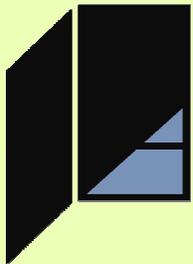


The New ADAAG And Exterior Accessibility

ACCESSOLOGY



PART ONE

**BE PART of the
Changes!**

ADA Is the Federal Law

- The law is administered by the Department of Justice (written by the legislators)
- The standards are written by USATBCB, or Access Board
- Standards are adopted for enforceability

How Is The Law Compiled?

Selected group studies the issues and makes recommendations

- Recommendations are forwarded to the Access Board
- An ANPRM is issued for public comment
- Comments are incorporated into the next phase, which is an NPRM

- An NPRM is issued for public comment
- Comments are again incorporated into the next phase, which is a Proposed Rule
- A Proposed Rule is issued for public comment
- Comments are incorporated into the final rule

OOOOPPPPS!



**80% of the
Comments for All
Three Phases of the
ADA Came From the
Disability Community**

The Reaction

- 1995 Committee was put together
- Recommendations were made
- Standards were reopened
- New standards were published July 23, 2004

ADA Was Too Broad

Sections were divided to
what made sense at the
time

Section Analysis ...

Section One - Purpose

Section Two - General

**Section Three - Miscellaneous
Instructions and Definitions**

**Section Four - Accessible
Elements and Spaces**

**Section Five - Restaurants and
Cafeterias**

Section Six - Medical Facilities

**Section Seven - Business and
Mercantile**

Section Eight - Libraries

Section Nine - Transient Lodging

**Section 10 - Transportation
Facilities**

New Sections

**Section 11 - Judicial, Legislative
and Regulatory Facilities**

**Section 12 - Detention and
Correctional Facilities**

**Section 13 - Residential Housing
(RESERVED)**

New Sections

Section 14 - Public Rights of Way (RESERVED)

Section 15 - Recreational Facilities

Section 16 - Children's Environments

Section 17 - Outdoor Developed Areas

**The hearing for these
new standards is
September 12, 2011**

Why should you be there?

- Hear what the questions are.
- Provide perspective from your view point
- Be involved in the process.

Let's talk about the PROW Draft Guidelines

Rulemaking Process for Public Rights of Way

- The Access Board started the process in 1992 & 1994
- Through the comment period they felt they needed more input from transportation authorities and municipalities, so the process was put on hold.

Rulemaking Process for Public Rights of Way

During the delay they developed a series of helpful information including:

- Videos
- Checklists
- Design guidelines
- Research on tactile warnings

Rulemaking Process for Public Rights of Way

Most importantly

They chartered the 33 person
"Public Rights of Way"
committee

Rulemaking Process for Public Rights of Way

As a result

Public Rights of Way draft
guidelines were issued in 2002
with a second draft in 2005

Rulemaking Process for Public Rights of Way

Over 1400 Comments were received

- Over 900 from the disability community- most of whom are visually impaired
- Only 200 came from the transportation community, including engineers architects and municipalities

10 Key elements were highlighted

- Crosswalk width
- On street parking
- Walking speed and pedestrian signal phase timing
- Elevators at overpasses and underpasses
- Same side alternate circulation routes

10 Key elements were highlighted

- Cross slope in crosswalks
- Detectable Warnings
- Accessible pedestrian signals
- Roundabouts and roundabout signalization
- Alterations

These issues were addressed in the 2nd draft:

- Reference manual on uniform traffic control devices (MUTCD) for crosswalk width
- Reduced scoping in on street parking to be consistent with parking lots
- Set walking speed at 3.5 fps
- Increase vertical access allowances at overpasses and underpasses (ramps, lifts or elevators)

These issues were addressed in the 2nd draft:

- Modified the technical requirements to be more consistent with MUTCD
- Provided relief for maximum cross slope limits in pedestrian cross walks at mid block and through street locations.
- Clarified the placement of detectable warnings on curb ramps landings and blended transitions.

These issues were addressed in the 2nd draft:

- Clarified the new construction requirements for APS installation
- Limited pedestrian signalization at roundabouts and channelized turn lanes.
- Clarified the scope or alterations and what is required.

YOU can help direct the future!

The access board writes these standards but needs the input of professionals to ensure the needs are properly covered.

What suggestions do you have??

Develop Decision Trees

Public Rights of Way projects are complex. Protect yourself by documenting how decisions were made.

Inform Title II Clients

- The need for a transition plan.
- The requirement to communicate with the disabled population
- Accessible routes are required to be maintained in an accessible condition.

Suggestions for protection:

- Expand the depth of the analysis and think outside the box
- Seek assistance from people with disabilities in the community
- Recognize that the first solution to a problem will not often be the best
- Keep track of everything considered. Document the analysis work, findings, and decisions.

Suggestions for protection:

- Select the solution that best balances the needs of all users
- Network with others. Consult with peers in other agencies and firms.
- Attend continuing education classes that focus on accessible design
- Develop, adopt, and use a standard method of design review and approval

Sidewalk projects

- Ensure an accessible route is provided around a sidewalk project
- Ensure all elements of the sidewalk project are in compliance.
- Verify the condition of sidewalks adjacent to the planned project.

Best Practices

- Accessible design is a safety best practice.
- Installation of APS devices is safer for everyone, especially with low or no vision.
- Detectable warnings replace curbs so people know there's a vehicular hazard ahead

Best Practices

- Wheelchair users are safer when all four wheels are on the ground, smooth transitions avoid dangerous conditions.
- Steep slopes and cross slopes are also a danger to those with mobility aides or bad balance
- Heaving or broken sidewalks are also dangerous

Best Practices

ADA requires accessible routes to be maintained in an accessible condition

Best Practices

- Crosswalks provide unmistakable routes
- Signage can help avoid a lot of problems.

Other Safer designs

- Reduced curb radius
- Installing APS systems
- Bulb outs/curb extensions
- Combination curb ramps
- Reduced curb height
- Installation of bollards
- Extending curb ramp over gutter pan

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