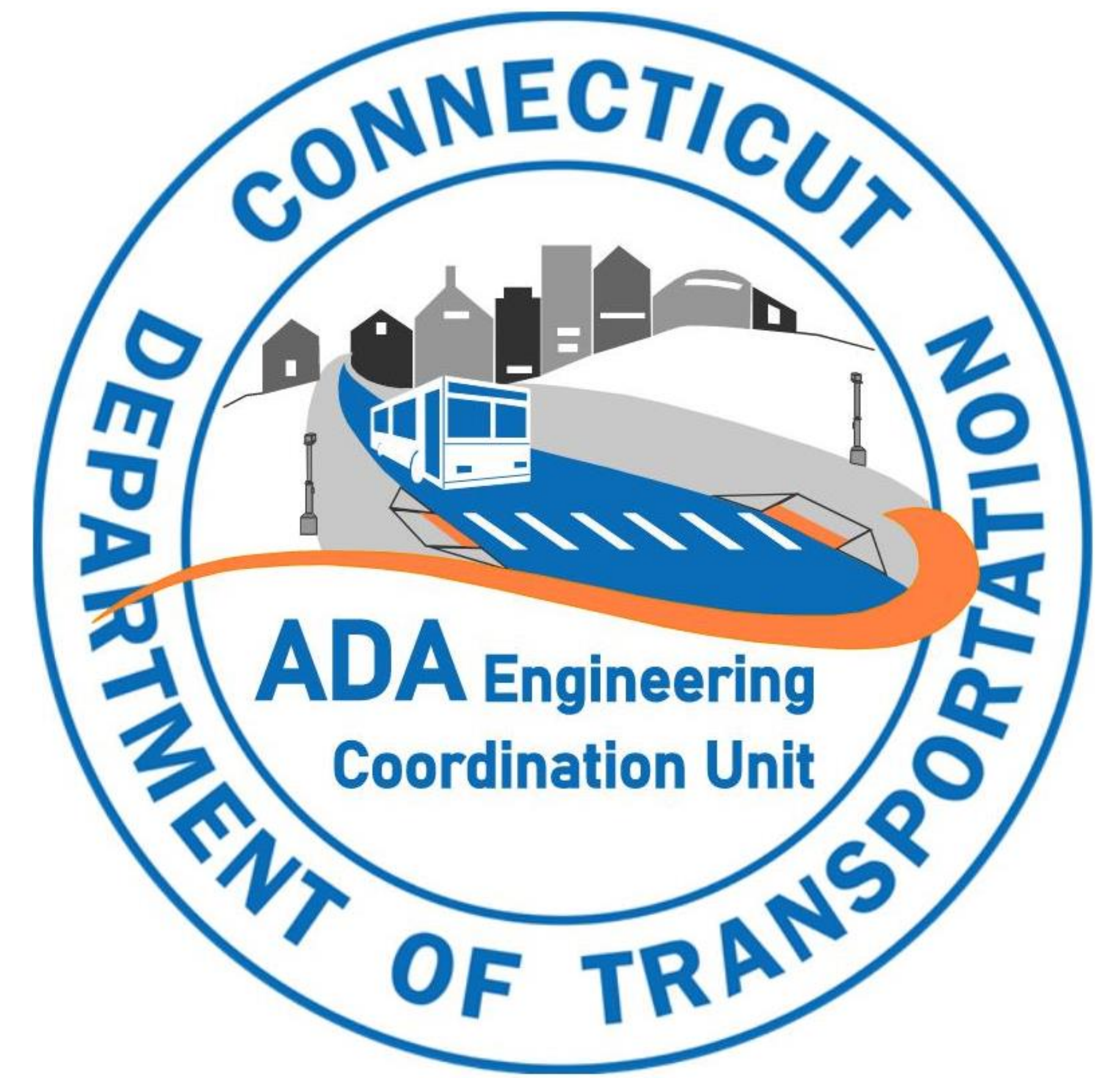




PUBLIC OUTREACH & TRAINING MATERIAL



Public Right of Way Accessibility Guidelines (PROWAG)

PROWAG Timeline

October 20, 1999	The Board organizes the Public Rights-of-Way Access Advisory Committee.
January 10, 2001	The Public Rights-of-Way Access Advisory Committee submits its report to the Board
June 17, 2002	The Board releases draft guidelines for public comment.
November 23, 2005	The Board releases revised draft guidelines for purposes of gathering information for a cost analysis.
March 28, 2011	The Board issues notice of proposed rule on Shared Use Path Accessibility Guidelines.
July 26, 2011	The Board issues notice of proposed rulemaking on Accessibility Guidelines for Pedestrian Facilities
December 5, 2011	The Board issues notice reopening proposed rule for public comment.
February 13, 2013	The Board published Proposed Draft Accessibility Guidelines for the Public Right-of-Way
May 31, 2019	CTDOT Adopts PROWAG
August 8, 2023	The Board publishes final rule in the Federal Register.
July 3, 2024	General Services Administration issued a final rule PROWAG as part of the Architectural Barriers Act Accessibility Standards.

USDOJ & USDOT must adopt standards before it can be enforced.

What is PROWAG?

PROWAG stands for Public Right-of-Way Accessibility Guidelines. It's a set of technical guidelines developed by the US Access Board to help transportation professionals make public streets more accessible to pedestrians with disabilities. Accessibility standards issued under the Americans with Disabilities Act (ADA) apply to places of public accommodation, commercial facilities, and state and local government facilities in new construction, alterations, and additions.

PROWAG Includes:

Alterations	Pedestrian Access Routes	Passenger Loading Zones	Detectable Warning Surfaces
Curb Ramps	Crosswalks	Roundabouts	Pedestrian Push Buttons
On-Street Parking Spaces	Transit Stops and Shelters	Handrails	Stairs and Escalators

How the Board Develops Guidelines and Standards

- Create an advisory committee to develop consensus recommendations on the rule.
- Draft a proposed rule based on the committee's recommendations and a preliminary regulatory assessment and submit to OMB for clearance.
- Publish the proposed rule in the Federal Register for public comment; hold public hearings during the comment period (usually 90 – 120 days).
- Review public comments and revise the rule accordingly.
- Submit the final rule and regulatory assessment to the Office of Management and Budget for clearance.
- Publish the final rule in the Federal Register.

About the US Access Board

The Access Board is an independent federal agency created in 1973 that promotes equality for people with disabilities through the development of accessibility designs, guidelines, and standards. The Access Board develops and maintains design criteria for the built environment, transit vehicles, public rights-of-way, information and communication technology under the Americans with Disabilities Act of 1990 (ADA) and other laws. It also provides technical assistance and training on these requirements and on accessible design and continues to enforce accessibility standards that apply to federally funded facilities.

Additional resources and videos provided at www.access-board.gov

Technical Assistance email ta@access-board.gov

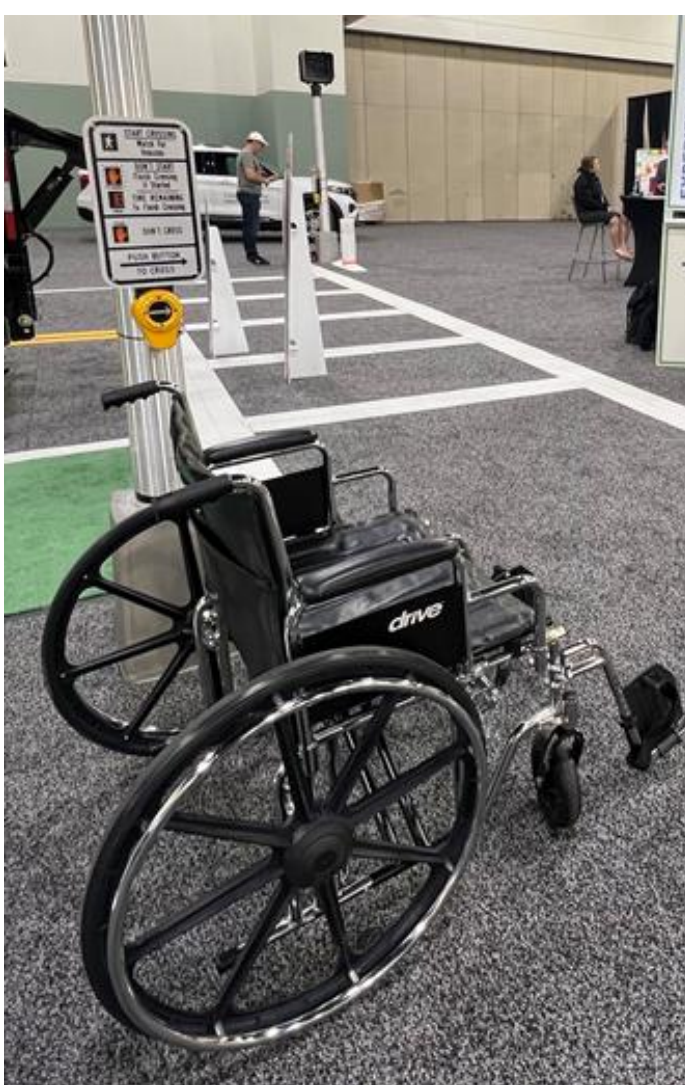
PROWAG vs. 2010 ADA Standards

Feature	PROWAG (2023)	2010 ADA Standards
Pedestrian Access Route	4 ft minimum width, no temporary reduction	3 ft minimum width, temporary reduction to 32 in for up to 2 ft
Accessible Route	Requires 60 x 60 in passing space every 200 ft if width <5 ft	Same as PROWAG
Sidewalk Grade	Same grade as roadway, no ramps required, no handrails, or edge protection	Requires ramps for gradients 5–8.33%, handrails, and edge protection
Curb Ramp	Permits 15 ft length cutoff, grades can exceed 8.3%	No length cutoff, grades must not exceed 8.33%
Detectable Warning Surface	Required at street/rail crossings and unprotected transit stops	Not required at traffic crossings, required at unprotected transit stops
Cross-Slope at Crossing	Up to 5% if no stop/yield control, 2.1% max where stop/yield control exists	2% maximum cross-slope
On-Street Parking & Roundabouts	Addressed with guidance	Specific guidance not provided



Understanding Reach Range and Operable Parts

Featuring Pedestrian Push Buttons



Activity

Using the set up, try navigating the equipment & surroundings.

Key Definitions

Accessible Pedestrian Signal

A device that communicates information about pedestrian signal timing in non-visual formats such as audible tones or speech messages, and vibrating surfaces.

Operable Part

A component of an element used to insert or withdraw objects, or to activate, deactivate, or adjust the element, or to interact with the element.



Pedestrian Hybrid Beacon

A special type of hybrid beacon used to warn and control traffic at an unsignalized location to assist pedestrians in crossing a street at a marked crosswalk.

Pedestrian Signal Head

A device containing the walking person symbol (symbolizing “walk”) and the upraised hand symbol (symbolizing “don’t walk”), that is installed to direct pedestrian traffic at a crosswalk.

Push Button

A button to activate a device or signal timing for pedestrians, bicyclists, or others crossing a roadway.

Push Button Locator Tone

A repeating sound that informs approaching pedestrians that a push button exists to actuate pedestrian timing or receive additional information and that enables pedestrians who are blind or have low vision to locate the push button.

NOTE: Information provided is a high overview from the US Access Board's Public Right-of-Way Accessibility Guidelines (PROWAG). For complete requirements, please refer to QR code or www.access-board.gov.



Key Elements/Features

Pedestrian Push Buttons and Passive Pedestrian Detection (R307)

- Comply with operable parts R403.
- Push buttons shall be located no greater than 5 feet 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 shall be located between 1.5 and 10 feet from the edge of the curb or pavement.
- Face of the push button shall be parallel to its associated crosswalk

Operable Parts (R403)

- Provide clear space R404.
- Placed within one or more reach range R406.

Clear Spaces (R404)

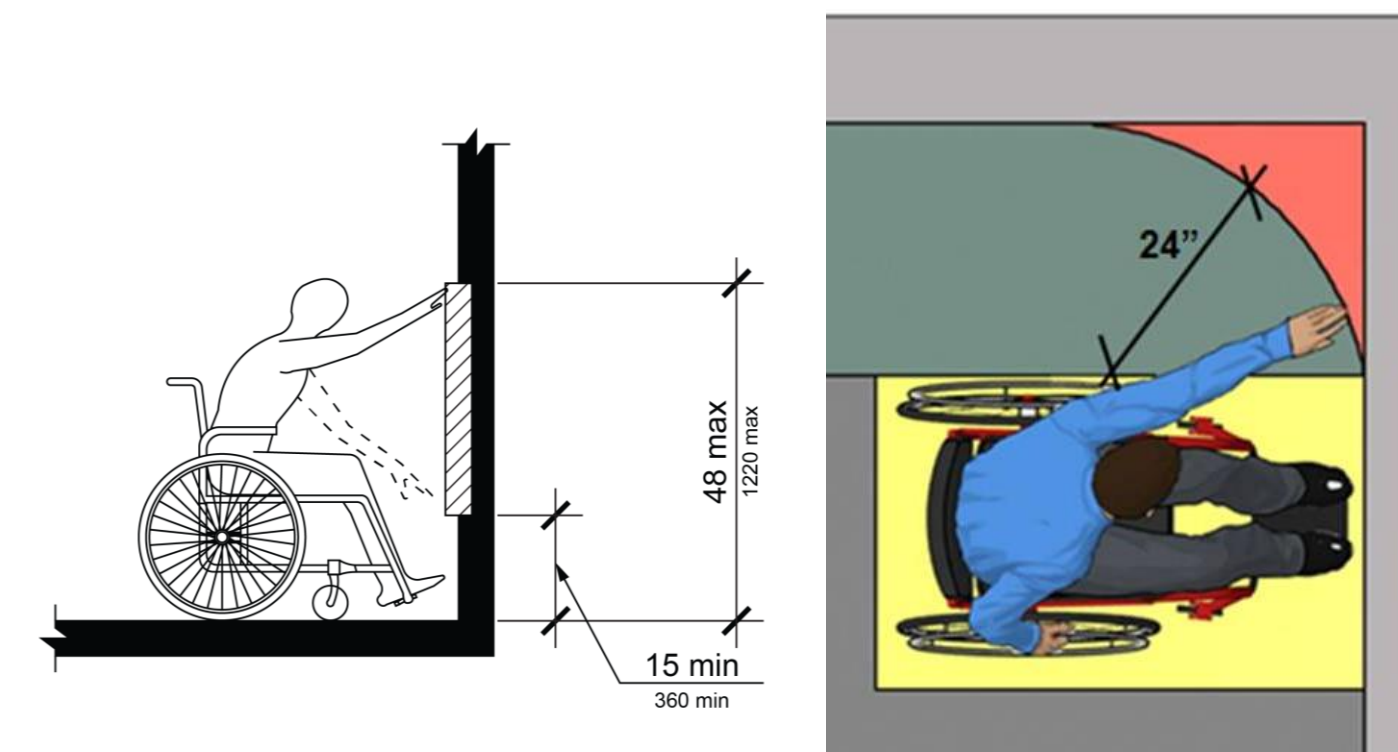
- Surfaces of clear spaces shall comply with R302.6.
 - Required to be accessible shall be stable, firm, and slip resistant
- Slope of the clear space shall be 1:48 (2.1%) maximum in both directions.
 - Exceptions: the slope of the clear space may be consistent with the slope of the pedestrian access route, refer to R404 for further details.

Reach Range (R406)

The high reach shall be 48 inches maximum and the low reach shall be 15 inches minimum above the ground surface.

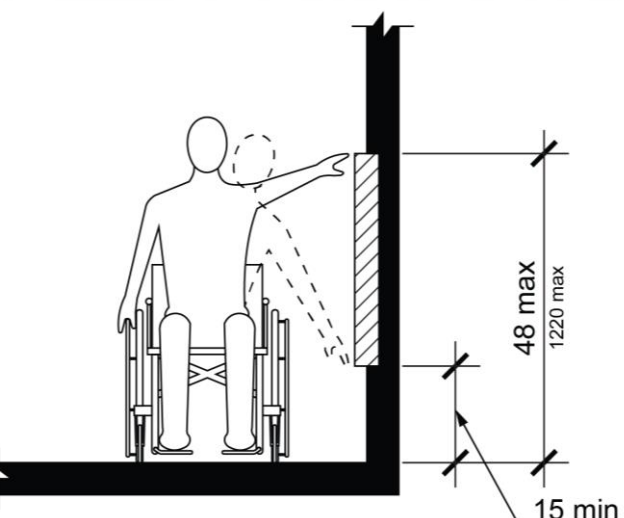
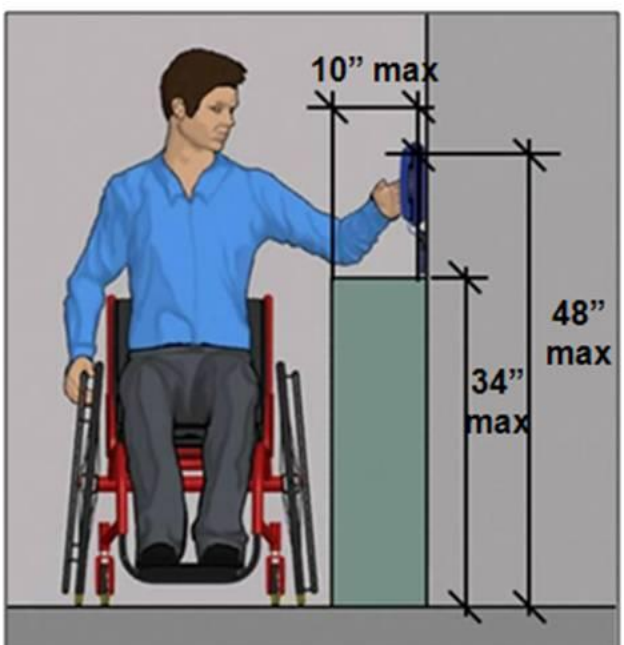
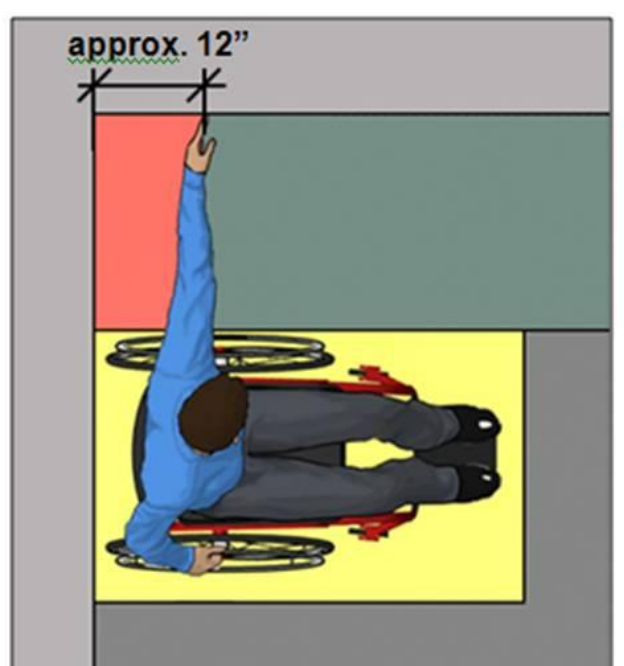
Forward Reach

- Where the clear space is configured solely for a forward approach to an element, obstructions shall not be permitted between the clear space and the element for a forward reach.



Side Reach

- Where a clear space is configured for a parallel approach to an element, an obstruction shall be permitted between the clear space and the element where the depth of the obstruction is 10 inches maximum and the height of the obstruction is 34 inches maximum.





CTDOT ADA Transition Plan 2024 Update & ADA Title II Requirements

What is ADA?

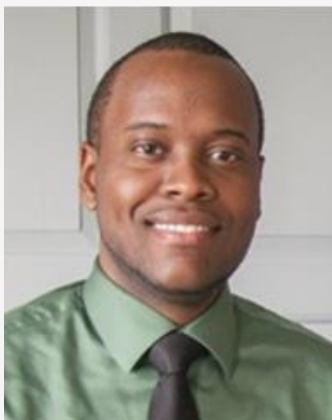
The Americans with Disabilities Act (ADA) is a federal civil rights law signed in 1990 that prohibits discrimination against people with disabilities in everyday activities.

Title II of the ADA requires state/local governments to give people with disabilities an equal opportunity to benefit from all of their programs, services, and activities. State/local governments can't deny people with disabilities the chance to participate or make them participate in different programs than available to others.

ADA Title II Requirements & CTDOT

- CTDOT's ADA Policies are published on the CT.GOV website and are provided in both English and Spanish.
- CTDOT's Grievance Procedure is posted on the CT.GOV website and is included in multiple formats including through the Customer Care Center
- CTDOT has designated ADA Coordinators for the following areas:
 - Public Right-of-Way & Building Facilities
 - Employment
 - Rail Services
 - Transit Services

Meet CTDOT's ADA Coordinators

	Katie Hedberg, ADA Coordinating Engineer		Kimado Simpson, ADA Coordinating Engineer		Julio Serna, ADA Coordinating Engineer
	Eric Smith, Equal Employment Opportunity Director		Marlene Cordero, ADA Coordinator Rail Services		Ernest Wright, ADA Coordinator Transit Services

What is an ADA Transition Plan?

ADA Transition Plans are required by the ADA and provide a plan for removal of physical barriers to accessibility in transportation systems and facilities for people with disabilities. ADA Transition Plans should be updated periodically until the inventory of all accessibility barriers is eliminated.

About CTDOT's ADA Transition Plan

The Connecticut Department of Transportation (CTDOT) has updated its ADA Transition Plan to document the agency's commitment to providing an accessible transportation network for all. CTDOT's ADA Transition Plan has been an evolving document since 1992 and is considered a living document that will continue to be updated.

In part of this Plan update, CTDOT has initiated a separate program for Title II support for CT municipalities in reviewing and developing local government ADA Transition Plans for facilities within the public right-of-way.

Below highlights key elements included in the 2024 Update



Rail Facilities & Service



Rest Areas



Sidewalks



Transit Facilities & Service



Highway Administration Buildings



Curb Ramps



Ferry Service



Electric Vehicle Charging Stations



Multi Use Trails



Service Plazas



Park & Ride Lots



Crosswalks



Pedestrian Signals



On-Street Parking



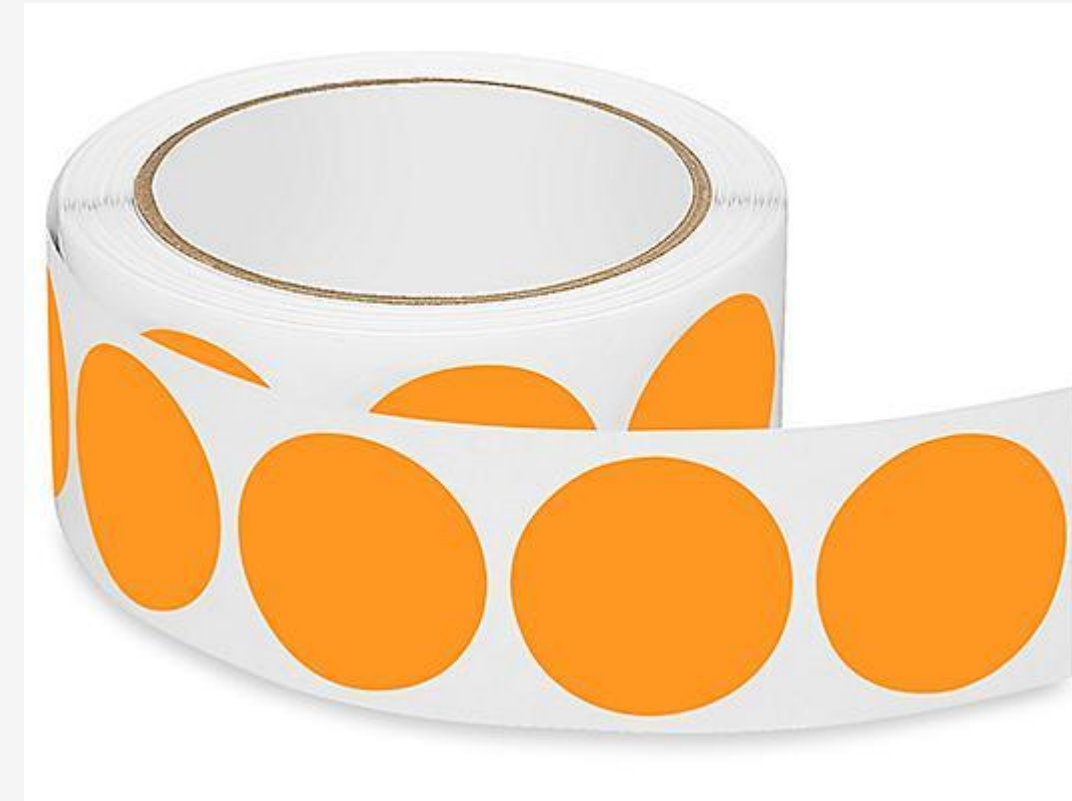
Bus Stop & Shelters



Sticker Voting – Priority Ranking Activity

How to Participate:

- We'll give you 4 stickers. These are your votes.
- There are different print outs labeled with respective elements included in the Transition Plan like "Sidewalks," "Bus Stops,"
- Place your stickers on the element/s that match what's most important to you for what should be the highest priority for CTDOT to improve accessibility?



Helpful Tip: Use all your stickers on one if it's a big priority or spread them across different areas.



Rail Facilities & Service



Rest Areas



Sidewalks



Transit Facilities & Service



Highway Administration Buildings



Curb Ramps



Ferry Service



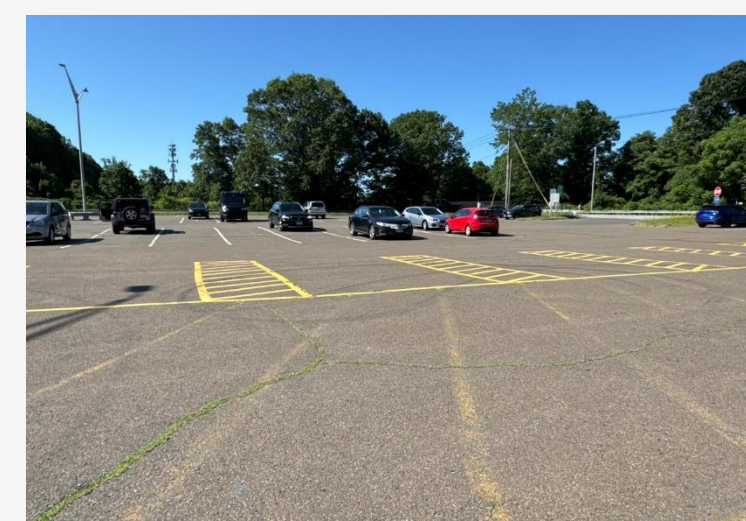
Electric Vehicle Charging Stations



Multi Use Trails



Service Plazas



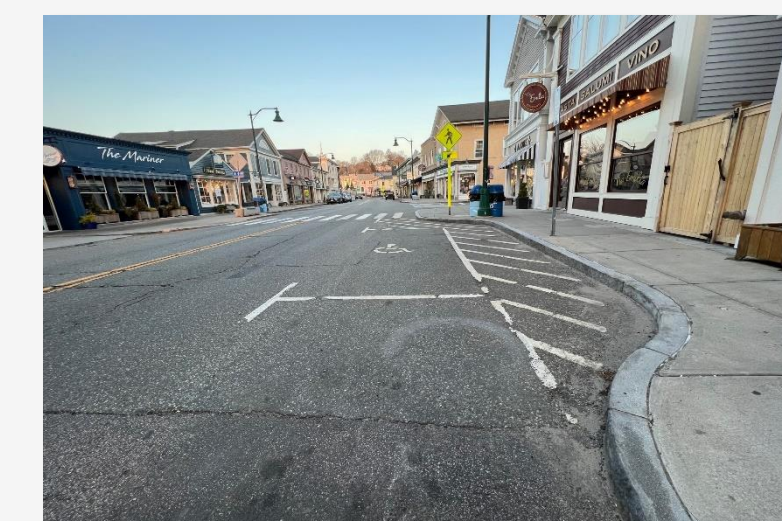
Park & Ride Lots



Crosswalks



Pedestrian Signals



On-Street Parking



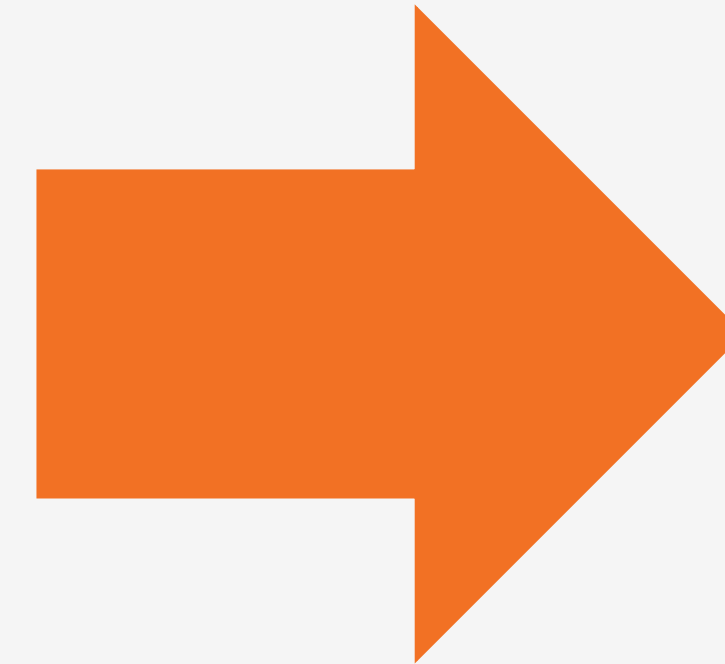
Bus Stop & Shelters



ADA Transition Plan Public Involvement



In Person: Leave a comment with team member or on a Sticky Note on this Board



By E-mail:
DOT.ADATransitionPlan@ct.gov



By Phone: (860) 944-0025



Through the Project Website:
https://portal.ct.gov/dot/office-of-equal-opportunity-and-diversity/transition-plan-and-self-evaluation?language=en_US



We want to hear from you!

Take our short questionnaire available on our website. The survey will be open until November 8th, 2024.

Please share it with others!



Curb Ramps & Detectable Warning Surfaces (DWS)

***Non-Complaint Examples

What is a Detectable Warning Surface?

A standardized surface feature built in or applied to pedestrian circulation paths and other pedestrian facilities to warn of hazards.



Missing DWS

A lack of a DWS can be dangerous as pedestrians are not given warning that they are entering a roadway.
Curb ramps located in areas where there are traffic signals, yield signs, or stop signs, must have a DWS present.

DWS Less Than 24 Inch Depth

A depth of 24 inches gives a pedestrian enough warning to understand that they are entering a vehicle travel way.
A DWS should always be at least 24 inches in depth.



DWS Not Covering Full Width

A DWS that doesn't cover the entirety of the ramp opening can improperly warn a pedestrian of where a vehicle travel area is, potentially putting them in danger.
A DWS should always cover the entire edge of the curb ramp that is flush with the roadway (for construction a 2" space is permitted on sides).



Missing Contrasting Color

A lack of contrasting color can make a DWS difficult to visually detect for pedestrians and those using mobility devices.
A DWS should have a color that contrasts the adjacent sidewalk and curb.



DWS Damage

Daily use, heavy traffic, weather, and other conditions can cause regular wear and tear to the truncated domes on a DWS, reducing its effectiveness to warn pedestrians that they are entering an area of vehicular travel.
Damaged DWS should be replaced.



DWS Has Improper Placement

Aligned with the grade break of curb ramp, perpendicular to the direction of travel.
DWS shall be placed at back of curb or 6" max. from edge of pavement where there is no curb.
Curb ramps with grade break greater than 5 ft to curb, place DWS at back of curb.
The DWS is not aligned with the crosswalk but with the grade break.



What is a Curb Ramp?

A sloped connection that is cut through or built up to a curb. Curb ramps may be perpendicular or parallel to the curb or to the street they serve or be a combination thereof.

Curb Ramp Width Less Than 48 Inches

A curb ramp that has a width of less than 48 inches does not provide enough room for pedestrian traffic or for the movement of mobility devices.
A curb ramp should always be at least 48 inches in width.



What is a Landing?

Level landings are required at the top and bottom of each run. When a change in direction is necessary to access a curb ramp from a pedestrian access route, a landing shall be provided at the top of the curb ramp



Missing Landing

A landing (or turning space) is an area for pedestrian traffic to flow through and offers room for persons using mobility devices to turn affectively.
The landing should be 4' by 4' with no obstructions.

Landing Obstruction

An obstruction to the landing negates the ability for a person in a mobility device to turn effectively at the top of a curb ramp and disrupts pedestrian traffic flow.
The landing should always be clear with a 4' by 4' area for turning.
Example Obstructions:
Top Photo – Utility Pole
Bottom Photo – Signal Pedestal

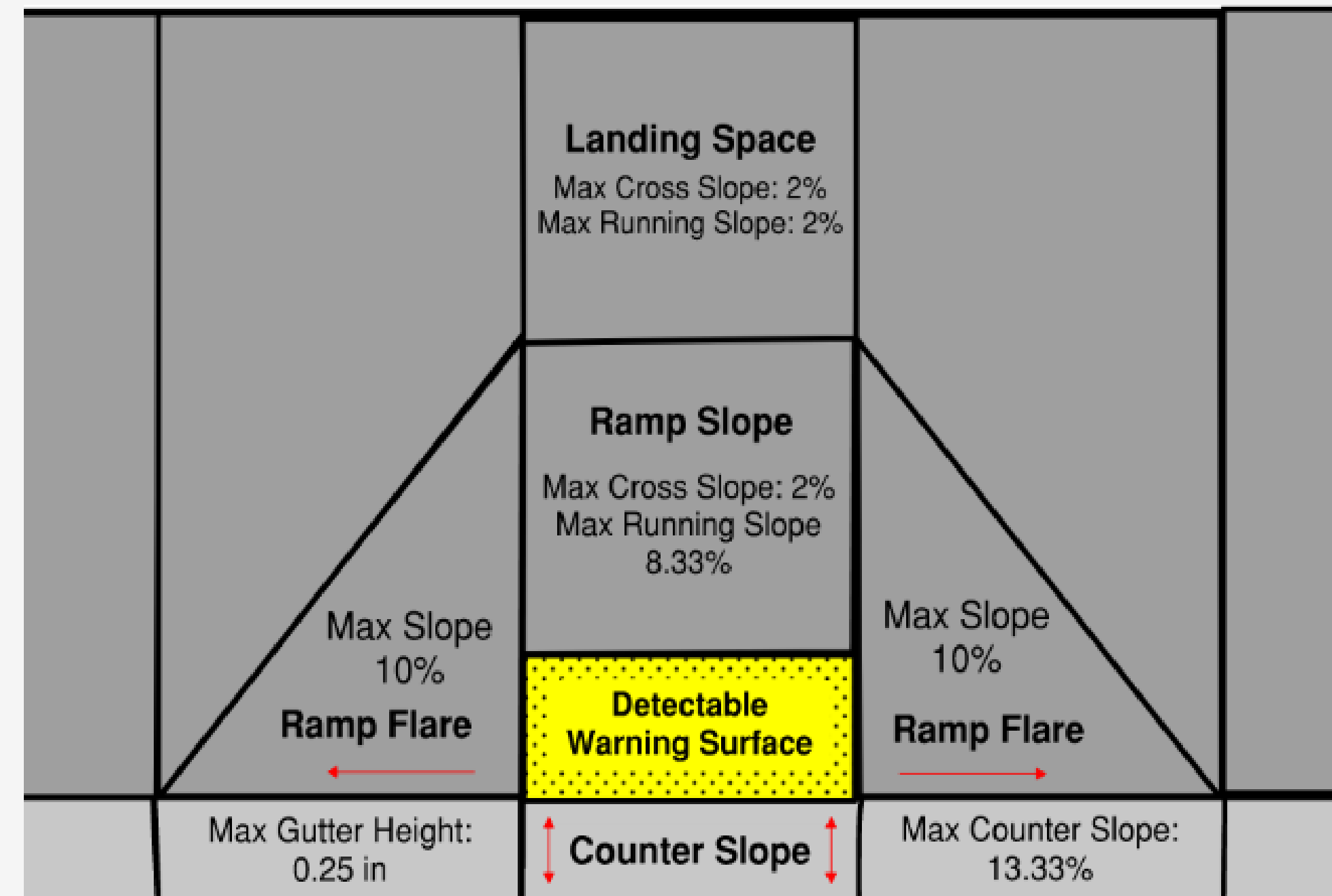




Types of Curb Ramps

Perpendicular Curb Ramp

A curb ramp with a running slope that is perpendicular to the curb or the street it serves.



"Diagonal" Curb Ramp

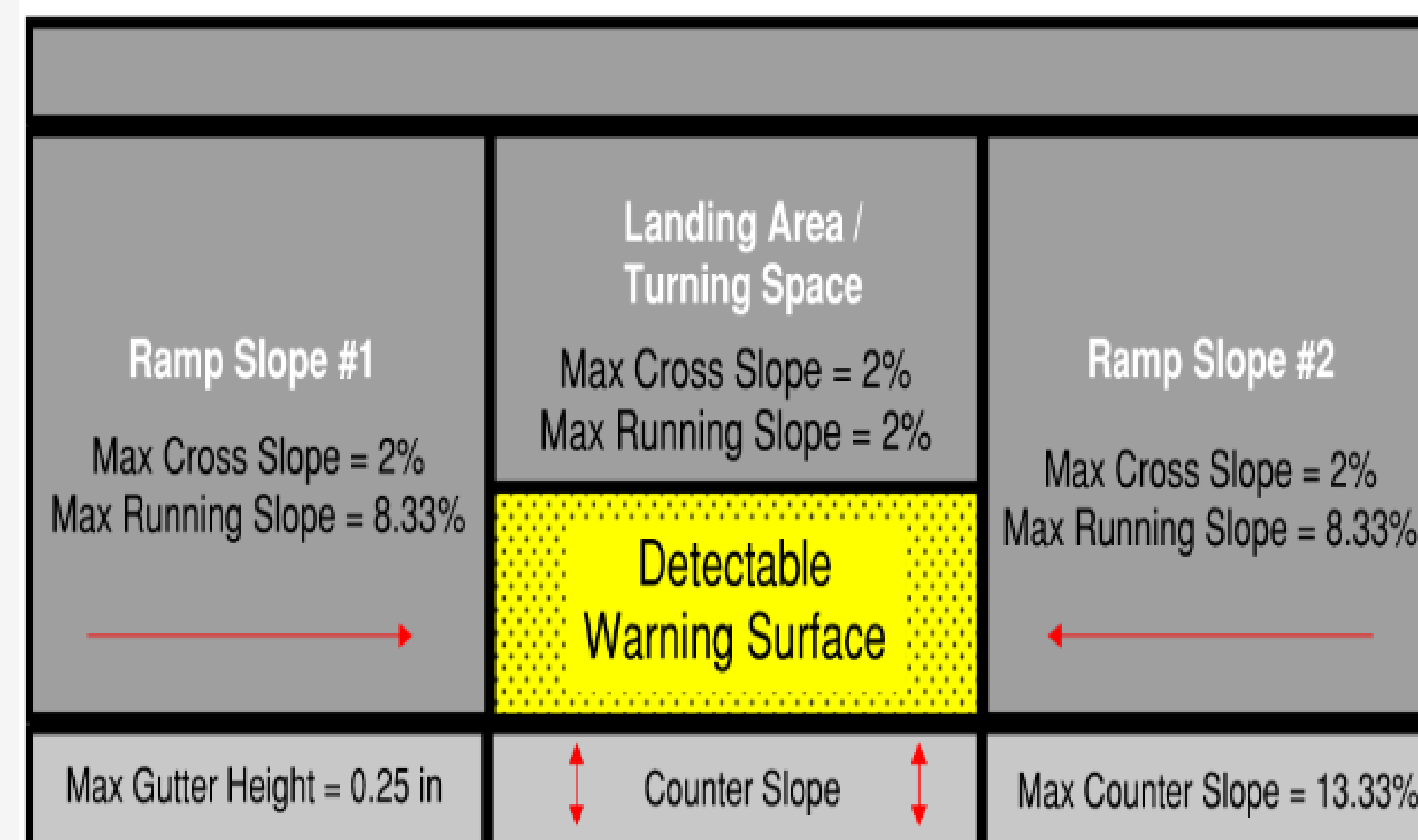
In alterations, where existing physical constraints make compliance technically infeasible, a single curb ramp complying with R304 shall be permitted at the apex of the intersection corner.

PROWAG Final Rule no longer recognizes "diagonal" curb ramps and technical infeasibility form must be provided for locations.



Parallel Curb Ramp

A curb ramp with a running slope that is parallel to the curb or street it serves.

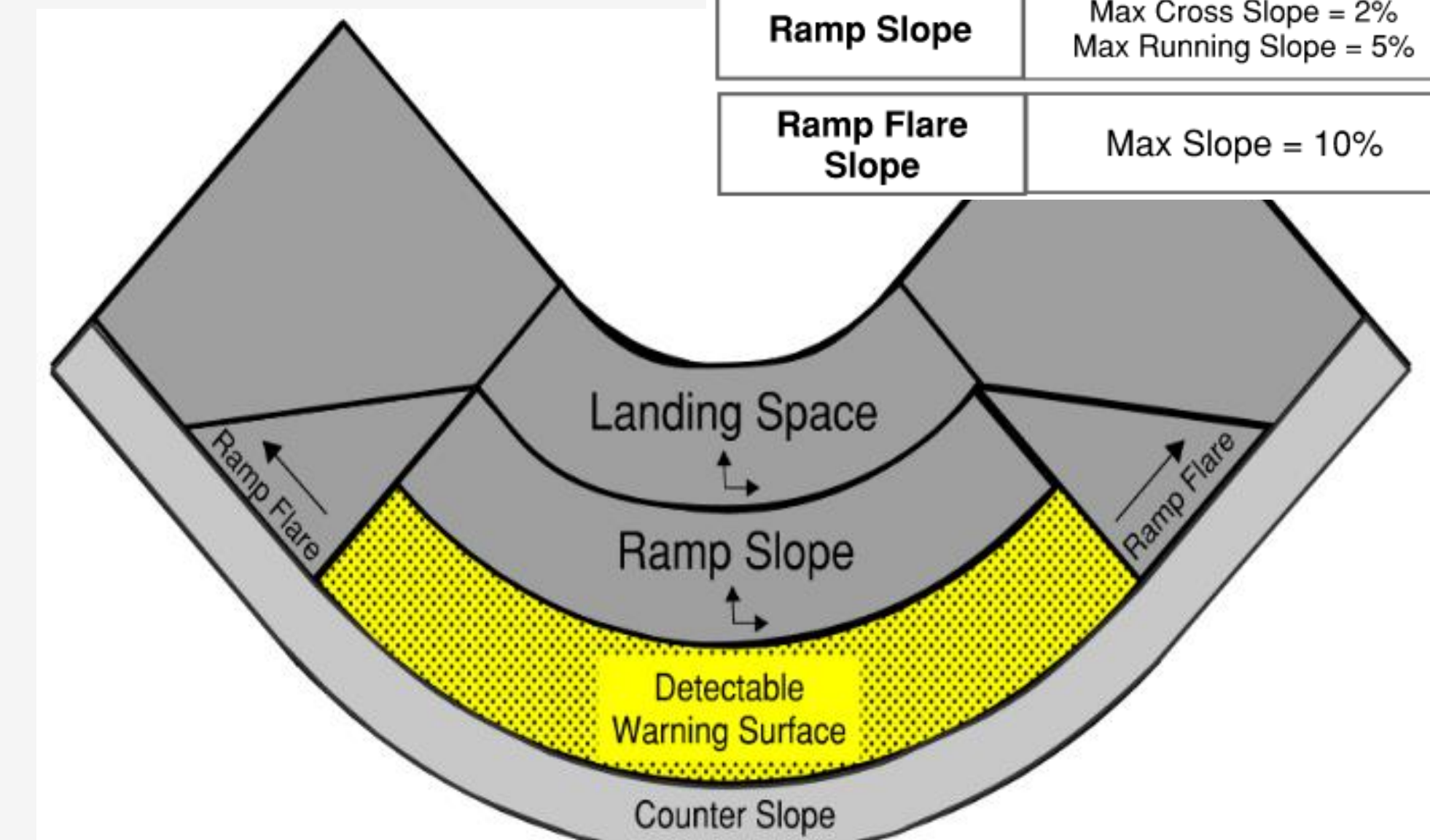


Blended Transition

A wraparound connection at a corner, or a flush connection where there is no curb to cut through, other than a curb ramp.



Landing Space	Max Cross Slope = 2% Max Running Slope = 2%
Ramp Slope	Max Cross Slope = 2% Max Running Slope = 5%
Ramp Flare Slope	Max Slope = 10%





Construction & Form Work

USDOJ recommends using 2' digital level when checking slopes.

There is no tolerance for construction & ADA requirements.

Photo Descriptions

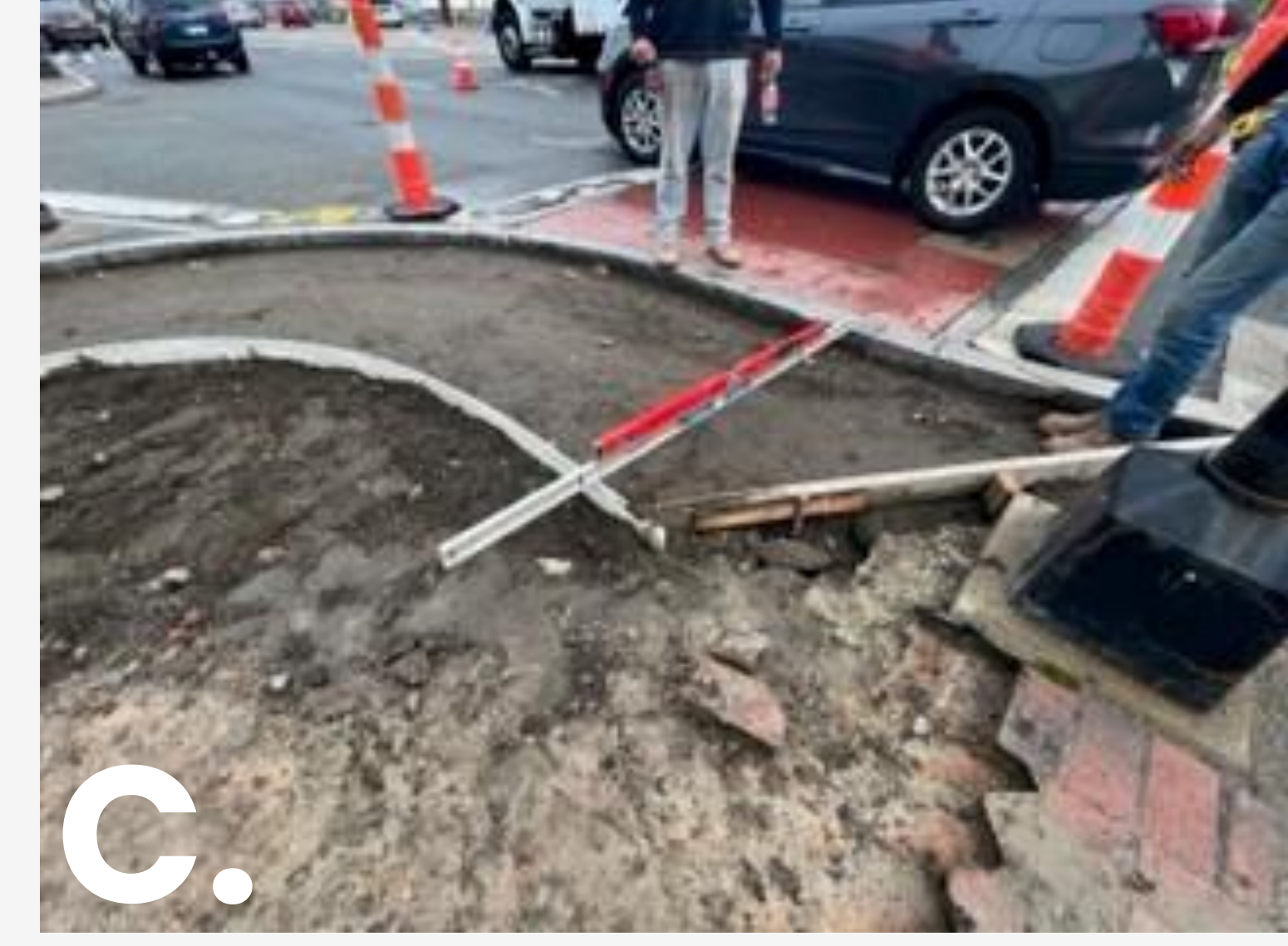
A. B. C. – Ensure less than 5% running slope throughout form work for Blended Transitions.

D. E. – Ensure cross slopes meet what is shown on plan.

F. – Ensure running slope of curb ramp does not exceed 8.3%.

G. H. – Ensure Flares are less than 10% (using curb or form work)

I. Once form work is set double check the area that surrounding pedestrian facilities will be accessible.





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