

# An Overview of the DeIDOT Pedestrian Accessibility Standards for Facilities in the Public Right of Way

Presented

By Javier Torrijos, John McNeal,  
Mark Harbeson, Jim Pappas, JMT Inc.

For the State Council for Peoples  
with Disabilities

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# Pedestrian Accessibility Standards

- Ongoing effort since 2007
- Guidance from:
  - Americans with Disabilities Act of 1990
  - ADA Accessibility Guidelines (ADAAG) approved by Access Board in 2004, amended in 2005
  - 2010 Standards for Accessible Design (DOJ Regulations)
  - Public Right of Way Accessibility Guidelines (PROWAG), revised in 2011/2013
  - DeIDOT's Existing Standards and ADA Assessment criteria

# Pedestrian Accessibility Standards

- Why do we need Standards?
  - It's the law
  - We have fallen short addressing ADA compliance in the past
  - Efforts will help maximize transit opportunities in the future
  - Statewide policy allows each DeIDOT section to work from the same standards

# Pedestrian Accessibility Standards

- DeIDOT Goal
  - Assist all public and private sector transportation planners and engineers in the effort to achieve a more consistent approach to planning, design, construction and maintenance of accessible pedestrian facilities in the public right of way

# Pedestrian Accessibility Standards

- Purpose of Manual
  - Complete Streets – Provide accessibility for all modes of travel
  - Address challenges unique to the public right of way
    - Accessibility, Connectivity, and Convenience
    - Safety
    - Operations
    - Maintenance
  - Provide consistency in designing accessible facilities within the public right of way

# Pedestrian Accessibility Standards

- DeIDOT Desired Accessibility Standards
  - Meets or exceed the 2010 Standards and/or PROWAG 2011/2013
  - Strive to achieve the standards for pedestrian facilities to the maximum extent feasible

# Pedestrian Accessibility Standards

- DeIDOT Minimum PAR Standards
  - Reflect current minimum acceptable facilities required by ADA 2010 Standard and/or PROWAG 2011/2013
  - Designing/building facilities to these standards requires justification from Program Manager overseeing project (project memo with explanation of decision)

PAR = Pedestrian Access Route

# Pedestrian Accessibility Standards

<u>Feature</u>	<u>Minimum PAR Standard</u>	<u>Desired Accessible Standard</u>
<b>PAR</b>		
• Clear Width	36" Min.	60" Min.
• Cross Slope	2.0% Max.	2.0% Max.
• Running Slope	5.0%* Max.	5.0% Max.
• Vertical Elevation Differences	1/4" Max.	1/4" Max.
• Pinch Points (24" in direction of travel)	32" Min.	34" Max.
<b>Curb Ramps</b>		
• Width	36" Min.	60" Max.
• Landing Area	48"x48" Min.	60"x60" Min.
• Ramp Cross Slopes/Landing Slopes	2.0% Max.	2.0% Max.
• Running Slopes	8.3% Max.	8.3% Max.
• Ramp Length	15' Max.	15' Max.
• Counter Slope	13% Max.	11% Preferred

\* - or match the grade of the parallel roadway

# Pedestrian Accessibility Standards

<u>Feature</u>	<u>Minimum Standard</u>	<u>Desired Standard</u>
<b>Roadway Crosswalks</b>		
• Width	6' Min.	6' Min.
• Cross Slope (with Yield or Stop Control)	2.0% Max.	2.0% Max.
• Cross Slope (w/o Yield or Stop Control or with signal)	5.0% Max.	5.0% Max.
• Midblock	Match Roadway Grade	Match Roadway Grade
• Running Slope	5.0%* Max.	5.0%* Max.
<b>Median/Channelized Island Crosswalks</b>		
• Clear Width	60" Min.	60" Min.
• Crossing Length	48" Min.	72" Min.
• Running Slope	5.0%* Max.	5.0%* Max.
<b>Bus Stops</b>		
• Clear Length (perpendicular to roadway)	96" Min.	96" Min.
• Length Slope	2.0% Max.	2.0% Max.
• Clear Width	60" Min.	60" Min.
• Width Slope	Parallel to Roadway	Parallel to Roadway

\* - or match the grade of the parallel roadway

# Pedestrian Accessibility Standards

- Request for Practical Exception (RPE)
  - Required if facility does not meet Minimum PAR Standards
  - Similar to Technical Infeasible Request
  - RPE should include explanation of how facility will be built ADA-compliant “to the maximum extent feasible”
  - Requires approval of ADA Title II Coordinator and Chief Engineer

# Pedestrian Accessibility Standards

## Measurement Tolerances

- Why are Tolerances needed?
  - Imperfections constructing facilities with concrete and asphalt materials

# Pedestrian Accessibility Standards Measurement Tolerances

- Impacts of not having Tolerances
  - Reconstruct more pedestrian facilities on projects
  - Increased claims/bid costs for pedestrian facilities
  - Less funding available to remediate the estimated \$257M of existing non-compliant facilities statewide
  - Design facilities flatter resulting in
    - Curb ramps holding water and debris
    - Safety concerns
      - Icy, slippery conditions in winter
    - Increased long term maintenance/costs

# Pedestrian Accessibility Standards

## Measurement Tolerances

- **Balanced Approach to**
  - Build an accessible system statewide
  - Maximize the use of resources to address more locations and remediate/add more facilities
- **Tolerances**
  - Exceed industry standards/DeIDOT specifications (1.7%)
  - Concrete surfaces tolerance – 1.0%
  - Asphalt surfaces tolerance – 1.5%
  - Counter slope tolerance – 0.0%

# Pedestrian Accessibility Standards

## Measurement Tolerances

<u>Feature</u>	<u>Maximum Standard</u>	<u>Tolerance</u>
<b>PAR</b>		
• Cross Slope	2.0%	1.0%
• Running Slope	5.0%*	1.0%
<b>Curb Ramps</b>		
• Cross Slope	2.0%	1.0%
• Running Slope	8.3%	1.0%
• Counter Slope	13.0%	0.0%
<b>Median/Channelized Island Crosswalks</b>		
• Cross Slope	2.0%	1.0%
• Running Slope	5.0%*	1.0%

\* - 5.0% plus tolerance or maximum profile grade of the parallel roadway if greater than 5%

# Pedestrian Accessibility Standards

## Measurement Tolerances

<u>Feature</u>	<u>Maximum Standard</u>	<u>Tolerance</u>
<b>Roadway Crosswalks Cross Slopes</b>		
• Asphalt		
• with Yield or Stop Control	2.0%	1.5%
• w/o Yield or Stop Control or with Signal	5.0%**	1.5%
• Concrete		
• with Yield or Stop Control	2.0%	1.0%
• w/o Yield or Stop Control or with Signal	5.0%**	1.0%
<b>Roadway Crosswalks Running Slope</b>		
• Asphalt	5.0%*	1.5%
• Concrete	5.0%*	1.0%
<b>Driveways/Entrances Crosswalks Running Slope</b>		
• Asphalt	5.0%*	1.5%
• Concrete	5.0%*	1.0%
<b>Driveways/Entrances Crosswalks Cross Slope</b>		
• Asphalt	2.0%	1.5%
• Concrete	2.0%	1.0%

\* - 5.0% plus tolerance or maximum profile grade of parallel roadway if greater than 5%

\*\* - 5.0% plus tolerance or maximum profile grade of roadway if greater than 5%

# Pedestrian Accessibility Standards

- Scoping Each Individual Project is Critical
  - Walk project site
  - Use ADA Inventory and Assessment Data
  - Focus on safety, connectivity, logical limits
  - Put yourself in shoes of those who rely on the network
  - Each site is unique; be careful about treating one solution as a precedent

# Pedestrian Accessibility Standards



# Pedestrian Accessibility Standards

- Use all Tools/Methods Available to Correct Non-Compliant Features in the System
  - Pave & Rehab Projects
  - Capital Projects
  - Community Transportation Fund Projects
  - Maintenance
  - Transportation Alternatives Program
  - Developer Agreements
  - Railroad Crossings

# Pedestrian Accessibility Standards

- Living Document
  - Standards may change
  - Adoption of PROWAG
  - Public Input
- Training will be provided to DeIDOT staff

# Pedestrian Accessibility Standards

Submit comments to the attention of John McNeal,  
DeIDOT ADA Title II/Section 504 Coordinator, at

DeIDOT

800 Bay Road

Dover DE 19903

Phone No. 302.760.2467

E-mail: [dot.adarequest@state.de.us](mailto:dot.adarequest@state.de.us)