Proposed Guidelines for Pedestrian Facilities in the Public Right-of-Way

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New Construction

Accessibility is easiest to achieve in new construction

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Alterations

- In alterations, it may not be possible to meet all of the accessibility requirements.
- Follow new construction provisions to the extent possible.
Pedestrian Access Route (PAR)

4 feet minimum exclusive of the curb
Pedestrian Access Route (PAR)

Running slope can follow adjacent roadway grade

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Pedestrian Access Route (PAR)

Cross Slope: 2% maximum
Pedestrian Access Route (PAR)

Surfaces: stable, firm and slip resistant
Pedestrian Access Route (PAR)

Changes in level provisions same as the building guidelines
Pedestrian Access Route (PAR)

Horizontal openings no more than ½ inch in the direction of travel

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Pedestrian Access Route (PAR)

Flange way gap provision for light rail and freight rail at pedestrian rail grade crossing
Alternate PAR

References Part 6 of the MUTCD

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Pedestrian Circulation Area

No protruding objects in entire width

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Pedestrian Circulation Area

(a) 685 - 2 m
27.80
100 max
4
100 max
4

(b) 685 - 2 m
27.80
100 max
4
100 max
4
Base

(c) 685 max
27
X > 305
12

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Curb Ramps & Blended Transitions

Perpendicular

Blended Transition

Parallel
Pedestrian Crossings

- Walking Speed Part 4 of MUTCD
- Continuation of PAR

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Transit Stops & Shelters

Rule covers areas for lift or ramp deployment as well as shelters
On-Street Parking

Number of accessible spaces is based upon total on a block perimeter
Issue 1: Detectable Warnings
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Detectable warnings at pedestrian/rail crossings
Issue 2: APS

When new pedestrian signals are installed; accessible pedestrian signals (APS) are required
Issue 2: APS

Locate the pedestrian pushbuttons for APS according to Part 4 of MUTCD
Issue 3: Tabling of Intersections
• Pedestrian crossing easily located for way finding at all roundabouts
• Where pedestrian crossings are multi-lane; pedestrian-activated signals shall be provided.
Issue 4: Roundabouts
Questions?