Americans with Disabilities Act Public-Rights-of-Way

Stacy Hart, Training and Information Specialist
New England ADA Center

Institute for Human Centered Design
200 Portland St. Boston, MA 02114

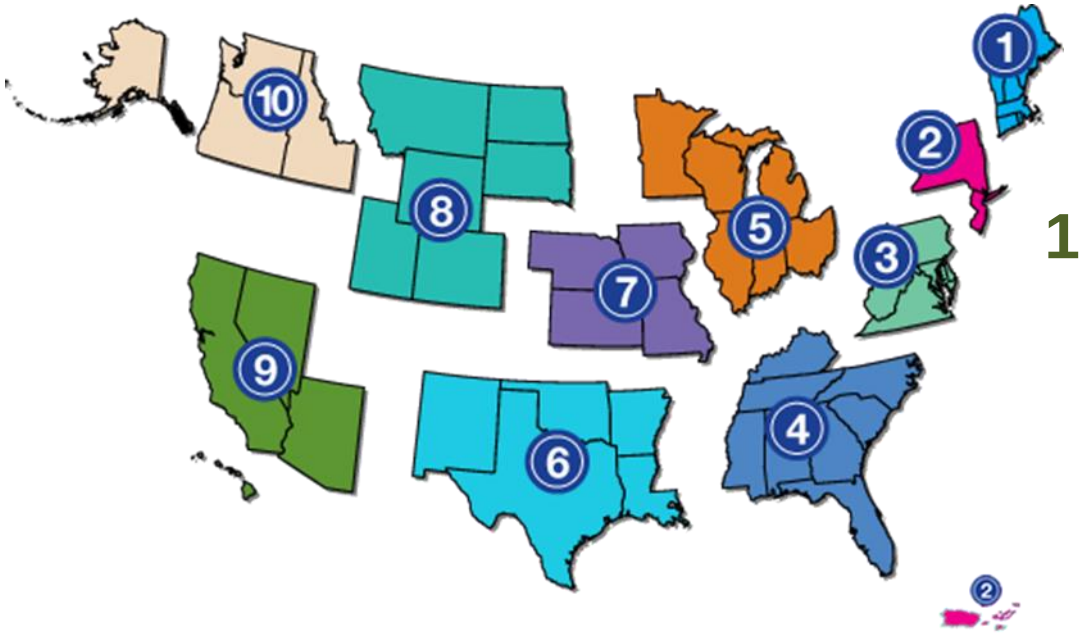
800-949-4232 voice/tty

New England ADA Center

member of

ada National Network

Information, Guidance, and Training on the Americans with Disabilities Act



1-800-949-4232 voice/TTY

Funded by

National Institute on Disability, Independent Living, and Rehabilitation Research (NIDILRR)

ADA Title II Action Guide for State and Local Governments

7 Steps to Implement the ADA

- Step 1 - Start Implementation
- Step 2 - Appoint an ADA Coordinator
- Step 3 - Provide Public Notice
- Step 4 - Adopt a Grievance Procedure
- Step 5 - Conduct a Self-Evaluation
- Step 6 - Develop a Transition Plan
- Step 7 - Create an Action Plan

Self-Evaluation Forms | Sample Documents

Produced by
Institute for Human Centered Design

www.ADAActionGuide.org

A Project of
Institute for Human Centered Design

An international design non-profit dedicated to enhancing the experiences of people of all ages and abilities through excellence in design

www.HumanCenteredDesign.org

What Is ADACC?

- Non-profit established in 1992 to promote voluntary compliance with the ADA;
- The official affiliate of the New England ADA Center;
- Operates on a voluntary basis;
- Is a membership organization that provides training and technical assistance benefits.

New England ada Center

Institute for Human Centered Design

Agenda

- Sidewalks
- Crosswalks
- Curb ramps
- Street furnishings
- Pedestrian signals

Agenda Continued

- Plowing (snow removal)
- Bus shelters, clearing
- Detectable warnings - Federal Highway Administration

Department of Justice
ADA Title II regulations

28 CFR Part 35

Nondiscrimination on the basis of disability in state and local government services

www.ADA.gov

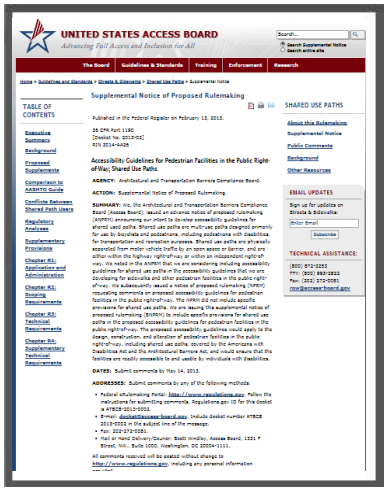
New England ADA Center

Institute for Human Centered Design

We Don’t Have ADA Standards for Public Rights-of-Way (yet)

We do have proposed guidelines.

Issued by the U.S. Access Board.



- access-board.gov
- Streets and Sidewalks (left menu)
- Public Rights-of-Way

New England ADA Center

Institute for Human Centered Design

Accessibility

- ✓ New construction

- ✓ Alterations to existing facilities to the maximum extent feasible within the scope of the project

Accessibility

- ✓ Existing facilities that have not been altered can not deny access to persons with disabilities

Accessibility

Department of Justice/Department of Transportation Joint Technical Assistance

Title II of the Americans with Disabilities Act Requirements to Provide Curb Ramps when Streets, Roads, or Highways are Altered through Resurfacing

www.ada.gov/doj-fhwa-ta.htm

New England ADA Center

Institute for Human Centered Design

ADA Title II Regulations
Transition Plan

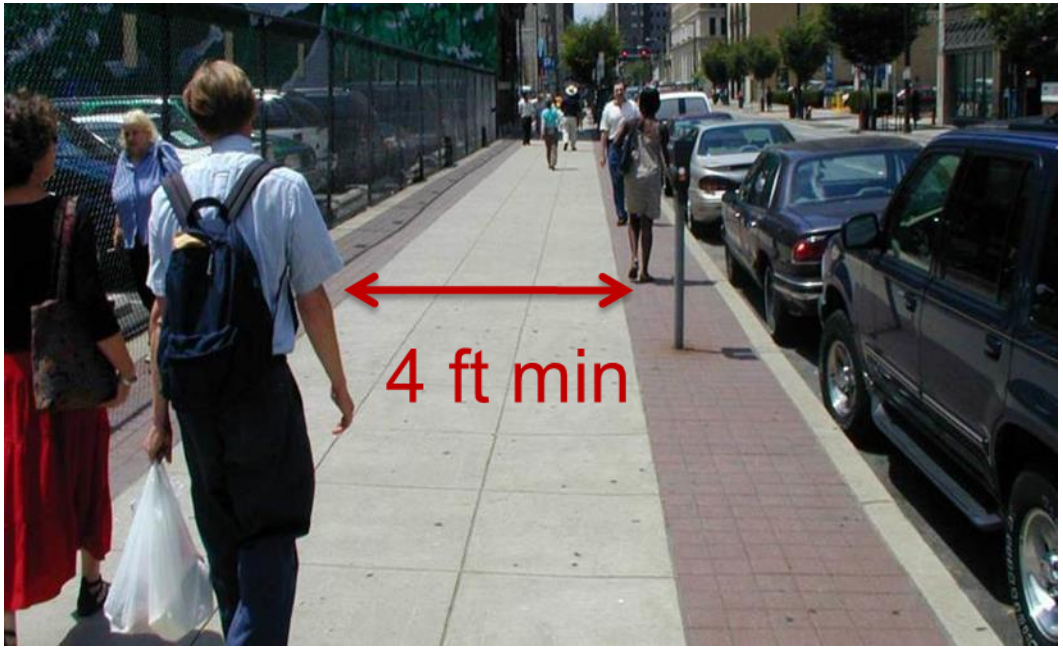
Schedule for curb ramps

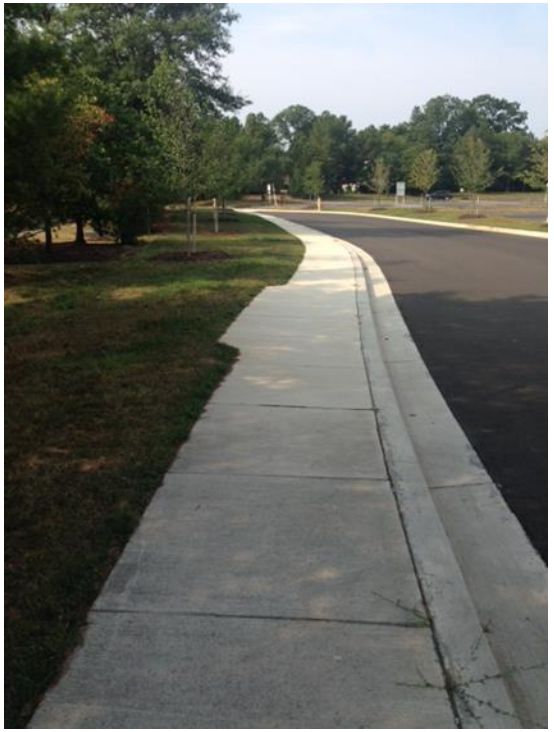
Priorities - Sidewalks serving

- State and local government offices and facilities
- Transportation
- Places of public accommodation (restaurants, stores)
- Employers
- Sidewalks serving other areas

Pedestrian Access Route

Pedestrian Access Route Clear Width





4 ft min clear exclusive of curb and street furniture

If less than 5 ft clear, provide 5 ft passing space every 200 ft

New England ADA Center

Institute for Human Centered Design

Pedestrian Access Route
Clear Width

New England ADA Center

Institute for Human Centered Design

Pedestrian Access Route Running Slope

Running slope can follow adjacent roadway grade

New England ADA Center

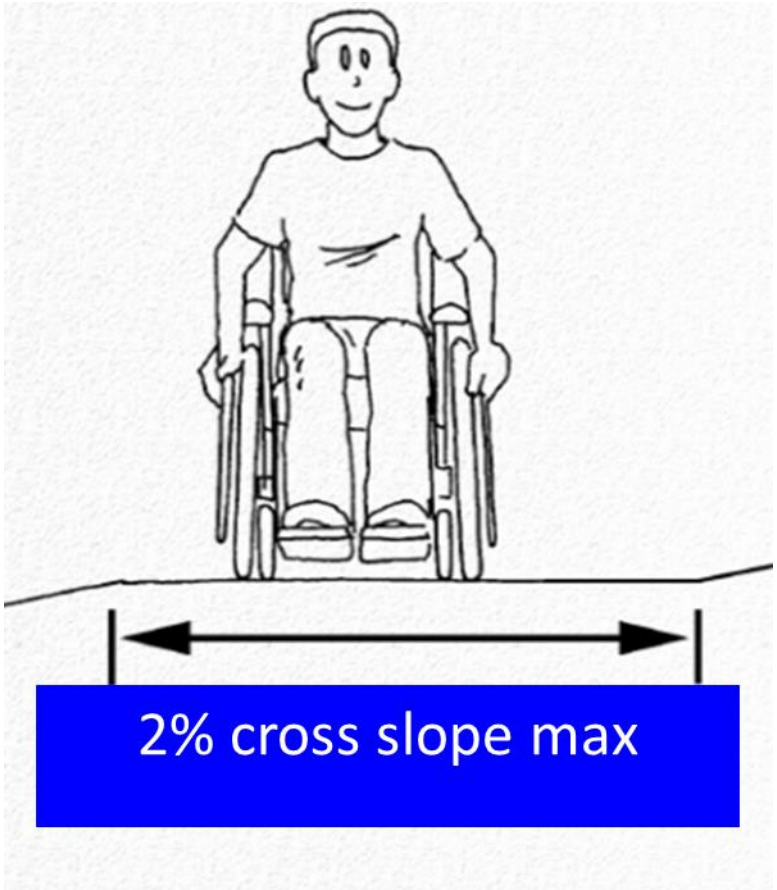
Institute for Human Centered Design

Pedestrian Access Route Running Slope

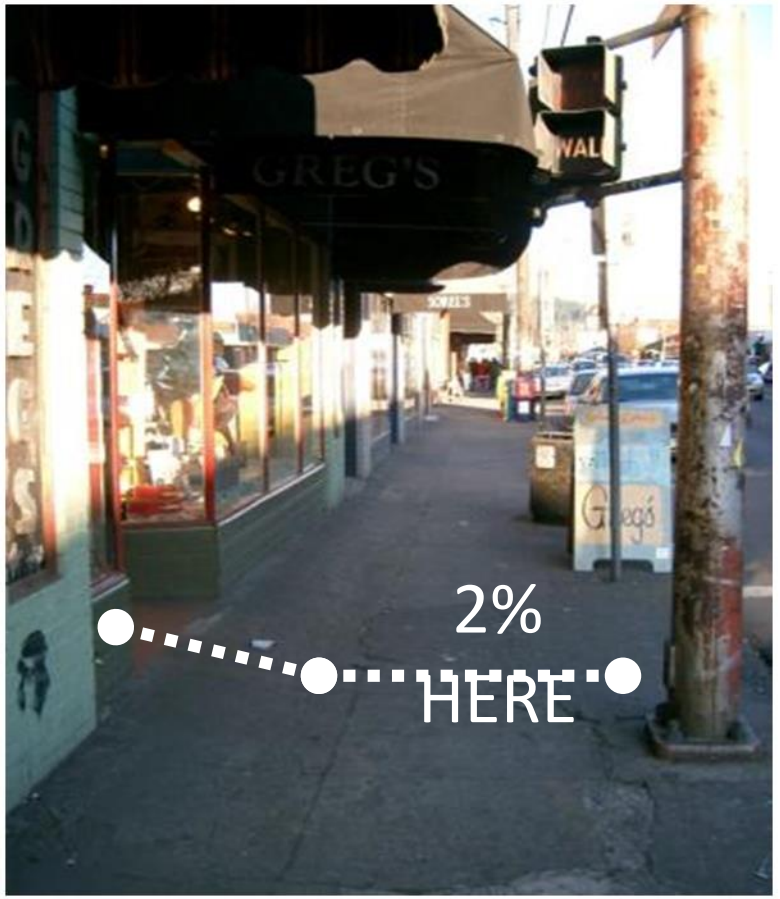
If the ADA Standards applied

Pedestrian Access Route Cross Slope

- 0% best for wheelchair users however some slope needed for drainage
- Max cross slope 2%
- "Level" means 2% max
- Designing to 1.5% gives construction tolerance



Pedestrian Access Route Cross Slope



Cross Slope: 2% maximum

New England ada Center

Institute for Human Centered Design

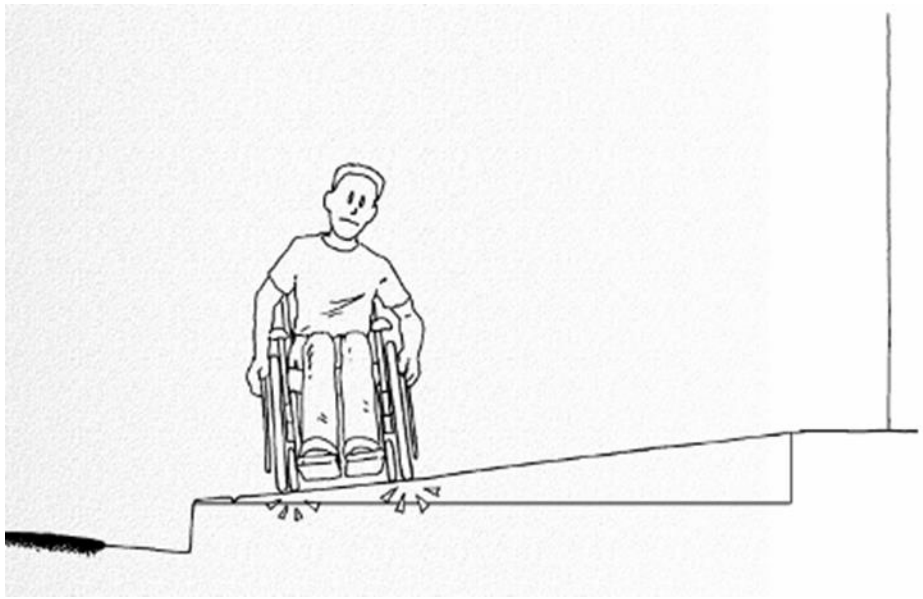
Pedestrian Access Route Cross Slope

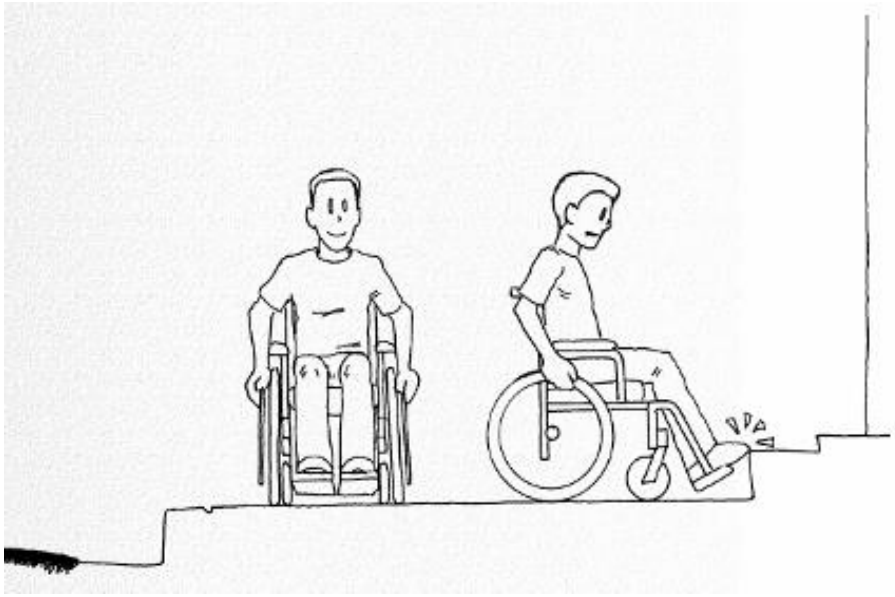
Building entrance elevations create problems

New England ada Center

Institute for Human Centered Design

Pedestrian Access Route Cross Slope



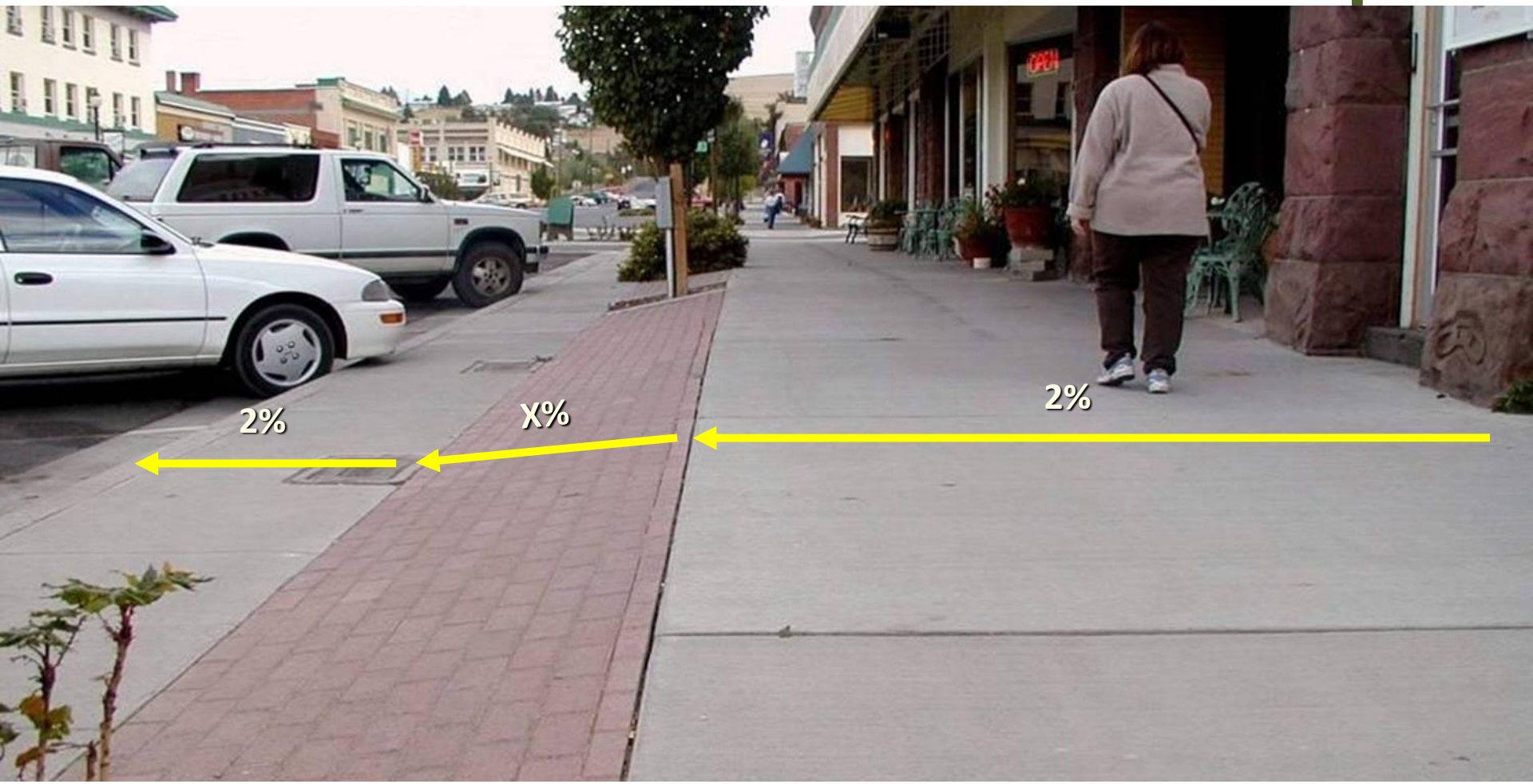


Building entrance elevations create problems

New England ada Center

Institute for Human Centered Design

Pedestrian Access Route Cross Slope



Interesting Solution

New England ada Center

Institute for Human Centered Design

Pedestrian Access Route

If you have the space this can work

New England ada Center

Institute for Human Centered Design

Pedestrian Access Route

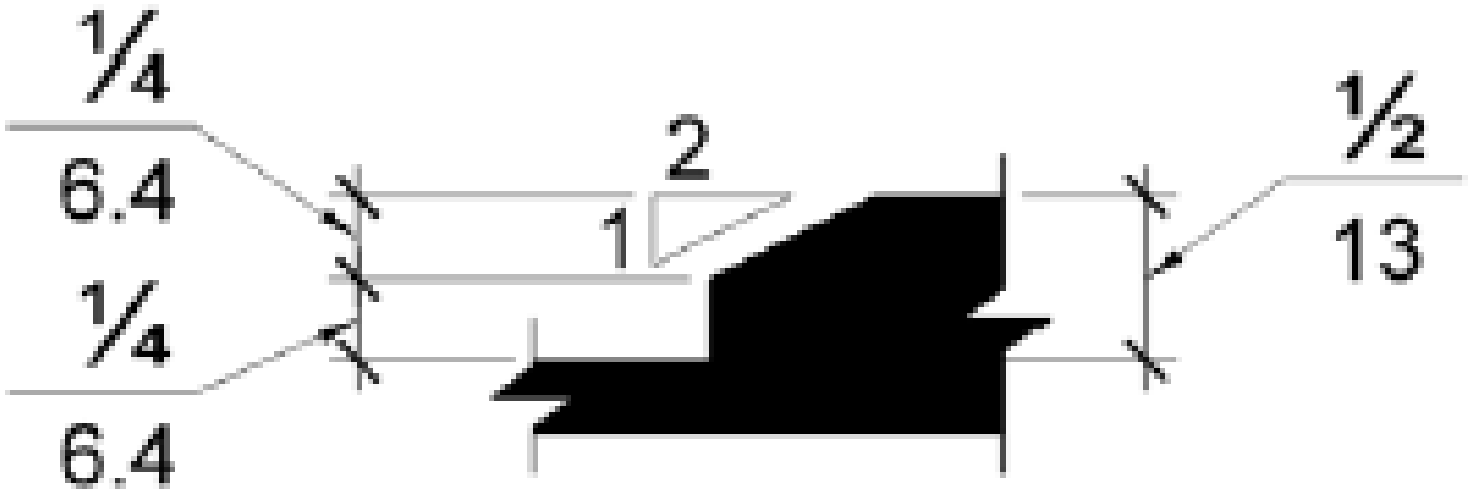
Surfaces: stable, firm and slip resistant

New England ada Center

Institute for Human Centered Design

Floor/Ground Surfaces

Changes in level ½ inch max permitted if beveled



Pedestrian Circulation Area

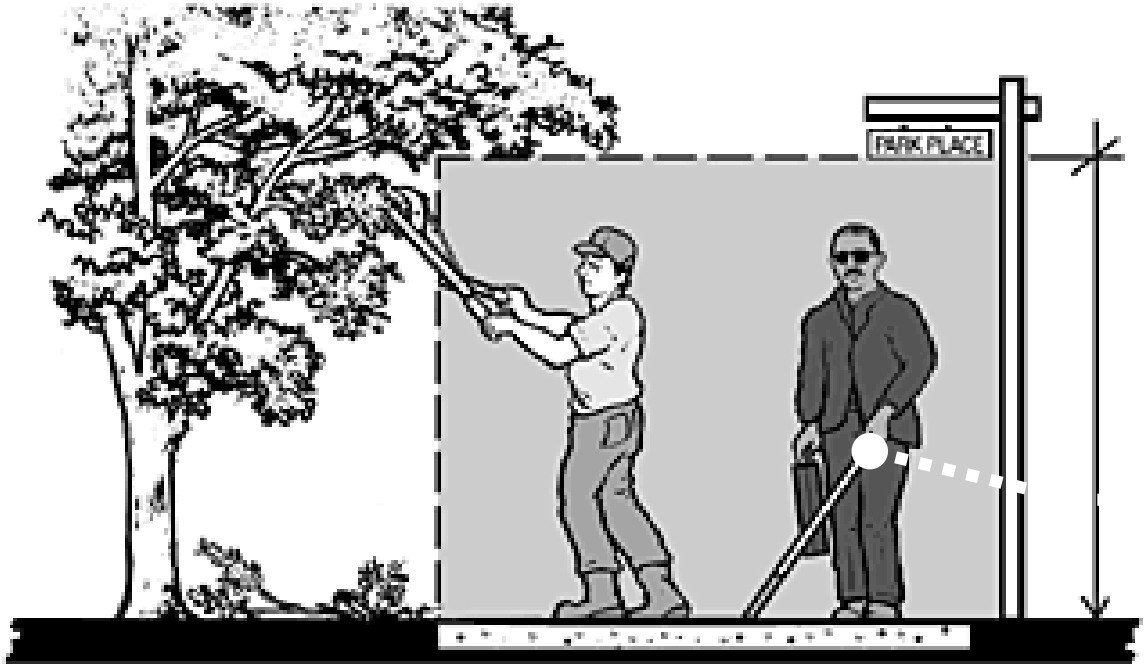
Pedestrian Circulation Area
Protruding Objects

No protruding objects the entire width

New England ada Center

Institute for Human Centered Design

Pedestrian Circulation Area
Protruding Objects



80 in min

No protruding objects the entire width

Curb Ramps

Curb Ramps

Perpendicular

Parallel

New England ada Center

Institute for Human Centered Design

Provide a curb ramp (slope > 1:20) or a blended transition (slope < 1:20) for **each crossing.**

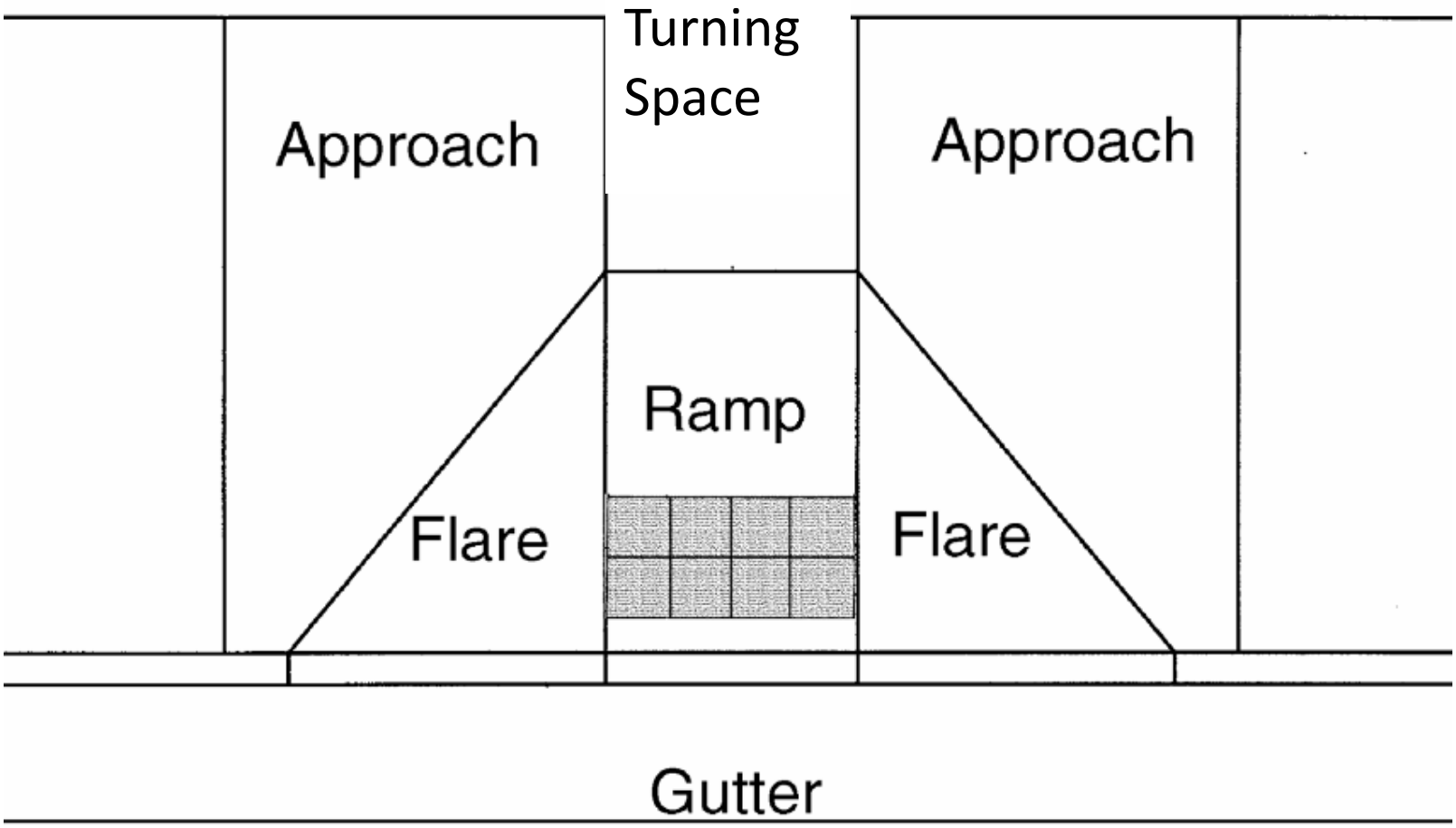
Curb Ramp

Blended Transition

Curb Ramps

- 1:12 max running slope
- 1:50 cross slope
- Turning space at top of perpendicular curb ramp
- Clear space at the bottom outside of travel lane
- Flush transitions (no lips)
- Perpendicular grade breaks

Anatomy of a Curb Ramp



- The ‘cookie cutter’ curb ramp

Perpendicular Curb Ramps

Turning space is required at the top of curb ramps for changing direction

- except where turning is not an option

Detectable Warnings

Detectable Warnings

New England ada Center

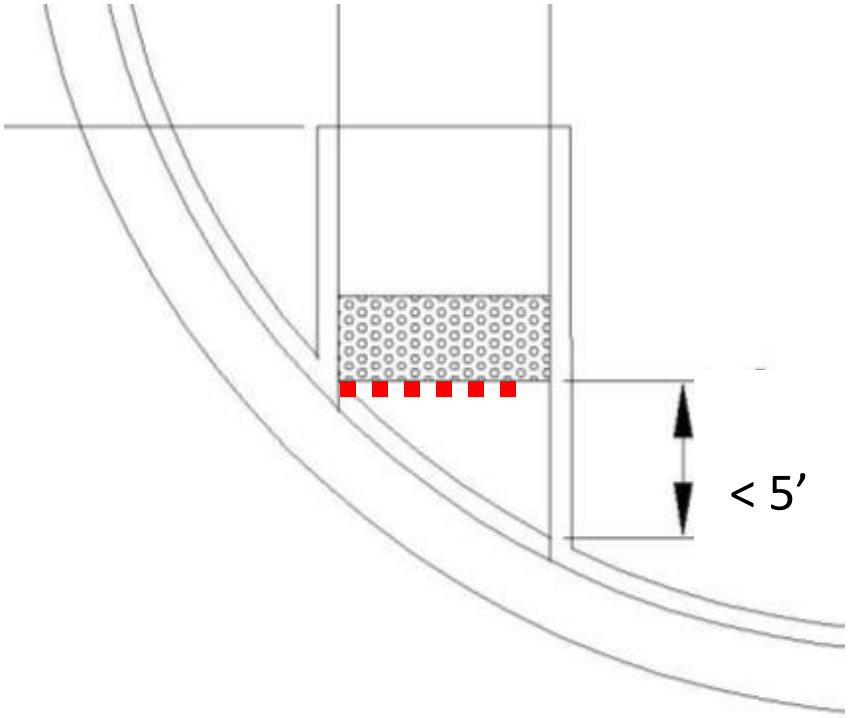
Institute for Human Centered Design

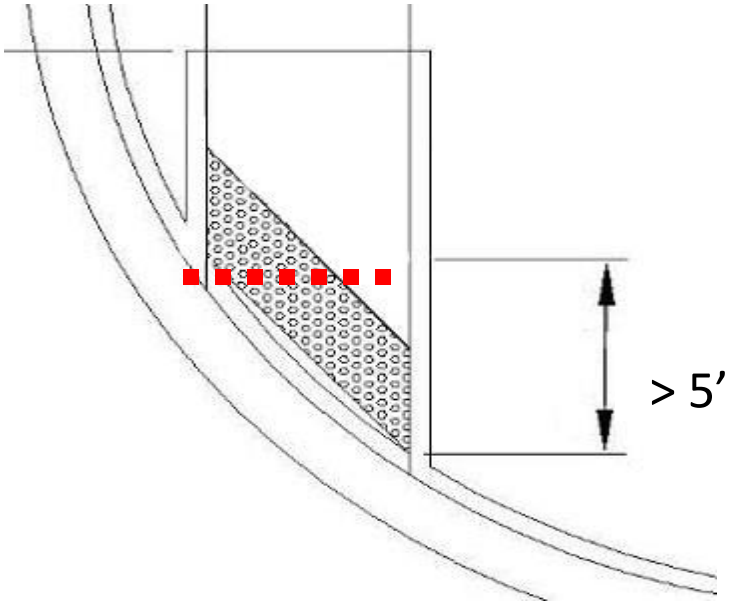
Detectable Warnings
Federal Highway Administration Memo

Provide warning to the visually impaired about to enter a hazardous area

- Raised domes
- 24” min. and full width of curb ramp
- Contrasting in color

Detectable Warnings





- Place DW on curb ramp at grade break if space beyond the bottom of ramp is less than 5’ deep.
- Place DW on behind the curb if the ramp is more than 5’ away from the curb at any point

Institute for Human Centered Design

Detectable Warning

Contrast with surrounding surface

Detectable Warnings

Pedestrian refuge islands greater than 6 ft wide

Pedestrian Crossings

Pedestrian Crossings

RUN!!

New England ada Center

Institute for Human Centered Design

Pedestrian Crossings

- The guidelines do not tell when/where to mark
- Or how to mark (look at Manual Uniform Traffic Control Devices part 3)

New England ada Center

Institute for Human Centered Design

Accessible Pedestrian Signals (APS)

Accessible Pedestrian Signals

Must comply with MUTCD Section 4E for signal upgrades

New England ada Center

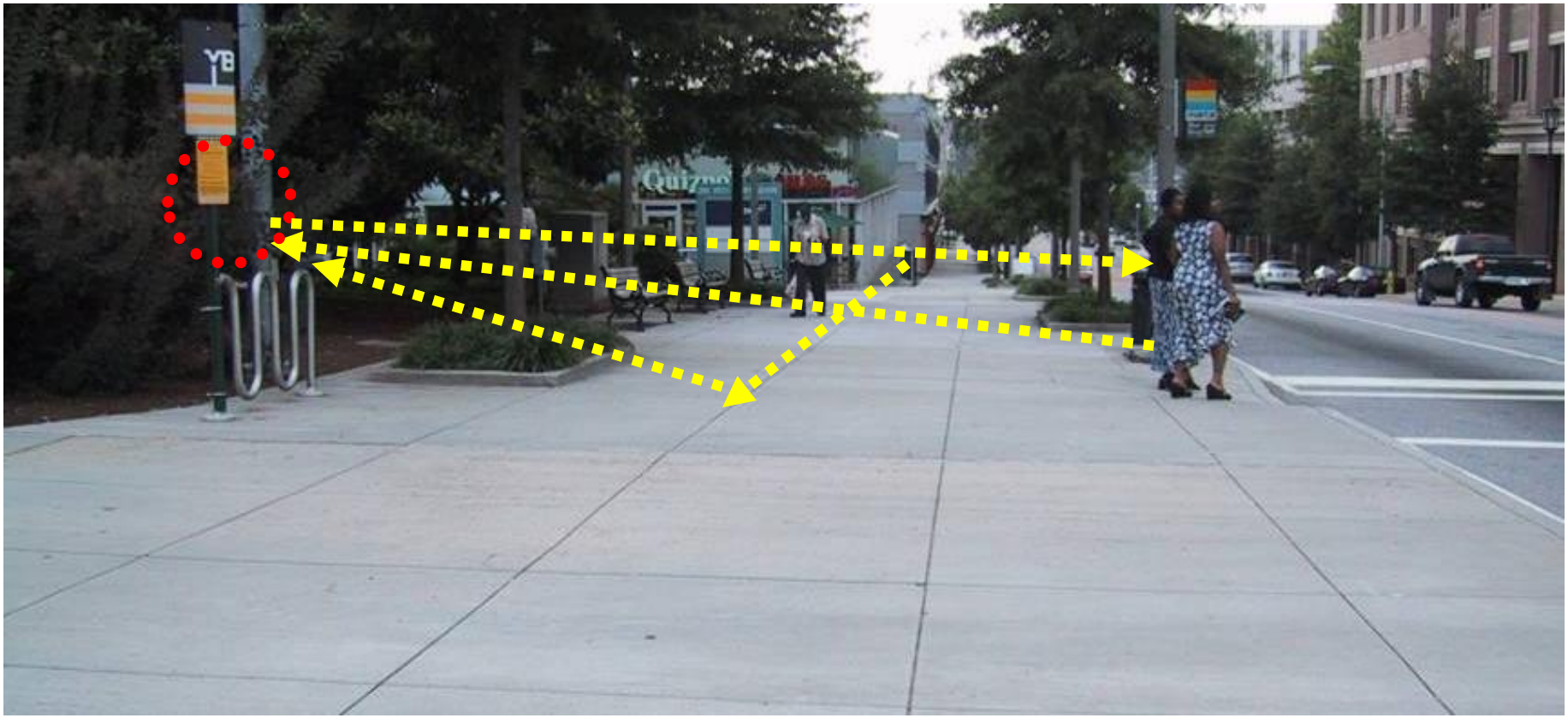
Institute for Human Centered Design

Accessible Pedestrian Signals

New England ada Center

Institute for Human Centered Design

Pedestrian Push Button Location



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

New England ada Center

Institute for Human Centered Design

Accessible Pedestrian Signals

Button

- Face of button parallel to crosswalk
- Mounted at 42” (48” max)
- Max. 5 lbs pressure to activate

Sign

- Adjacent to button – explains purpose and use
- Must clearly indicate crosswalk direction

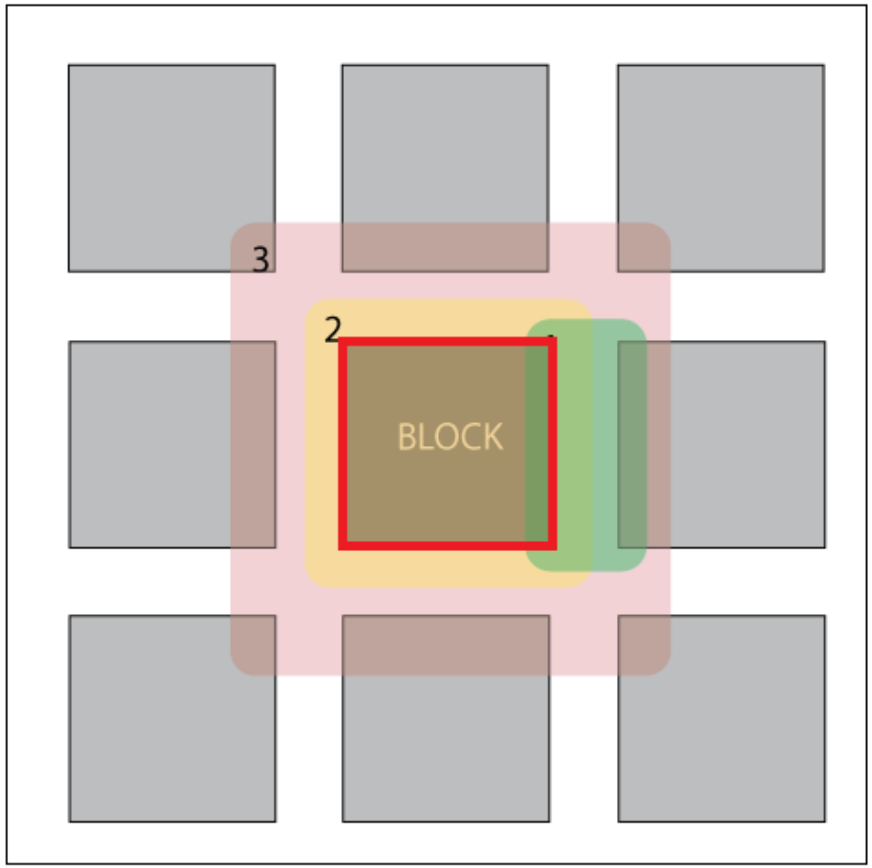
Accessible Pedestrian Signals

Accessible Features

- Tactile arrow indicates direction
- Audible and vibrotactile detectors required
- Locator tone (preferred)
- 10 ft. separation, or speech indication
- Speech walk criteria MUTCD 4E.11
- Volume adjusts for ambient noise
- Extended Press Features

On-Street Parking

On-Street Parking Scoping

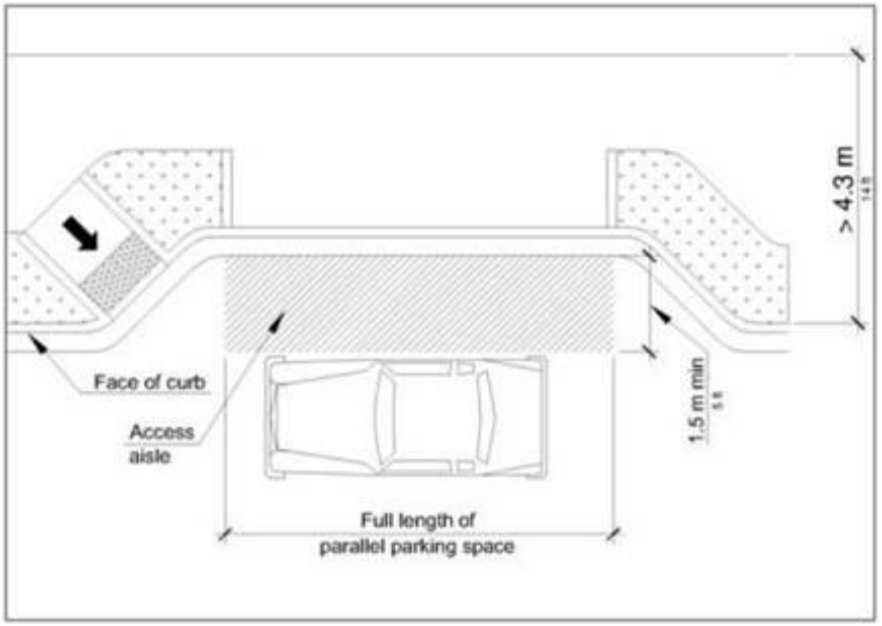


- Number of accessible spaces is based upon total on a block perimeter
- Scoping Section R214
- No van parking required

New England ada Center

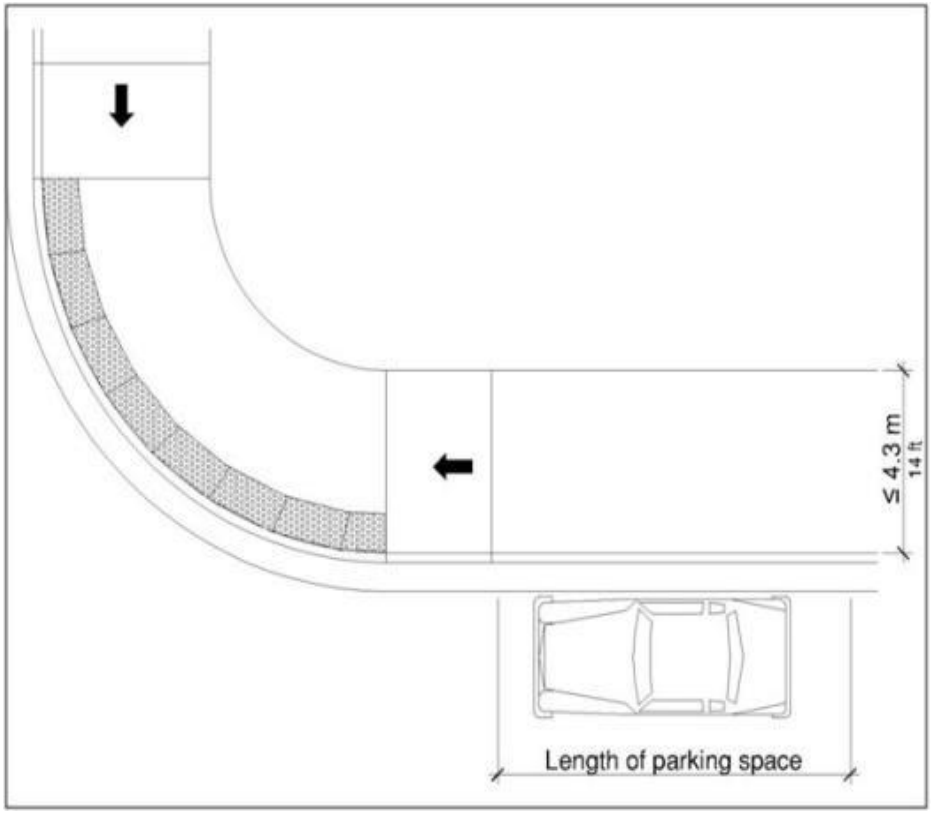
Institute for Human Centered Design

On-Street Parking
Wide ROW



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

On-Street Parking
Narrow ROW

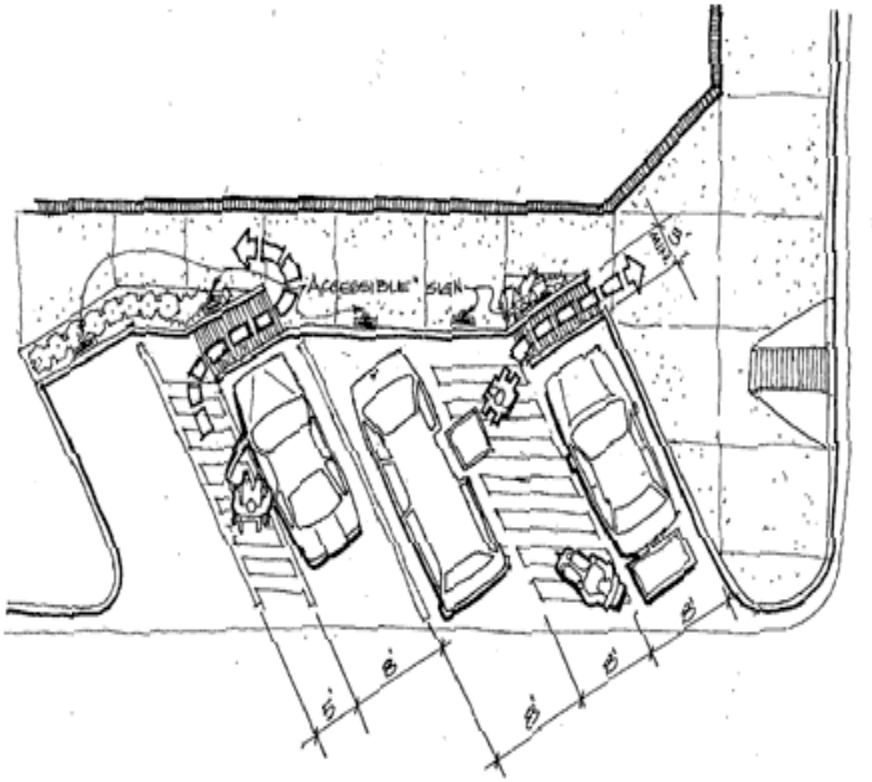


Narrow sidewalks – an access aisle is not required

New England ada Center

Institute for Human Centered Design

On-Street Parking



Angled (or perpendicular) on-street parking

New England ada Center

Institute for Human Centered Design

Transit Stops & Shelters

Transit Stops & Shelters

Connect boarding areas, shelters and accessible route to a pedestrian access route

New England ada Center

Institute for Human Centered Design

Transit Stops & Shelters

Rule covers boarding and alighting area for lift or ramp deployment as well as clear space in shelters

New England ada Center

Institute for Human Centered Design

Snow removal

plowing, sidewalks, curb ramps…bus shelter, etc

New England ada Center

Institute for Human Centered Design

Snow removal

plowing, sidewalks, curb ramps…bus shelter, etc

28 CFR part 35.133 Maintenance of accessible features

1. Maintain features and equipment that are required to be accessible.

2. Temporary interruptions in service or access due to maintenance or repairs is okay.

ADA/Section 504
U.S. Department of Transportation
Q&A

Q. What day-to-day maintenance is a public agency responsible for under the ADA?

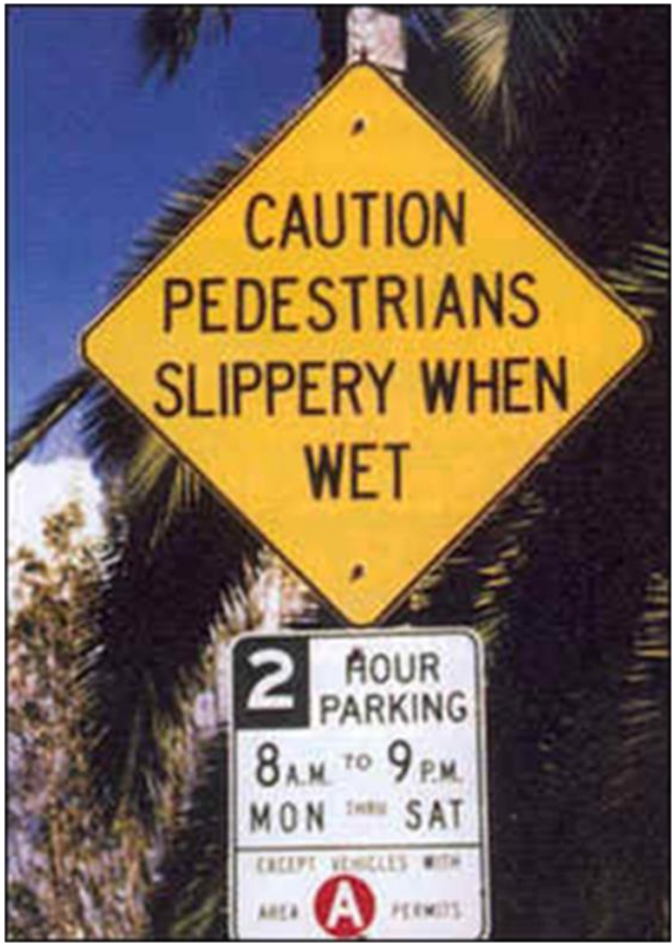
A. Public agencies must ensure that the day-to-day operations keep the path of travel on pedestrian facilities usable for persons with disabilities...this includes snow removal.

www.fhwa.dot.gov/civilrights/programs/ada_sect504qa.cfm#q3

Questions?

ROW@access-board.gov

www.access-board.gov



New England ada Center

Institute for Human Centered Design

Contact Me With Any Questions

Thank You!!

Stacy Hart, New England ADA Center
Shart@NewEnglandADA.org
1-800-949-4232

New England ada Center

Institute for Human Centered Design