



# Public Right-of-Way Accessibility Guidelines (PROWAG)

# PRESENTERS



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# AGENDA

- PROWAG Purpose
- Alterations
- Alternate Pedestrian Access Routes
- Curb Ramps & Crosswalks
- Pedestrian Pushbuttons, Passive Pedestrian Detection & Accessible Pedestrian Signal Walk Indications
- Parking & Passenger Loading Zones
- Other Changes to the Rule

# PROWAG

## Purpose -

These guidelines contain scoping and technical requirements to ensure that pedestrian facilities located in the public right-of-way (including a public right-of-way that forms the boundary of a site or that lies within a site bounded by a property line), are readily accessible to and usable by pedestrians with disabilities.

### Public Right-of-Way Accessibility Guidelines

#### About the ADA and ABA Accessibility Guidelines for the Public Right-of-Way



The Access Board has published new guidelines under the Americans with Disabilities Act (ADA) and the Architectural Barriers Act (ABA) that address access to sidewalks and streets, crosswalks, curb ramps, pedestrian signals, on-street parking, and other components of public right-of-way. These guidelines also review shared use paths, which are designed primarily for use by bicyclists and pedestrians for transportation and recreation purposes.

### Public Right-of-Way Accessibility Guidelines

#### Preamble to the Final Rule for Pedestrian Facilities in the Public Right-of-Way

Published in the *Federal Register* on August 8, 2023.

36 CFR Part 1190

Docket No. ATBCB 2011-0004 RIN 3014-AA26

**ARCHITECTURAL AND TRANSPORTATION BARRIERS COMPLIANCE BOARD**

#### Accessibility Guidelines for Pedestrian Facilities in the Public Right-of-Way

**AGENCY:** Architectural and Transportation Barriers Compliance Board.

**ACTION:** Final rule.

# Alteration vs New Construction

**Alteration or 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

**Developed.** Containing buildings, pedestrian facilities, roadways, utilities, or elements



# Deviation from These Guidelines

## **NPRM**

### **R102 Equivalent Facilitation**

The use of alternative designs, products, or technologies that result in substantially equivalent or greater accessibility and usability than the requirements in this document is permitted.

## **FINAL RULE**

### **R102 Deviations from These Guidelines**

#### **Under the ADA: R102.1 ADA-Covered Facilities and Equivalent Facilitation**

Use of alternative designs, products, or technologies that result in substantially equivalent or greater accessibility and usability than the proposed guidelines is permitted

#### **Under the ABA: R102.2 ABA-Covered Facilities and Waivers or Modifications**

Deviations from an enforceable standard issued by GSA, HUD, DoD, or USPS require an approved waiver or modification, which is issued by the standard-setting agency

# Existing Physical Constraints

## NPRM

**R202.3.1 Existing Physical Constraints** Where existing physical constraints **make it impracticable** for altered elements, spaces, or facilities to fully comply with the requirements for new construction, compliance is required to the extent practicable within the scope of the project. Existing physical constraints include, but are not limited to, underlying terrain, **right-of-way availability**, underground structures, adjacent developed facilities, drainage, or the presence of a notable natural or historic feature.

## FINAL RULE

**R202.3 Existing Physical Constraints** In alterations, where existing physical constraints **make compliance with applicable requirements technically infeasible**, compliance with these requirements is required to the maximum extent feasible. Existing physical constraints include, but are not limited to, underlying terrain, underground structures, adjacent developed facilities, drainage, or the presence of a significant natural or historic feature.

# Connection to Pedestrian Circulation Path - R202.2

Where pedestrian facilities are altered, they shall be connected by a pedestrian access route complying with **R302** to an existing pedestrian circulation path. A transitional segment may be used in the connection.





# Pedestrian Access Routes (PAR) – R302

- R302.2 Continuous clear width
- R302.3 Passing Spaces
- R302.4 Grade
- R302.5 Cross Slope
- R302.6 Surface

# Continuous Clear Width – R302.2

- **48 inches min.**, exclusive of the width of any curb.
- **Within medians & pedestrian refuge islands:** 60 inches minimum
- **Where shared use paths cross medians & pedestrian refuge islands:** 60 inches minimum or at least as wide as the crosswalk whichever is greater.
- **On shared use paths:** PAR must extend the full width of pedestrian circulation path
- **Passing Spaces:** 60" x 60" minimum at intervals of 200ft maximum

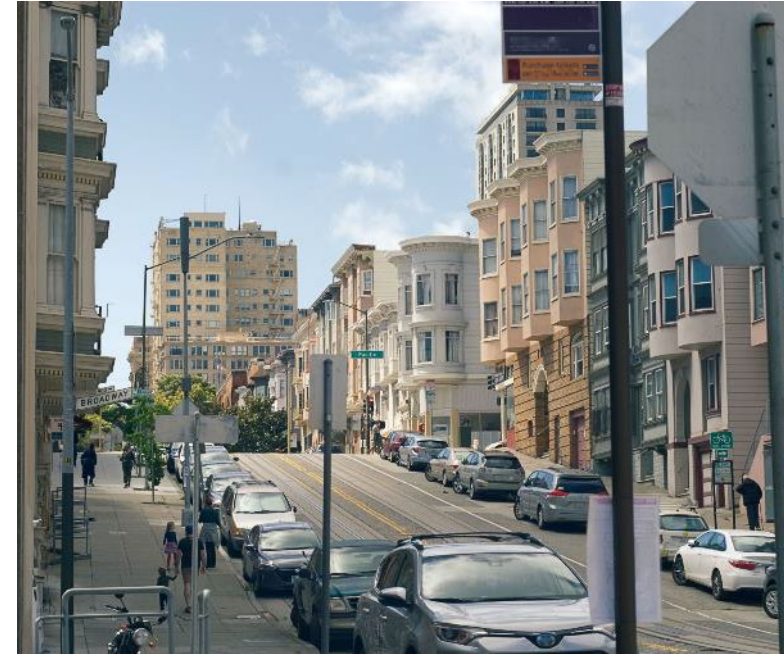


# Grade of PAR within highway right-of-way – R302.4.1

Maximum pedestrian access route grade 1:20 (5.0%)

## EXCEPT

Where the *grade* established for the adjacent *street* exceeds 5.0% the *grade* of the *pedestrian access route* can match the *grade* established for the adjacent *street*.



R407 does not apply to pedestrian access routes following the grade established for the adjacent street consistent with the requirements of R302.4.1.

# Grade of PAR within a crosswalk- R302.4.3

Maximum pedestrian access route grade  
1:20 (5.0%)

## EXCEPT

Where roadway design requires superelevation greater than 5.0% at the location of a crosswalk, the grade of the pedestrian access route within the crosswalk may be the same as the superelevation.



# Cross Slope of PAR not contained within a crosswalk R302.5.1

**Pedestrian access route not contained within a crosswalk**

Maximum cross slope **1:48 (2.1%)**

**EXCEPTION:** The portion of a pedestrian access route within a street that connects an accessible parallel on-street parking space to the nearest crosswalk at the end of the block face or the nearest midblock crosswalk is not required to have a max cross slope of 1:48 (2.1%)



# Cross Slope of PAR contained within a crosswalk

## R302.5.2

### Depends on location of the crosswalk

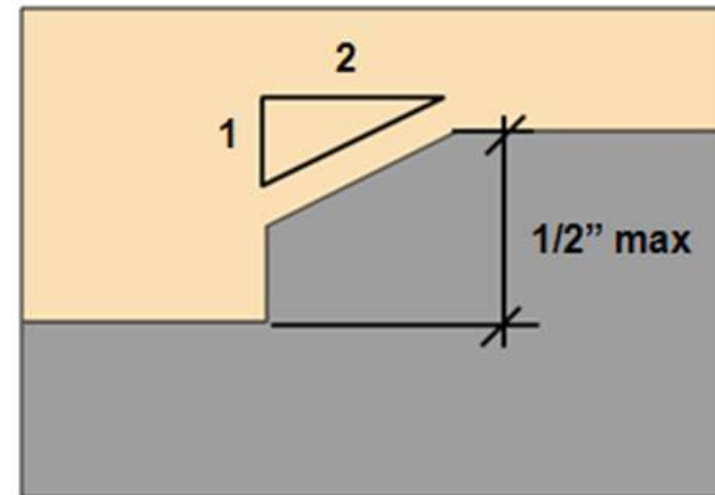
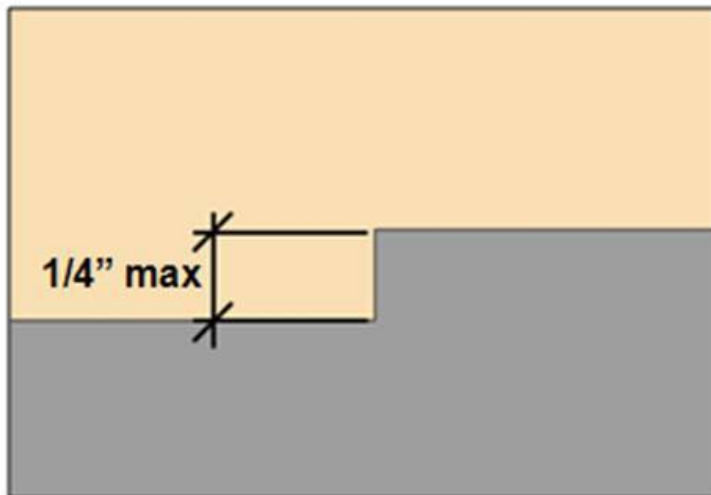
- With Yield or Stop Control Devices. **1:48 (2.1%)** max.
- At Uncontrolled Approach. 1:20 (5.0%) max.
- With Traffic Control Signal or Pedestrian Hybrid Beacon. 1:20 (5.0%) max.
- **Midblock and Roundabout Crosswalks. No greater than the street grade.**

# Grade Breaks & Changes in Level

R302.6.1 Grade breaks must be flush

R302.6.2 Changes in level (**Referred to in the NPRM as R302.7.2 Vertical Surface Discontinuities**)

- Changes in level can be up to  $\frac{1}{4}$ " without treatment or  $\frac{1}{2}$ " if beveled with a slope no steeper than 1:2 (50.0%).



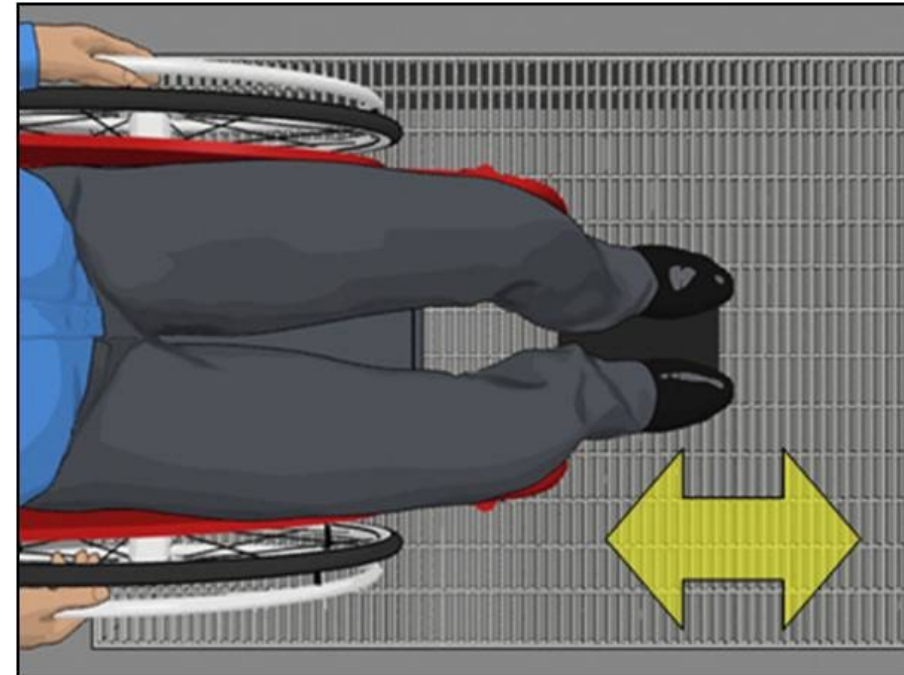
# Changes in level greater than ½ inch

- Changes in level greater than a ½" up to 6" must have a slope no greater than 1:12 (8.3%)
- Changes in level greater than 6" must be treated as a ramp and comply with ramp requirements in R407.



# Horizontal Openings – R302.6.3

- Horizontal openings in ground surfaces, such as those in gratings and joints, other than flangeway gaps should not allow passage of a sphere larger than ½” in diameter.
- Where multiple directions of travel intersect, elongated openings are permitted but must be placed so that the long dimension is perpendicular to the dominant direction of travel.



# Connect boarding and alighting areas and boarding platforms to existing pedestrian circulation paths

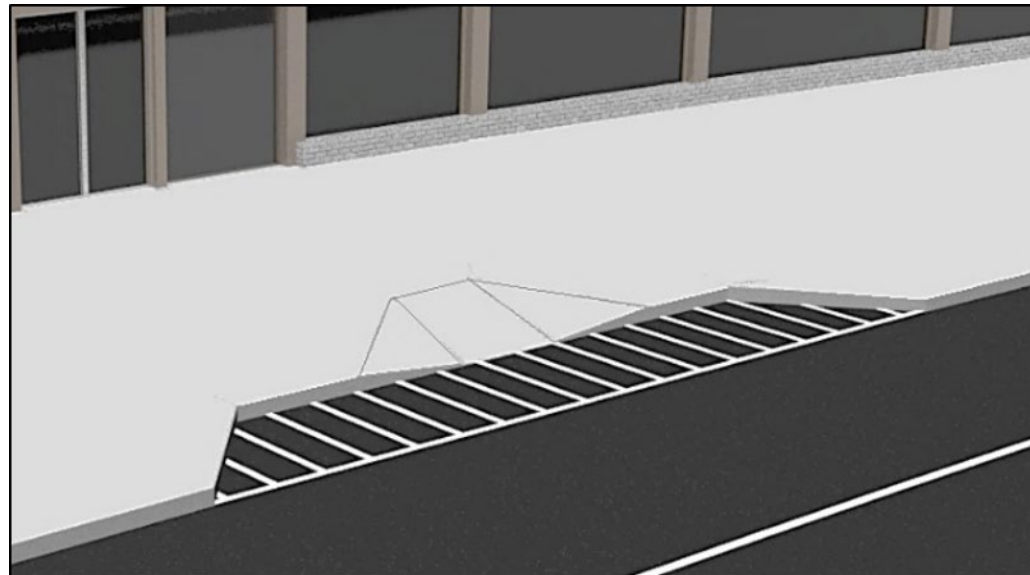
## R309.1.3.2 Connection to Existing Pedestrian Circulation Paths

*In alterations*, boarding and alighting areas and *boarding platforms* shall be connected to existing *pedestrian circulation paths* by *pedestrian access routes* complying with R302.



# Requirement for Alternate Passenger Loading Zones

**R204.3 Alternate Passenger Loading Zones.** Where a permanently designated passenger loading zone is temporarily not accessible due to construction, maintenance operations, or other similar conditions, **and** a temporary passenger loading zone is provided, it must comply with R311.



# Requirement for Alternate Transit Stops

**R204.2 Alternate Transit Stops.** Where **accessible** transit stops are temporarily not accessible due to construction, maintenance operations, or other similar conditions, alternate transit stops complying with R309 shall be provided.





# ALTERNATE PEDESTRIAN ACCESS ROUTES

# Alternate Pedestrian Access Routes – R204.1

When a *pedestrian circulation path* is temporarily not *accessible* due to construction, maintenance operations, closure, or other similar conditions, an alternate *pedestrian access route* must be provided and comply with R303 and R402.

**EXCEPTION:** If establishing or maintaining an alternate *pedestrian access route* is technically infeasible due to site conditions or existing physical constraints, an alternate means of providing access for *pedestrians* with disabilities shall be permitted.

# Alternate Pedestrian Access Routes – R303

- R303.2 Signs
- R303.3 Surface
- R303.4 Continuous Clear Width
- R303.5 Curb Ramp or Blended Transition
- R303.6 Detectable Edging of Channelizing Devices
- R303.7 Pedestrian Signal Heads



# Signs

- **Signs** identifying alternate pedestrian access routes must be provided in advance of decision points and must comply with R410.
- Proximity actuated audible signs or other non-visual means within the public right-of-way of conveying the information that identifies the alternate pedestrian access route must also be provided.





# Alternate Pedestrian Access Route

**Surfaces** must comply with R302.6 or be no less accessible than the surface of the temporarily closed pedestrian circulation path

- **Continuous Clear Width.** 48” minimum exclusive of the width of any curb.  
**EXCEPTION:** Where the alternate pedestrian access route utilizes an existing pedestrian circulation path, the width must not be less than the width of the temporarily closed pedestrian circulation path
- **Curb Ramp or Blended Transition.** Where an alternate pedestrian access route crosses a curb, a curb ramp or blended transition complying with R304 must be provided.

# Detectable Edging of Channelizing Devices

- Where a channelizing device is used to delineate an alternate pedestrian access route, continuous detectable edging must be provided throughout the length of the route.  
**EXCEPTION:** Where pedestrians or vehicles turn or cross, gaps in the detectable edging are permitted.
- The top of the top detectable edging must be no lower than 32 inches above the walking surface and be free of sharp or abrasive surfaces.
- The bottom of the bottom detectable edging must be 2 inches maximum above the walking surface.

# Pedestrian Signal Heads

Where temporary pedestrian signal heads are provided at a crosswalk that is part of an alternate pedestrian access route, pedestrian pushbuttons or passive detection devices must be provided and comply with R307.





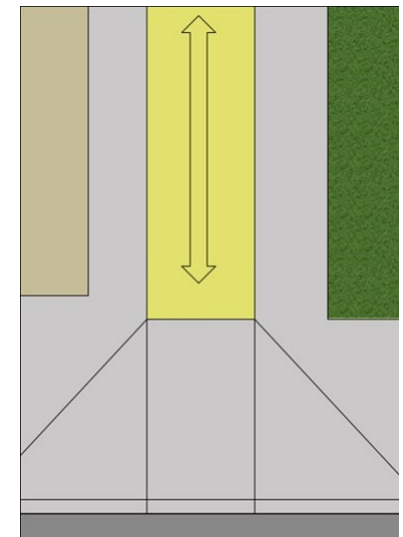
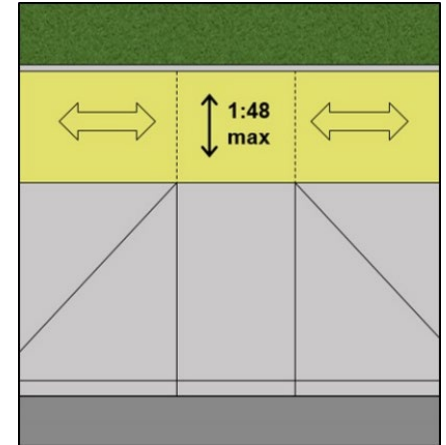
# CURB RAMPS & CROSSWALKS

# Clarified when a landing is required at perpendicular curb ramps

**R304.2.5 Landing.** When a change in direction is necessary to access a curb ramp from a pedestrian access route, a landing must be provided at the top of the curb ramp.

**Size:** 48" by 48" min. At shared use paths, the landing must be as wide as the shared use path.

**Slopes:** Depend on whether landing serves one or two curb ramps. Also dependent on cross slope of crosswalk as specified in R302.5



# Revised Clear Space Requirement – R304.2.4

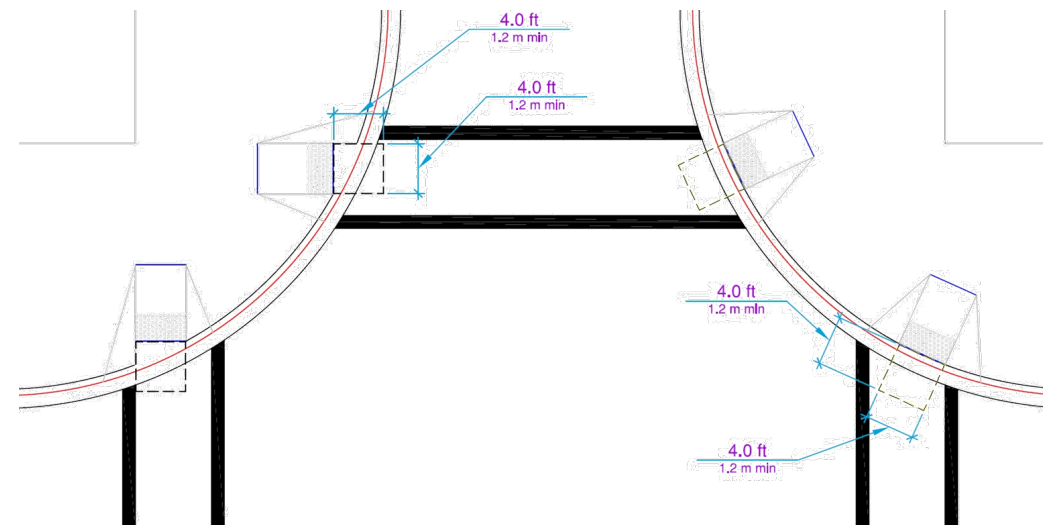
## FINAL RULE – Clear space only required at perpendicular curb ramps

### R304.2.4 Clear Area

48 inches wide min. by 48 inches long min. beyond the bottom grade break of the perpendicular curb ramp run and within the width of the crosswalk.

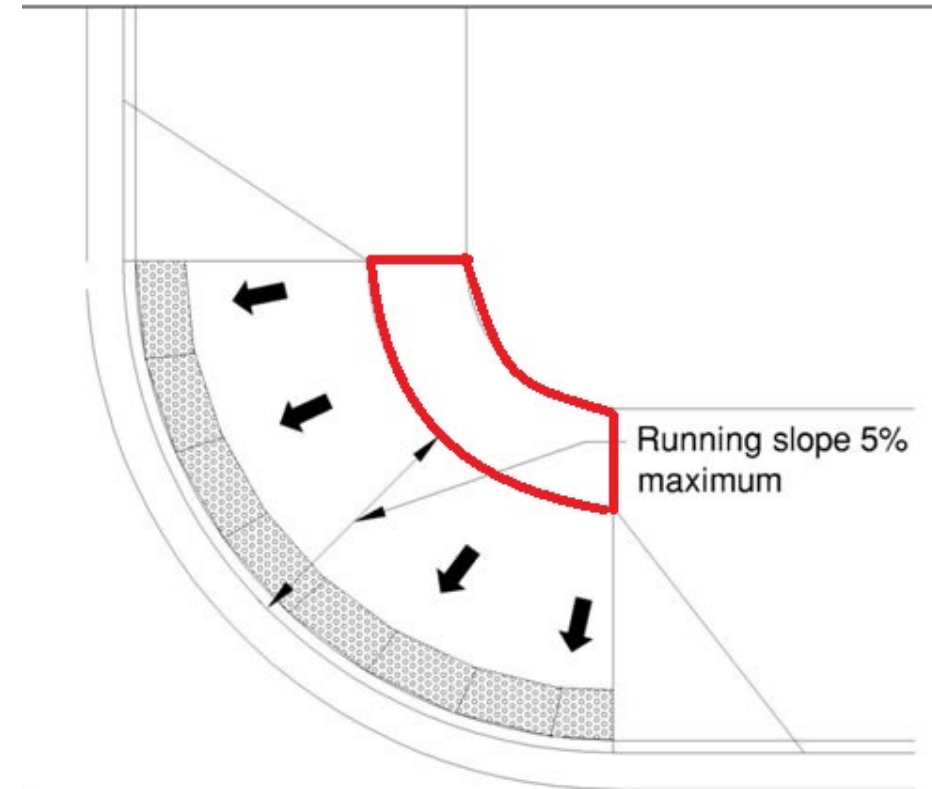
At shared use paths, as wide as the shared use path.

- Located wholly outside the vehicle travel lanes, **including bicycle lanes**, that run parallel to the crosswalk.
- Running slope: 1:20 (5.0%) maximum.
- Cross slope: As specified by R302.5.



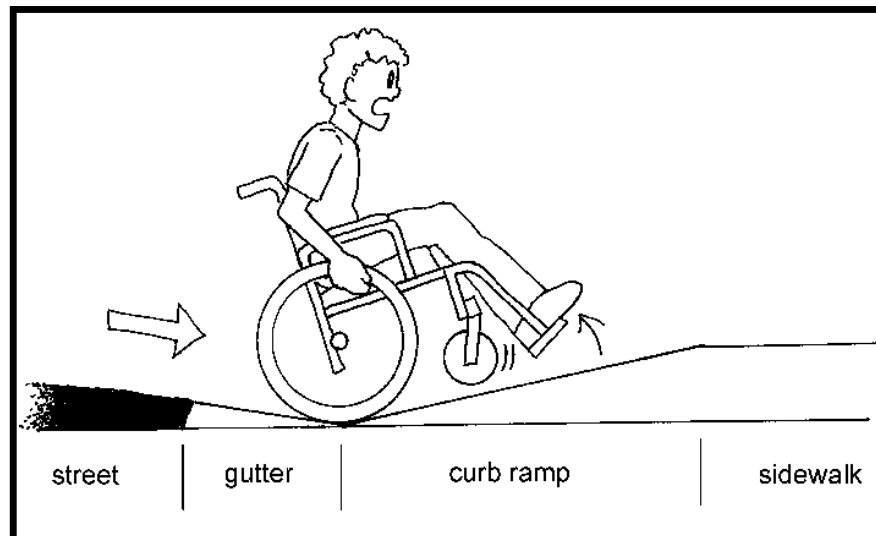
# Blended Transitions

**R304.4.3 Bypass.** Where a blended transition serving more than one pedestrian circulation path has a running slope greater than 1:48 (2.1%), a pedestrian access route must be provided so that a pedestrian not crossing the street may bypass the blended transition.



# Common Requirements (Curb Ramps & Blended Transitions) Option A

- **Change of Grade.** At gutters and streets where a change of grade occurs adjacent to curb ramps and blended transitions, the change of grade must comply with either (A) or (B) below:
- **Option A.** The change of grade cannot exceed 13.3%

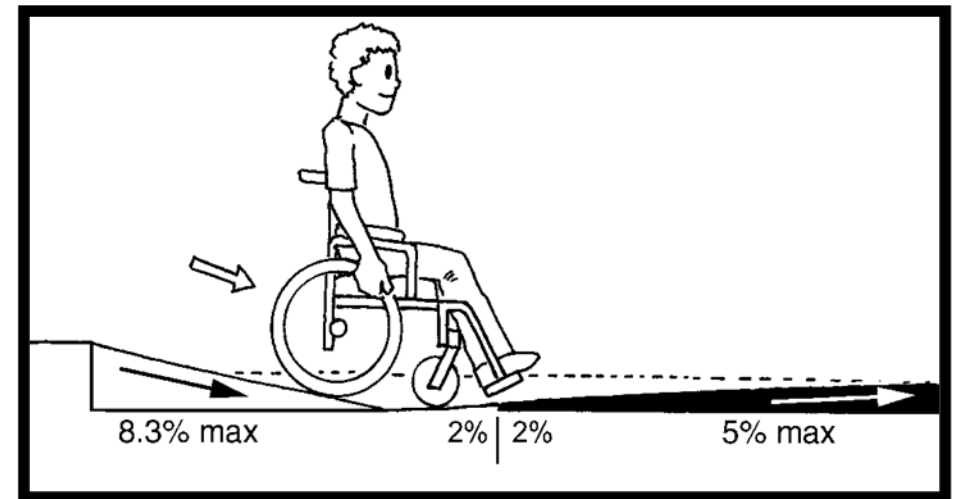




# Common Requirements (Curb Ramps & Blended Transitions) Option B

## Change of grade: Option B

- A transitional space must be provided at the bottom of the running slope of the curb ramp run or blended transition. The transitional space must extend 24" minimum in the direction of pedestrian travel and the full width of the curb ramp run or blended transition. The maximum running slope for the transitional space 1:48 (2.1%) and cross slopes no greater than the cross slope of the crosswalk as specified by R302.5.



# Crosswalks at intersections, mid-block and roundabouts

## R203.6.1.1 Crosswalks at an Intersection

- One curb ramp or blended transition shall be provided **for each crosswalk**, or a single blended transition that spans all crosswalks at the intersection corner may be provided.
- In alterations, a single curb ramp is permitted at the apex of the intersection corner

## R203.6.1.2 Mid-Block and Roundabout Crosswalks

- Curb ramps or blended transitions shall be provided **on both ends of the crosswalk**

**NOTE: Crosswalk is defined in the final rule**

# Crosswalks where Pedestrian Crossing is Prohibited

## **R203.6.1.1 Crosswalks at an Intersection**

## **R203.6.1.2 At Mid-Block and Roundabout Crosswalks**

Where pedestrian crossing is prohibited, curb ramps or blended transitions should not be provided, and the pedestrian circulation path must either be:

# Non-prepared Surface

## (a) Non-prepared Surface

Separated from the roadway with landscaping or other non-prepared surface

- ✓ Non-traversable
- ✓ Cane detectable
- ✓ 24-inches wide minimum



Detectable warning surfaces and directional indicators are not intended for use as non-prepared surfaces.

# Vertical Edge Treatment

## (b) Vertical Edge Treatment

Separated from the roadway by a detectable vertical edge treatment with a bottom edge 15" max above the pedestrian circulation path



- ✓ Cane detectable (15-inch Max)
- ✓ Full width of closed Pedestrian Circulation Path

# Crosswalk Treatments at Roundabouts & Channelized Turn Lanes

## R306.4.2 Crosswalk Treatments

Each multi-lane segment of the roundabout containing a crosswalk shall provide a crosswalk treatment consisting of one or more of the following: a traffic control signal with a pedestrian signal head; a pedestrian hybrid beacon; a pedestrian actuated rectangular rapid flashing beacon; or a raised crossing.

## R306.5 Channelized Turn Lanes

*Crosswalks* at multi-lane channelized turn lanes shall provide treatments consisting of one or more of the following: a traffic control signal with a pedestrian signal head; a pedestrian hybrid beacon; a pedestrian actuated rectangular rapid flashing beacon; or a raised crossing.

# Edge Detection at Roundabouts

**R306.4.1 Edge Detection** is required on the street side edge of the pedestrian circulation path at the approach and along the circulatory roadway of the roundabout where crossing is not intended.

**R306.4.1.1 Separation.** Where *pedestrian circulation path* is not attached to the curb. Landscaping or other nonprepared surface 24 inches wide min.

**R306.4.1.2 Vertical Edge Treatment.** At curb-attached *pedestrian circulation paths*

- Continuous and detectable.
- Bottom edge  $\leq 15''$  above *pedestrian circulation path*.





**PEDESTRIAN PUSH BUTTONS  
PASSIVE PEDESTRIAN DETECTION  
&  
ACCESSIBLE PEDESTRIAN SIGNAL WALK  
INDICATIONS**



# Pedestrian Signal Heads & Pedestrian Activated Warning Devices – R206

Where provided, pedestrian signal heads and pedestrian activated warning devices must comply with R206. The accessible features required by these guidelines must be available at all times.

## R206.2 Traffic Control Signals and Hybrid Beacons with Pedestrian Signal Heads

- Walk indication compliant with R308
- Pedestrian signal heads must have a pedestrian push button complying with R307, except for R307.7 **OR**
- Passive detection or pretimed operation that activates audible and vibrotactile indications complying with R308

## R206.3 Pedestrian Activated Warning Devices

- Pedestrian push buttons complying with R307, except for R307.2 and R307.6 **OR**
- Passive detection that operates audible indications complying with R307.7.



# Pedestrian Push Buttons – R307

- Operable parts of pedestrian push buttons must comply with R403
- Pedestrian push buttons and passive detection devices must activate the accessible pedestrian signals and, where applicable, the walk interval

**Extended Push Button Press.** Where an extended push button press is used to provide any additional features,

- **A push button press <1 second:** Must actuate only the pedestrian timing and any associated accessible walk indication
- **A push button press  $\geq$  1 second:** Must actuate the pedestrian timing, any associated accessible walk indication, **and** any additional features.
- If additional crossing time is provided by means of an extended pushbutton press, a sign so indicating must be mounted adjacent to or integral with the pedestrian push button.

# Pedestrian Push Button Operable Parts

**R403.4.** Operable with one hand and not require tight grasping, pinching or twisting of the wrist. Operating force of no more than 5 pounds

**R404.3.** Clear space size 30" by 48" minimum

**R404.2.** Max. clear space slope: 1:48 (2.1%) in both directions.

**EXCEPTION:** Slope may be consistent with the slope of the adjacent PAR, if the adjacent PAR conforms to the requirements of R302.4

**R404.5.** May be positioned for a forward or parallel approach. Clear spaces should not be located on curb ramp runs or flares.

# Push Button Orientation & Tactile Arrow

**Push Button Orientation.** The face of the push button must be parallel to its associated crosswalk.

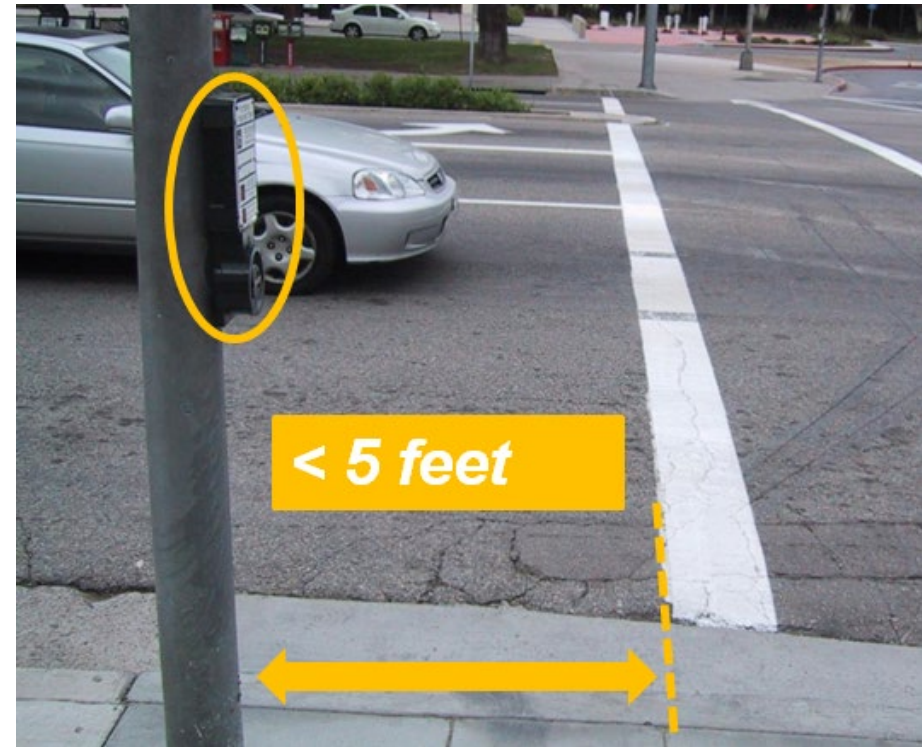
**Tactile Arrow.** Pedestrian push buttons must have a tactile arrow with high visual contrast that is aligned parallel to the direction of travel on their associated crosswalks.



# Pedestrian Push Button Location

Pedestrian push buttons must be located no greater than 5ft from the side of a curb ramp run or the edge of the farthest associated crosswalk line from the center of the intersection.

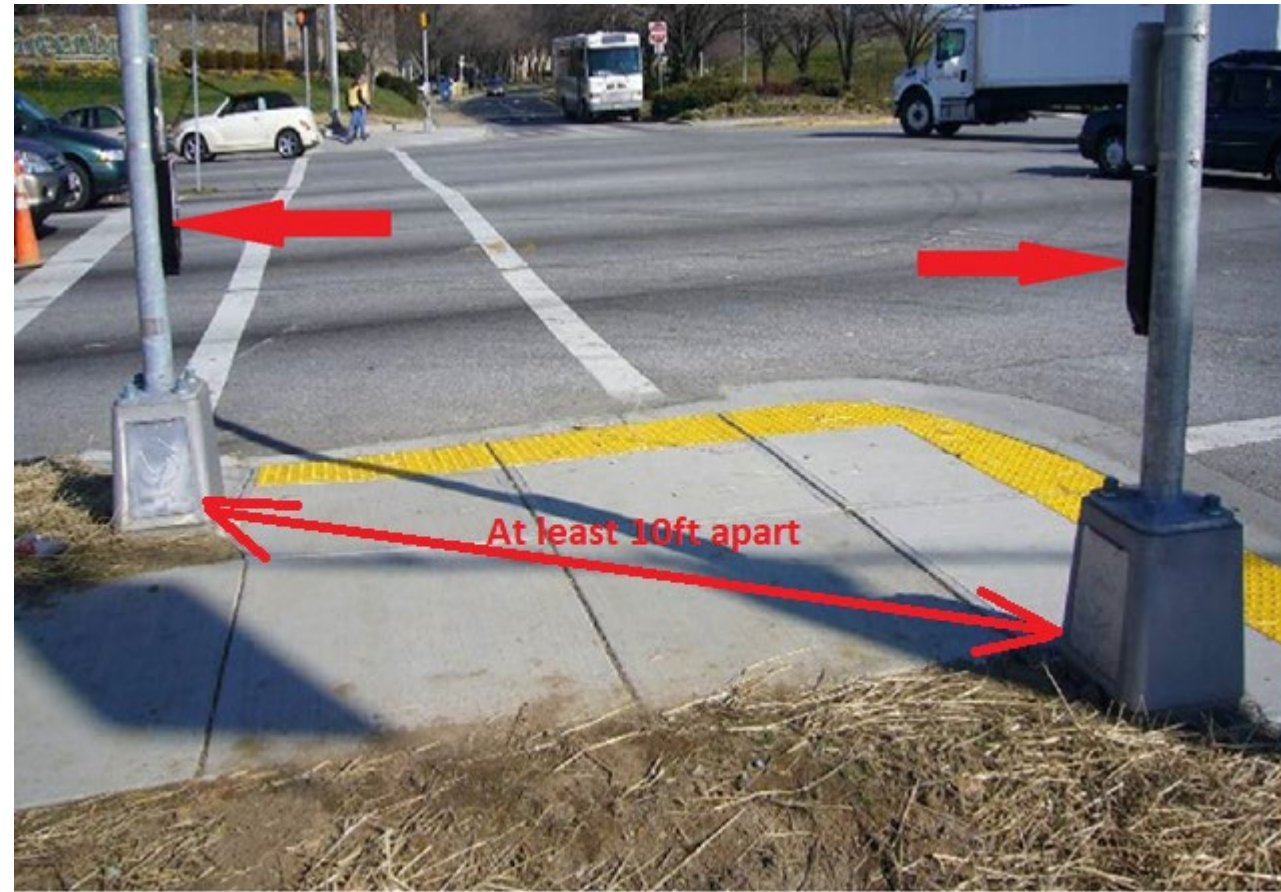
Pedestrian push buttons must be located between 1.5ft and 10ft from the edge of the curb or pavement.



# Two Pedestrian Push Buttons on Same Corner

Where two pedestrian push buttons are provided on the same corner, they must be 10ft or more apart

**EXCEPTION:** In alterations, where it's technically infeasible to provide 10ft separation between pedestrian push buttons on the same corner, a pedestrian push button information message complying with R308.3.2 must be provided.



# Speech Walk Messages – R308.3.2

**Speech Information Message when Walk Interval is Not Timing.** Where speech push button information messages are made available by actuating the accessible pedestrian push button they must only be actuated when the walk interval is not timing.

They must begin with the term “Wait,” followed by intersection identification information modeled after: “**Wait to cross Broadway at Grand.**”

If information on intersection signalization or geometry is also given, it must follow the intersection identification information.

# Speech Walk Messages – R308.3.2 cont.

**Speech walk messages during pedestrian phasing concurrent with vehicular phasing** must be patterned after the model: “Broadway. Walk sign is on to cross Broadway.”

**Speech walk messages during exclusive pedestrian phasing** must be patterned after the model: “Walk sign is on for all crossings.”

**If a pilot light is used at an accessible pedestrian signal location**, each actuation must be accompanied by the speech message, “Wait.”



# Percussive Tone – R308.3.1

Where an accessible pedestrian signal is provided at a single crossing or where two accessible pedestrian signals are 10ft or greater from each other at a corner, the audible walk indication must be a percussive tone and repeat eight to ten ticks per second with multiple frequencies and a dominant component at 880 Hz

# Volume – R308.4

Audible walk indications must be louder than ambient sound up to a maximum volume of 5 dBA louder than ambient sound

Automatic volume adjustment in response to ambient traffic sound level must be a maximum volume of 100 dBA.

**EXCEPTION:** Where audible beaconing is provided in response to an extended push button press, the beaconing can exceed 5 dBA louder than ambient sound.

# Audible & Vibrotactile Walk Indications for Pedestrian Signal Heads

Pedestrian push buttons or passive detection devices must **activate audible and vibrotactile walk indications** complying with R308.



# Vibrotactile Walk Indication – R308.5

The pedestrian push button must vibrate during the walk interval.



# Pedestrian Activated Warning Devices Without a Walk Indication

- Where a pedestrian push button or a passive detection device is provided for pedestrian activated warning devices, such as RRFBs, the pedestrian push button or passive detection device must **activate a speech message that indicates the status of the beacon in lieu of an audible walk indication.**
- Where a pedestrian push button is provided, **it should not include vibrotactile features indicating a walk interval.**

# Pedestrian Pushbutton Locator Tone

Pedestrian push buttons must incorporate a locator tone

**Duration.** Locator tones must have a duration of 0.15 seconds or less and repeat at one-second intervals except when another audible indication from the same device is active. When another audible indication from the same device is active, the locator tone must be silenced.

**EXCEPTION:** A locator tone may be silenced if a passive detection system activates the locator tone when a pedestrian is within a 12-foot radius of the pedestrian push button.

# Locator Tone in Response to Ambient Sound

- Pedestrian push button locator tones must be intensity responsive to ambient sound and must be audible 6ft to 12 ft from the push button, or to the building line, whichever is less.
- The push button locator tone must be louder than ambient sound up to a maximum volume of 5 dBA louder than ambient sound.
- Automatic volume adjustment in response to ambient traffic sound level must be a maximum volume of 100 dBA.

# Locator Tone and Traffic Control Signal in Flashing Mode

- When the traffic control signal is operating in a flashing mode, **pedestrian push button locator tones must remain active, and the pedestrian push button must activate a speech message that communicates the operating mode of the traffic control signal.**
- Where traffic control signals or pedestrian hybrid beacons are activated from a flashing or dark mode to a stop-and-go mode by pedestrian actuations, a speech message communicating the operating status of the traffic control signal is not required.



# Alterations that trigger Accessible Pedestrian Signals

**The following NPRM provision has been eliminated**

**R209.2 Alterations.** Existing pedestrian signals shall comply with R209.1 when the signal controller and software are altered, or the signal head is replaced.

APS during alterations will be determined according to requirements in the guidelines as adopted by enforcing agencies



**PARKING  
&  
PASSENGER LOADING  
ZONES**

# On-Street Parking Space EXCEPTIONS

## **R211 On-Street Parking Spaces**

Where on-street parking is provided and is metered or designated by signs or pavement markings, accessible parking spaces complying with R310 shall be provided in accordance with R211 and Table R211.

### **EXCEPTIONS:**

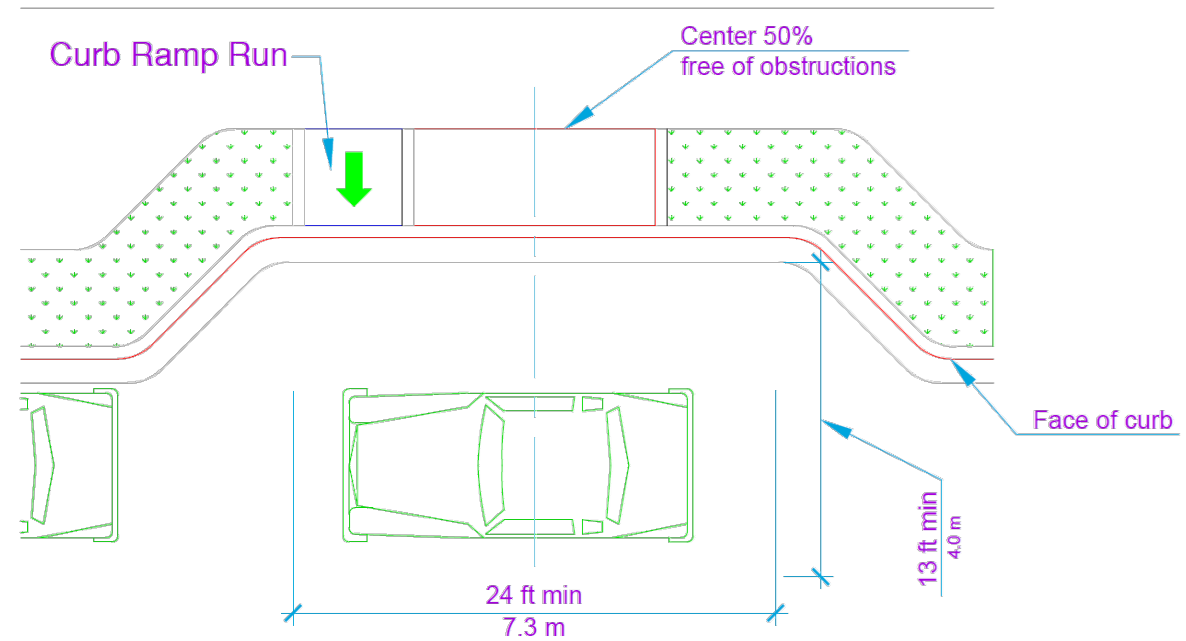
1. On-street parking spaces designated exclusively as residential parking shall not be required to comply with R211 and shall not be counted for purposes of Table R211.
2. On-street parking spaces designated exclusively for commercial or law enforcement vehicles shall not be required to comply with R211 and shall not be counted for purposes of Table R211.
3. Where on-street parking spaces are altered, the requirements of R211 shall apply only to the affected parking spaces until the minimum number of accessible on-street parking spaces as specified in Table R211 are provided.

# Parallel On-Street Parking Space Size

## R310.2.1 Dimensions.

Parallel on-street parking spaces shall be 24 feet (7.3 m) long minimum and 13 feet (4.0 m) wide minimum.

Parallel on-street parking spaces shall not encroach on the traveled way.



R310.2  
Parallel On-Street Parking Space

### NOTE:

- This accounts for the vehicle space and what was referred to in the NPRM as an access aisle
- The NPRM only specified dimensions for the access aisle

# Exception to Parallel On-Street Parking Space Dimensions

## R310.2.1 Dimensions.

### EXCEPTION 1:

Where parallel on-street parking spaces are altered but the adjacent pedestrian circulation path is not, any accessible parallel on-street parking spaces provided may have the same dimensions as the adjacent parallel on-street parking spaces if they are provided nearest the crosswalk at the end of the block face **or nearest a midblock crosswalk, and a curb ramp or blended transition is provided serving the crosswalk.**

# Exception to Parallel On-Street Parking Space Dimensions cont.

## **R310.2.1 Dimensions. EXCEPTION 2:**

In alterations, where providing parallel on-street parking spaces with the dimensions specified would result in an available right-of-way width less than or equal to 9ft measured from the curb line to the right-of-way line, the accessible parallel on-street parking spaces may have the same dimensions as the adjacent parallel on-street parking spaces **if they are provided nearest the crosswalk at the end of the block face or nearest a midblock crosswalk, and a curb ramp or blended transition is provided serving the crosswalk.**

# Parallel Parking Space Connection to Pedestrian Access Route

## **R310.2.2 Pedestrian Access Route Connection**

Parallel on-street parking spaces shall connect to pedestrian access routes. Where curb ramps and blended transitions are used, they shall not reduce the required width or length of the parking spaces and shall be located at either end of the parking space. **Where two or more accessible parallel on-street parking spaces complying with the dimensions specified in R310.2.1 are contiguous on a block face, each accessible parallel on-street parking space shall have an independent connection to the pedestrian access route.**

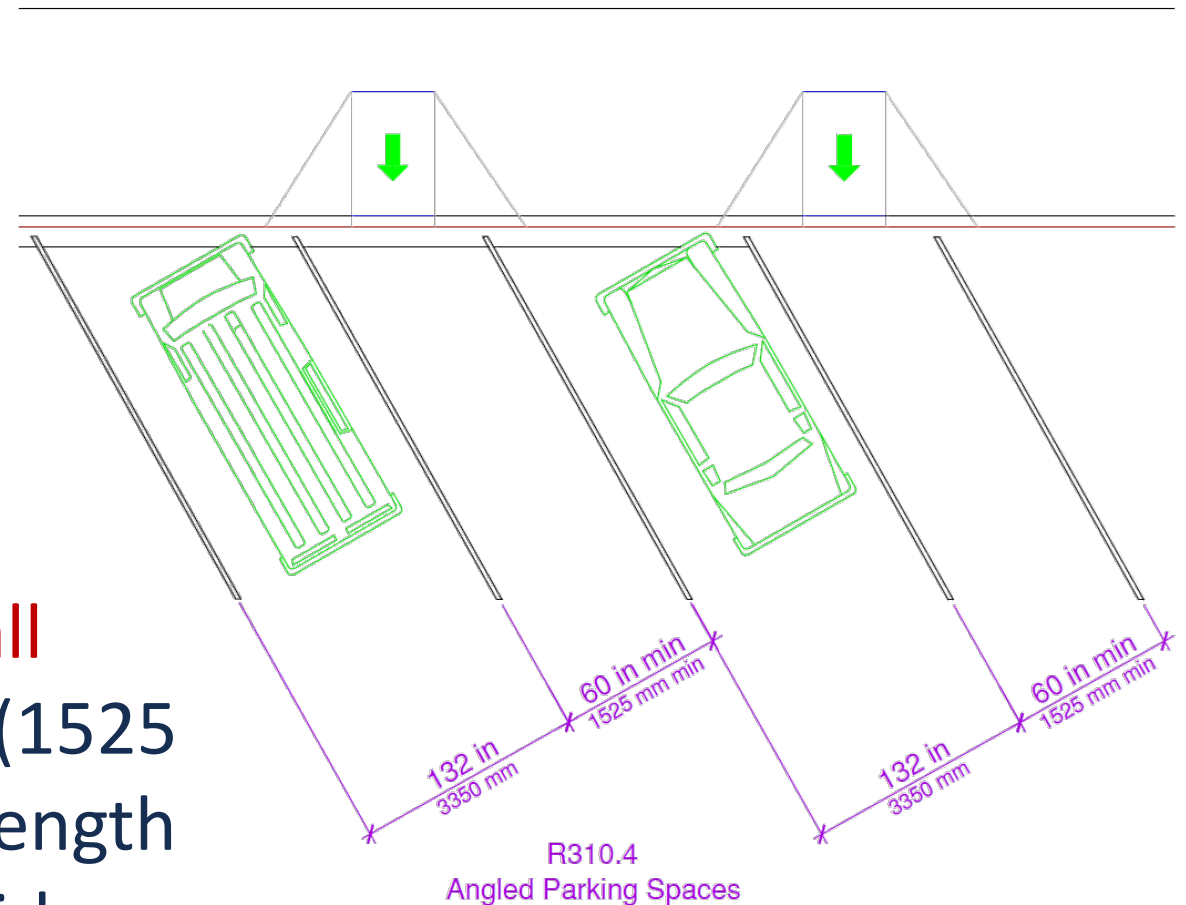
# Angled On-Street Parking Space Dimensions

## R310.4.1 Width

The width of an angled parking space shall be 132 inches (3350 mm).

## R310.4.2 Access Aisles

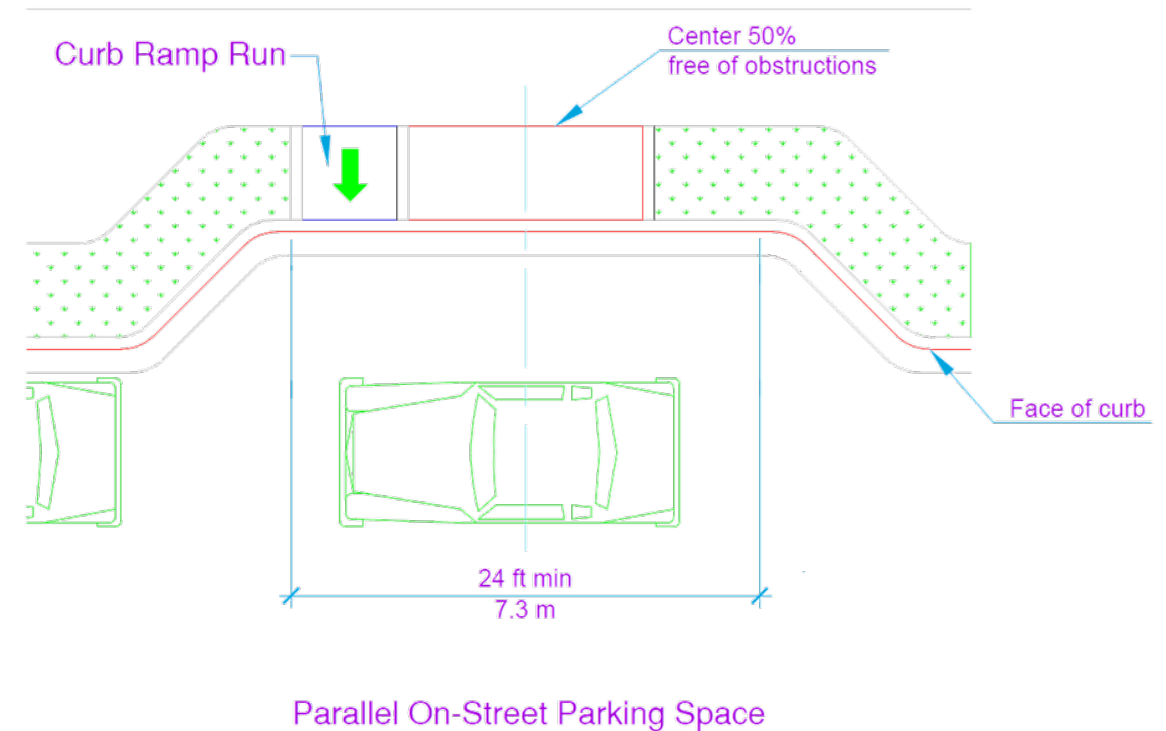
Each angled on-street parking space shall have an adjacent access aisle 60 inches (1525 mm) wide minimum extending the full length of the parking space on the passenger side.





# Clearance Adjacent to Parallel Parking Spaces

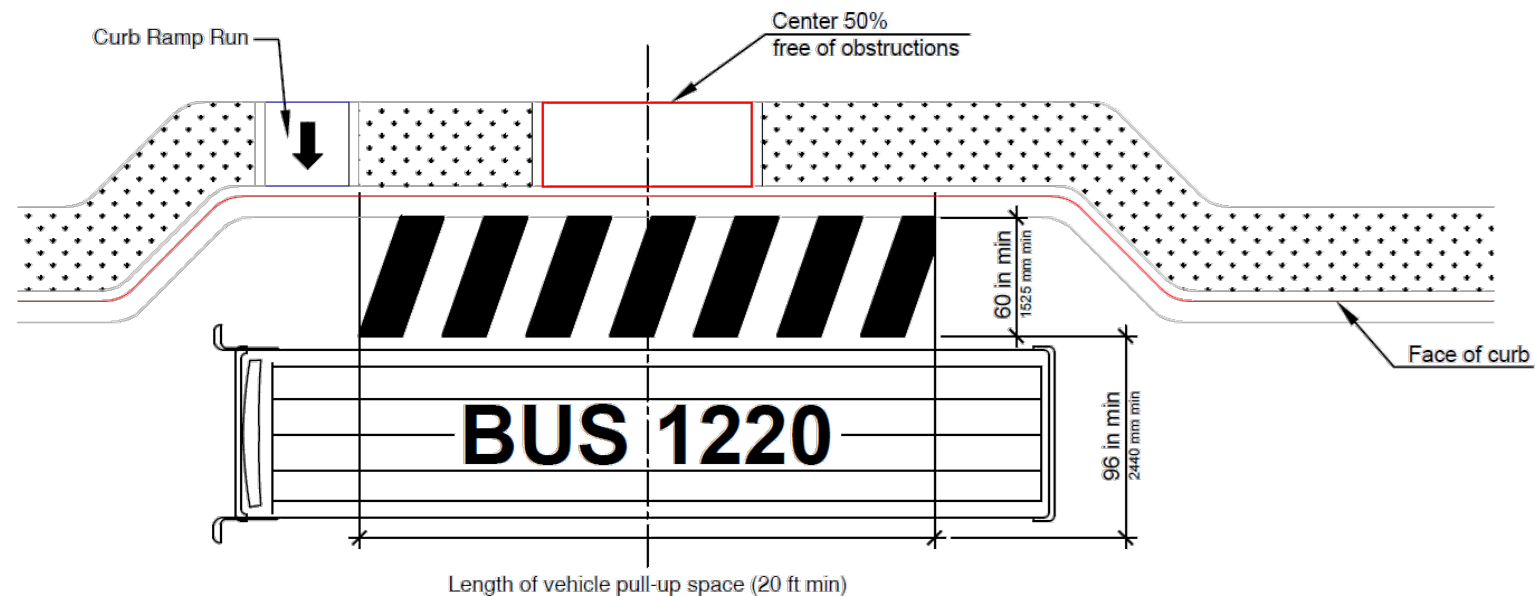
**R310.2.4 Clearance Adjacent to Parking Spaces.** The center 50 percent of the length of the sidewalk, or other surface, adjacent to an accessible parallel parking space shall be free of obstructions, including parking identification signs, parking pay meters, and parking pay stations, and shall comply with R302.6.



# Clearance Adjacent to Passenger Loading Zones

## R311.3.1 Clearance Adjacent to Passenger Loading Zone

The center 50 percent of the length of the sidewalk, or other surface, adjacent to an accessible passenger loading zone shall be free of obstructions and comply with R302.6.



R311.3.1 Passenger Loading Zone

# Signage at Passenger Loading Zones

## **NPRM**

### **R211.4 Accessible Parking Space and Passenger Loading Zone Signs**

Accessible parking spaces and accessible passenger loading zones shall be identified by signs displaying the International Symbol of Accessibility complying with R411. At accessible parallel parking spaces and **accessible passenger loading zones**, the signs shall be located at the head or foot of the parking space or passenger loading zone.

**Advisory R310.1 General.** Accessible passenger loading zones must be identified by signs displaying the International Symbol of Accessibility (see R211.3 and R411).

## **FINAL RULE**

No signage required at accessible passenger loading zones



# OTHER CHANGES

# Detectable Warning Surfaces at Driveways

**R205.7 Driveways.** Pedestrian circulation paths at driveways controlled with yield or stop control devices or traffic signals shall have detectable warning surfaces complying with R305.2.8.



# Fare Vending Machines at Transit Stops and Transit Shelters

## New Requirement

### R210.2 Fare Vending Machines

Where provided at transit stops and transit shelters, fare vending machines shall comply with R403 and section 707 of Appendix D to 36 CFR part 1191 (ADA & ABA Accessibility Guidelines), except for 707.2 and 707.3.



# Ramp Clear Width

## R407.4 Clear Width

The clear width of a ramp run must be **48 inches minimum**. Where handrails are provided, the clear width between handrails must be **48 inches minimum**

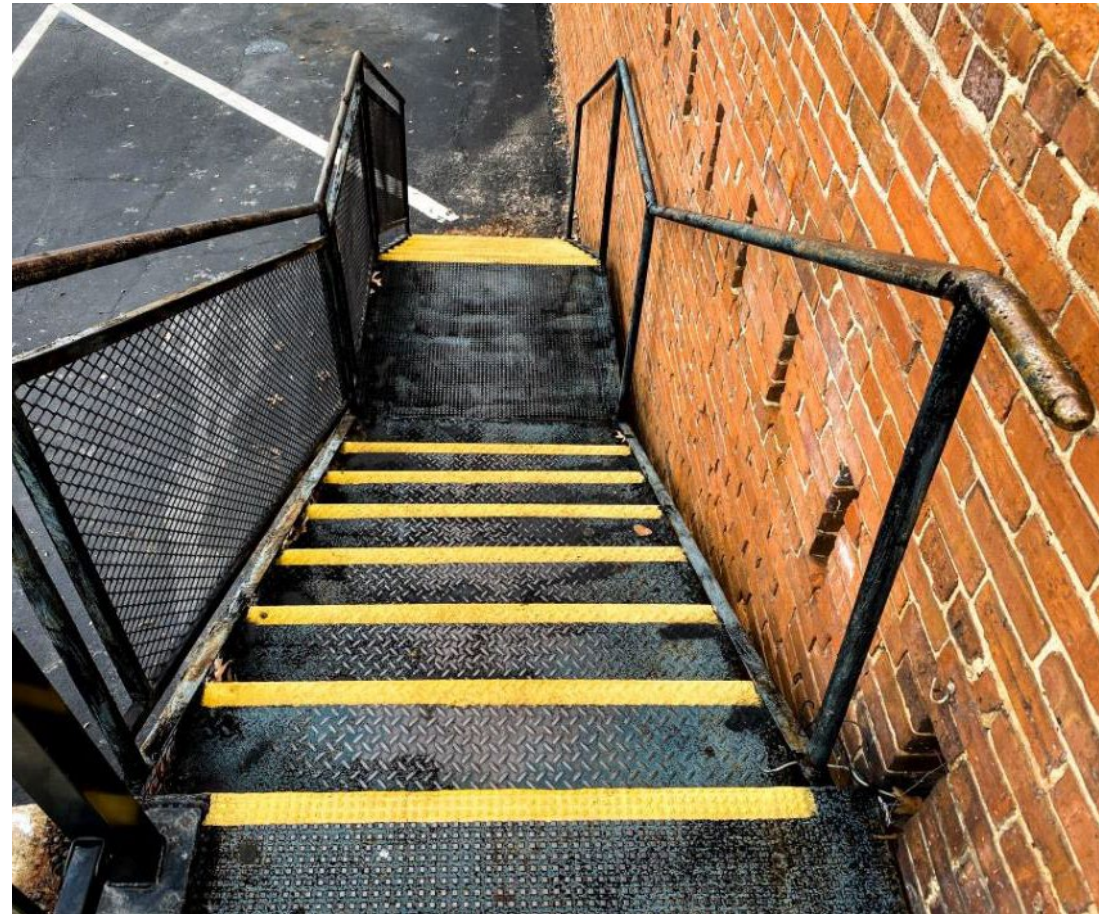
### **EXCEPTION:**

**Where a ramp only serves a building entrance, the clear width of the ramp run can be 36 inches minimum.** Where handrails are provided, the clear width between handrails can be 36 inches minimum.

# Visual Contrast on Stairs

**Visual Contrast.** Leading edge of each step tread and top landing must be marked by a stripe.

The stripe must be 1 inch wide minimum and contrast visually with the rest of the step tread or circulation path surface either light-on-dark or dark-on-light.





# What's Next

## **Enforceable under the ADA\* after adoption by -**

- Department of Justice, Department of Transportation
  - \*Title II entities have obligations under the ADA to ensure their facilities are accessible to and usable by pedestrians with disabilities.

## **Enforceable under the ABA after adoption by -**

- General Services Administration – adopted PROWAG on July 3<sup>rd</sup>, 2024
- Department of Defense, Department of Housing & Urban Development, U.S. Postal Service

**Agency Rule Making Agenda: <https://reginfo.gov>**

# Additional Resources

## PROWAG YouTube Playlist



## Technical Assistance

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