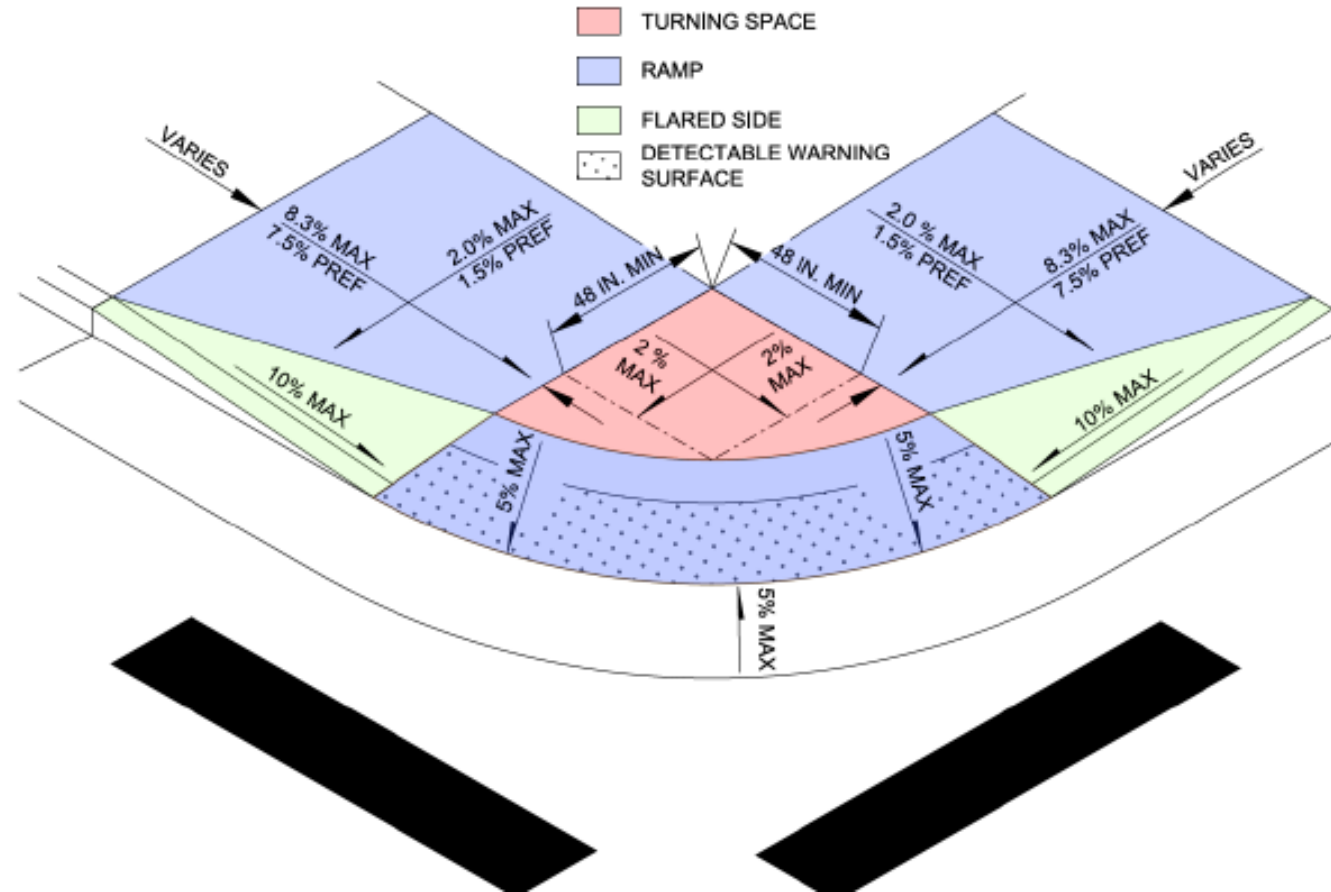
Raised Crossing



Bypass at Blended Transitions (R304.4.3)

- A bypass is required where a blended transition serving more than one ped circulation path has a running slope greater than 2.1%.
- This is so a ped with a disability may bypass the slope of a blended transition that the individual does not need to use.

Bypass at Blended Transition



Identification of Places with No Ped Crossing

- Added provisions R203.6.1.1 and R203.6.1.2 to clarify that where crossing is prohibited at an intersection or not intended midblock or at a roundabout, jurisdictions must take care to ensure that there is no crosswalk or curb ramp and the pedestrian circulation path is separated from the roadway.

Places with No Ped Crossing



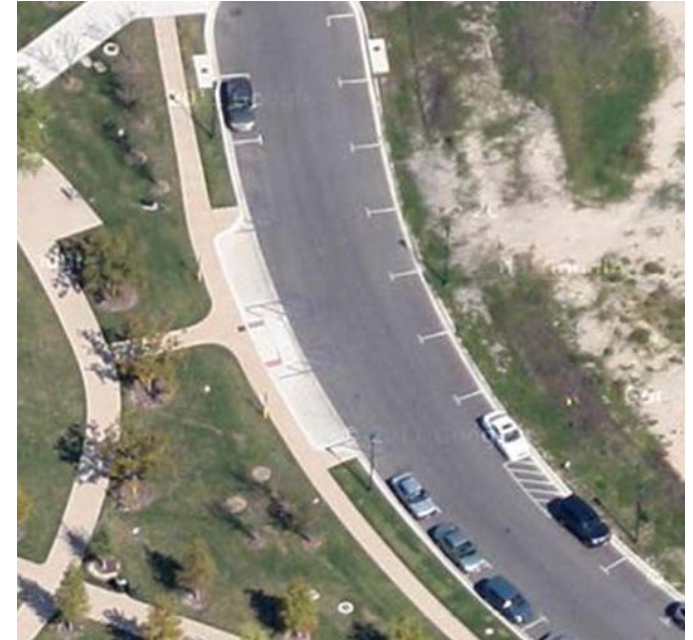
NO



YES

On-Street Parking (1)

- Defined “block perimeter” – the near side of the streets surrounding a block.
- Scoping requirements were clarified and certain technical requirements revised, including:
 - dimensions for parallel and angled spaces
 - is a requirement that the center 50% of the length of sidewalk or other surface adjacent to the accessible parallel parking space be free of obstructions



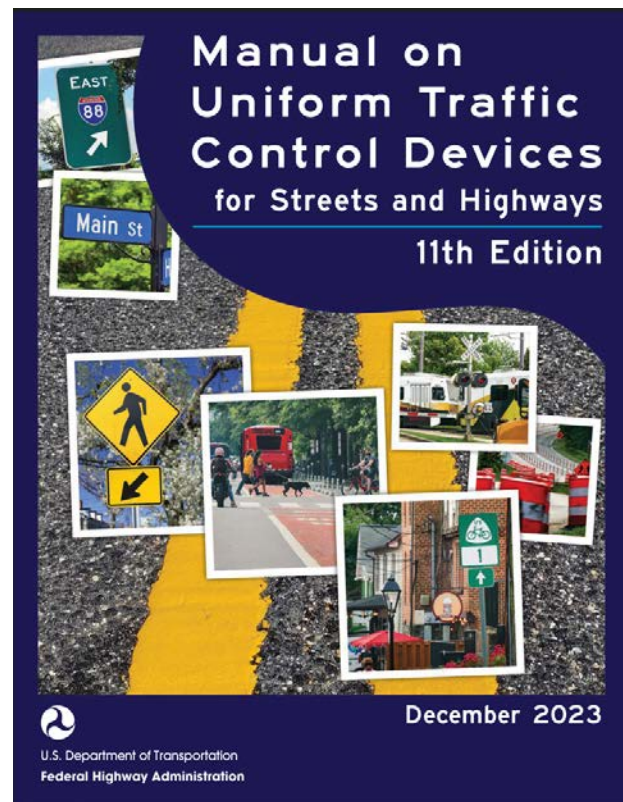
On-Street Parking (2)

-- Exception: on-street parking spaces designated exclusively as residential parking shall not be required to comply with R211 and shall not be counted for purposes of Table R211

-- Exception: on-street parking spaces designated exclusively for commercial or law enforcement vehicles shall not be required to comply with R211 and shall not be counted for purposes of Table R211

MUTCD

- MUTCD is not incorporated by reference.
- All required technical provisions and definitions are in the final rule.



Discrepancies Between PROWAG and MUTCD

- Access Board has defined the minimum technical design considerations and definitions.
- Now the MUTCD will either:
 - need to restate this content,
 - incorporate relevant portions of PROWAG by reference, or
 - specify more stringent design guidance than required by PROWAG

One Discrepancy

- MUTCD allows ped push buttons to be located up to 10 feet from adjacent curb ramps.
- PROWAG is more stringent, allowing a maximum of only 5 feet from curb ramps unless technically infeasible to comply.

Another Discrepancy

- MUTCD says “adequate ped access and walkways *shall* be provided” through work zones, but it provides only guidance that supplemental audible information or detectable barriers *should* be provided for people with vision disabilities.
- PROWAG states that peds *shall* be provided with audible or non-visual means of conveying info about the alternate ped route and where channelizing devices are provided they *shall* be detectable (the MUTCD recommends these features whereas PROWAG requires them).

And One More Discrepancy

- When a traffic signal is placed in flashing mode, PROWAG notes that ped push button locator tones *shall* remain active and the speech message *should* communicate the operating mode of the signal.
- In contrast, MUTCD states that push button locator tones *shall* be deactivated when in flashing mode.
- Need to bring MUTCD and PROWAG guidance into alignment and also engage manufacturers of accessible push buttons to develop solutions addressing this requirement.

Moving Forward

- FHWA already revising MUTCD to comply with PROWAG; timeline unknown.
- Access Board intends to make additional changes to PROWAG to add figures to help convey the Board's intent.
- Any guidance that aligns with PROWAG and is more stringent than the MUTCD guidance should be considered in general conformance with federal requirements.

Other Notable Changes

Units of Measurement (R103.3)

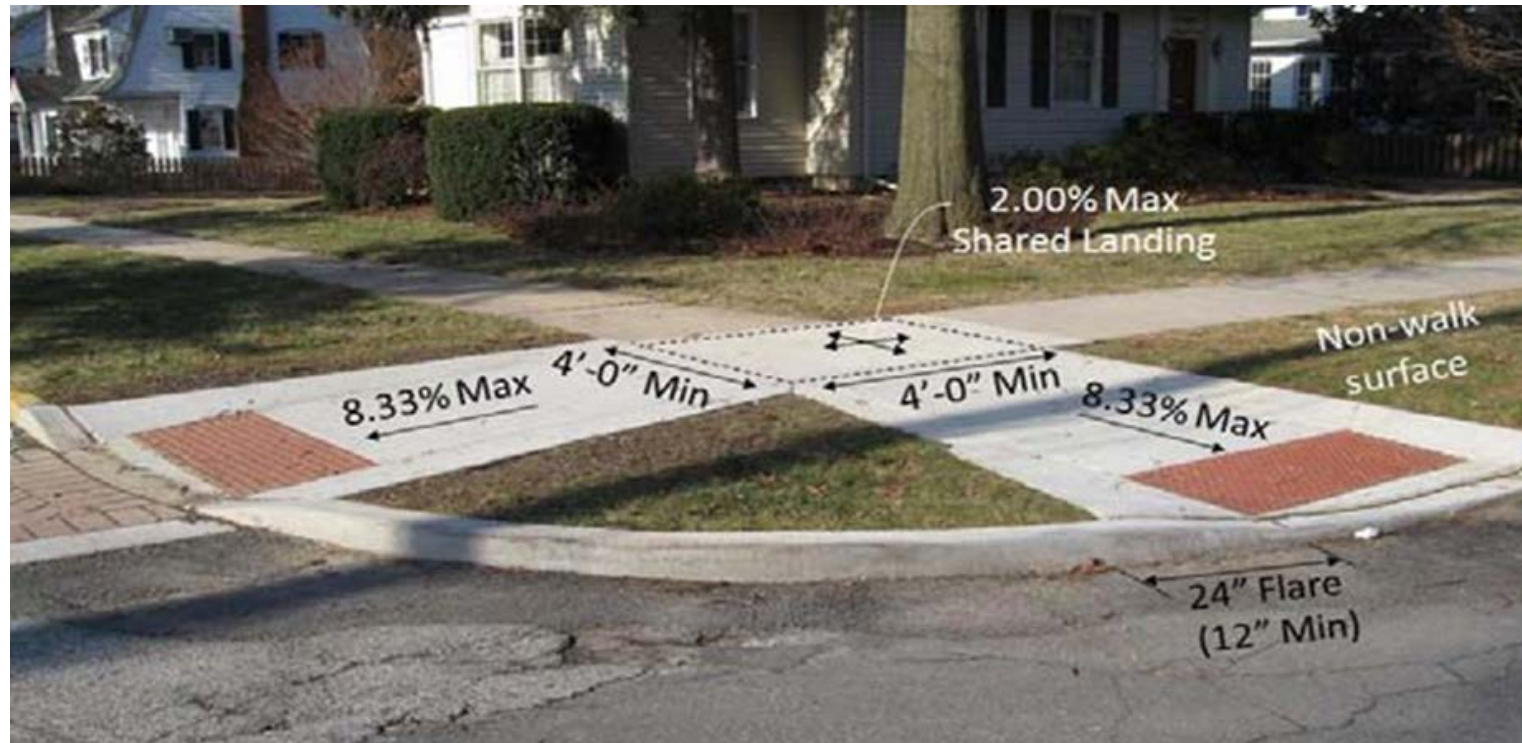
- In proposed rule, slope measurements were stated in percentages, most rounded to whole numbers.
- For consistency with the 2004 ADA and ABA Accessibility Guidelines, which expresses slope only in ratios, in the final rule slopes are expressed in both ratios and percentages.
- Practical effect is that slopes stated as 2 percent in the proposed rule are 1:48 or 2.1% in the final rule.

Landing Dimensions

- In the final rule, the Board has substituted the word “landing” for “turning space”.
- When a change in direction is necessary to access the top of perpendicular curb ramp from a PAR, a landing 48 inches wide minimum by 48 inches long minimum must be provided at the top of the curb ramp (and at the bottom of parallel curb ramps).
- The final rule eliminates the proposed requirement for a larger landing where the turning space is constrained.

Landings

- Min. 4.0 ft. by 4.0 ft. landing shall be provided at the top of the curb ramp and shall be permitted to overlap other landings.



No More Unconstrained vs. Constrained Distinction

Min. 4.0 ft. by 4.0 ft. landing required



Best practice here would be 5 ft
in direction of travel

Detectable Warning Surfaces at Driveways

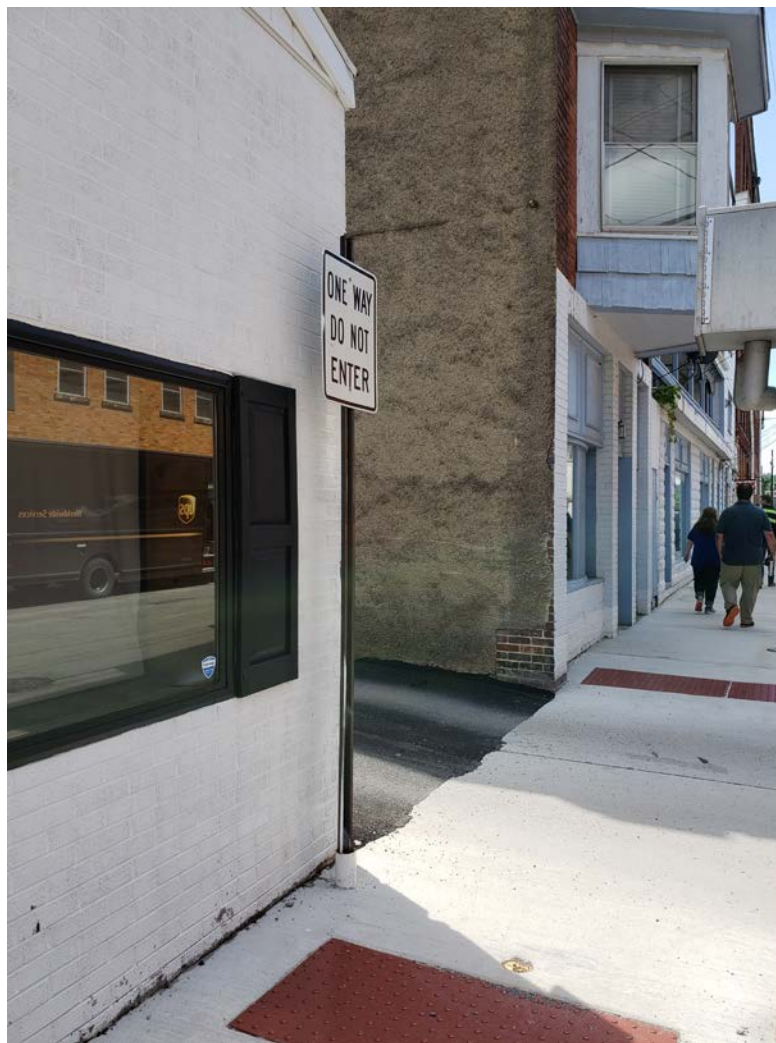
- Detectable Warning Surfaces (DWS) are required on pedestrian circulation paths at driveways with STOP or YIELD control or a traffic signal to alert pedestrians with vision impairments that they are walking into an active vehicular way.

Example of Where DWS Required at Driveways



STOP Sign

But Gray Areas Remain



Thank You!

Questions?

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