Chicago Metropolitan Agency for Planning

Module 5:

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

OATES ASSOCIATES



Presenter #1

MODULE 5

- Travis Helmkamp, PE, ADAC, Project Manager at Oates Associates
- 12 years of experience in assisting municipalities with self-evaluations and transition plans
- Completed plans for communities from 5,000 to 300,000 residents



Presenter #2

MODULE 5

- Jim de Jong, ADAC
- Former Director of Great Plains ADA Center
- Certified by the Department of Justice (DOJ) to provide Title II trainings
- Creator of the National ADA Symposium and the ADA Coordinator Training Certification Program



Presenter #3

MODULE 5

- Nick de Jong, ADAC
- Completed ADA Coordinator Training Program
- Leads Oates Associates data assessment teams
- Assessed 400 miles of sidewalk in the last five years



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OATES ASSOCIATES

Great Lakes ADA Center

A Member of the ADA National Network

Presentation Goals



Goals for Presentation

MODULE 5

- Technical requirements of PROWAG
  - Curb Ramps and Blended Transitions (R304)
  - Detectable Warning Surfaces (R305)
  - Crosswalks(R306)
  - Pedestrian Push Buttons and Passive Pedestrian Detection (R307)
  - Access Pedestrian Signal Walk Indications (R308)
  - Supplemental Technical Requirements (R400)



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Layout of PROWAG



Chapters of PROWAG

MODULE 5

- Chapter 1 – Application and Administration
- Chapter 2 – Scoping Requirements
- Chapter 3 – Technical Requirements
- Chapter 4 – Supplemental Technical Requirements

Layout of PROWAG
Chapter 1 – Application and Administration

MODULE 5

- Chapter 1 – Application and Administration
  - Establishes the overarching scope of the document
  - Coordination with other ADA regulations
  - Impact on existing pedestrian facilities
  - Deviations from these guidelines
  - Conventions
  - Definitions

Layout of PROWAG
Chapter 2 – Scoping Requirements

MODULE 5

- Chapter 2 – Scoping Requirements
  - Establishes that all newly constructed or altered portions of existing facilities shall comply
  - Provides user with applicable technical requirements based on the scope of work

  - **Review Chapter 2 prior to evaluating technical requirements in Chapters 3 and 4**

Layout of PROWAG
Chapter 3 – Technical Requirements

MODULE 5

- Chapter 3 – Technical Requirements
  - These technical requirements apply where required by Chapter 2 of the PROWAG

Layout of PROWAG
Chapter 3 – Topics Covered

MODULE 5

- Chapter 3 – Technical Requirements
  - Pedestrian Access Routes (R302)
  - Alternative Pedestrian Access Routes (R303)
  - **Curb Ramps and Blended Transitions (R304)**
  - **Detectable Warning Surfaces (R305)**
  - **Crosswalks (R306)**
  - **Pedestrian Push Buttons and Passive Pedestrian Detection (R307)**

Layout of PROWAG
Chapter 3 – Topics Covered (cont'd)

MODULE 5

- Chapter 3 – Technical Requirements
  - **Accessible Pedestrian Signal Walk Indications (R308)**
  - Transit Stops and Transit Shelters (R309)
  - On-Street Parking Spaces (R310)
  - Passenger Loading Zones (R311)

Layout of PROWAG
Chapter 4 – Supplemental Requirements

MODULE 5

- Chapter 4 – Supplemental Technical Requirements
  - These technical requirements apply where required by Chapter 2 of the PROWAG

Layout of PROWAG
Chapter 4 – Topics Covered (cont'd)

MODULE 5

- Chapter 4 – Supplemental Technical Requirements
  - **Protruding Objects and Vertical Clearance (R402)**
  - **Operable Parts (R403)**
  - **Clear Spaces (R404)**
  - **Knee and Toe Clearance (R405)**
  - **Reach Range (R406)**
  - **Ramps (R407)**

Layout of PROWAG
Chapter 4 – Topics Covered

MODULE
5

- Chapter 4 – Supplemental Technical Requirements
  - **Stairs (R408)**
  - **Handrails (R409)**
  - **Visual Characters on Signs (R410)**
  - **International Symbol of Accessibility(R411)**

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PROWAG Pedestrian Access Routes

R304: Curb Ramps



PROWAG – Chapter 1
Important Definitions – Curb Ramps

MODULE 5

- 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

- Crosswalks
  - The part of a roadway that is located at an intersection and connects pedestrian circulation paths on opposite sides of the highway. Crosswalks may be marked or unmarked

PROWAG – Important Definitions
Perpendicular Curb Ramps

MODULE
5

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



PROWAG – Important Definitions
Parallel Curb Ramps

MODULE
5

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



PROWAG – Important Definitions
Blended Transitions

MODULE 5

- A wraparound connection at a corner, or a flush connection where there is no curb to cut through, other than a curb ramp. The blended transition encompasses both crosswalks



PROWAG – Chapter 2
Curb Ramps

MODULE
5

- **At an intersection one curb ramp or blended transition shall be provided for each crosswalk (R203.6.1.1)**

  EXCEPTION: In alterations, where existing physical constraints make compliance technically infeasible, a single curb ramp shall per permitted at the apex of the intersection corner (Diagonal)



PROWAG – Chapter 2
Curb Ramps – Crossing Prohibited

MODULE 5

- Where pedestrian crossing is prohibited, curb ramps or blended transitions shall not be provided and separated from the roadway (R203.6.1.1)
  - With a landscaping or other non-prepared surface
  - With a detectable edge treatment with a bottom edge 15 inches maximum above the sidewalk



Google Earth

PROWAG – R304.5
Common Standards

MODULE 5

- Clear width of curb ramp runs, excluding any flared sides, shall be 48 inches minimum (R304.5.1.1)

- Clear width at shared use paths shall equal the width of the path (R304.5.1.2)

- Curb ramps shall be entirely within the width of the crosswalk (R304.5.3)

PROWAG – R304.2
Perpendicular Curb Ramps – Standards

MODULE 5

- Running slope shall be 1:12 (8.3%) max (R304.2.1)
- Cross slope shall be 1:48 (2.1%) max (R304.2.2)
- Grade breaks at the top and bottom of a curb ramp shall be perpendicular to the direction of the curb ramp run (R304.2.3)

PROWAG – R304.2
Perpendicular Curb Ramps – Standards (cont'd)

MODULE 5

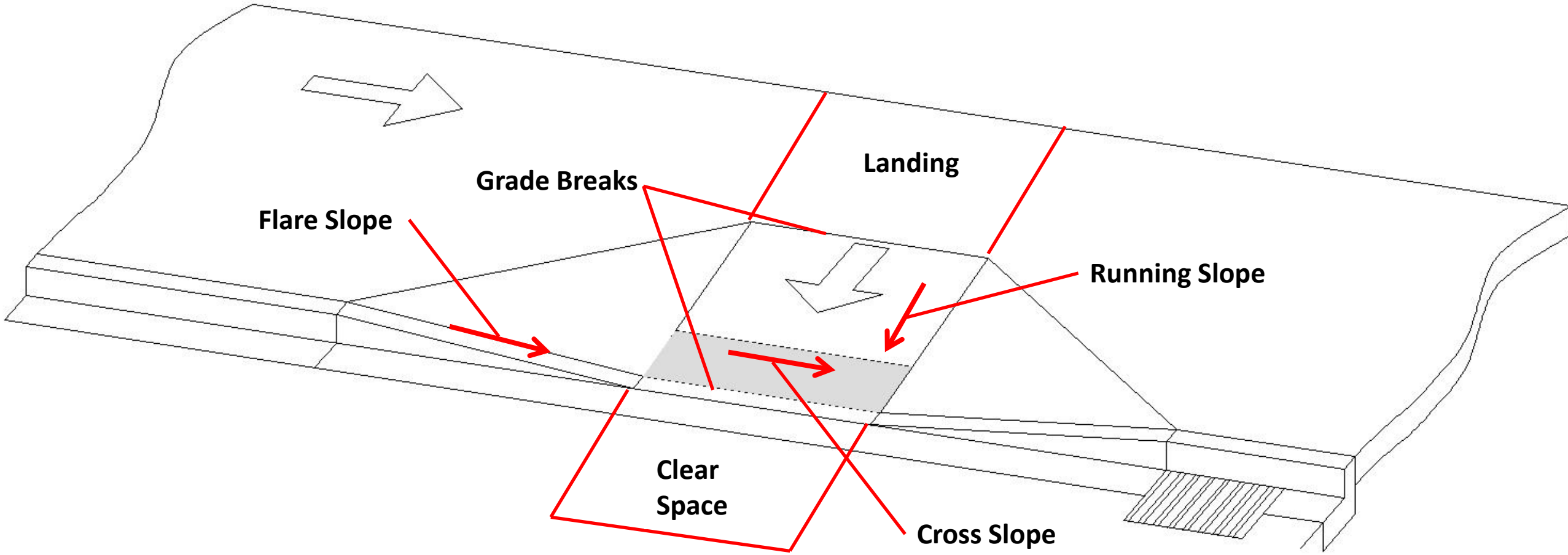
- A clear area of 48 inches wide to 48 inches long minimum shall be provided beyond the bottom grade break and within the width of the crosswalk. The running slope of the clear area shall be 1:20 (5.0% max) (R304.2.4)

- Landing – See IDOT standards conversation from Day 1

- Slope of the flared side shall be 1:10 (10.0%) max, measured parallel to the adjacent curb line (R304.2.6)

PROWAG – R304.2
Perpendicular Curb Ramps Example

MODULE 5



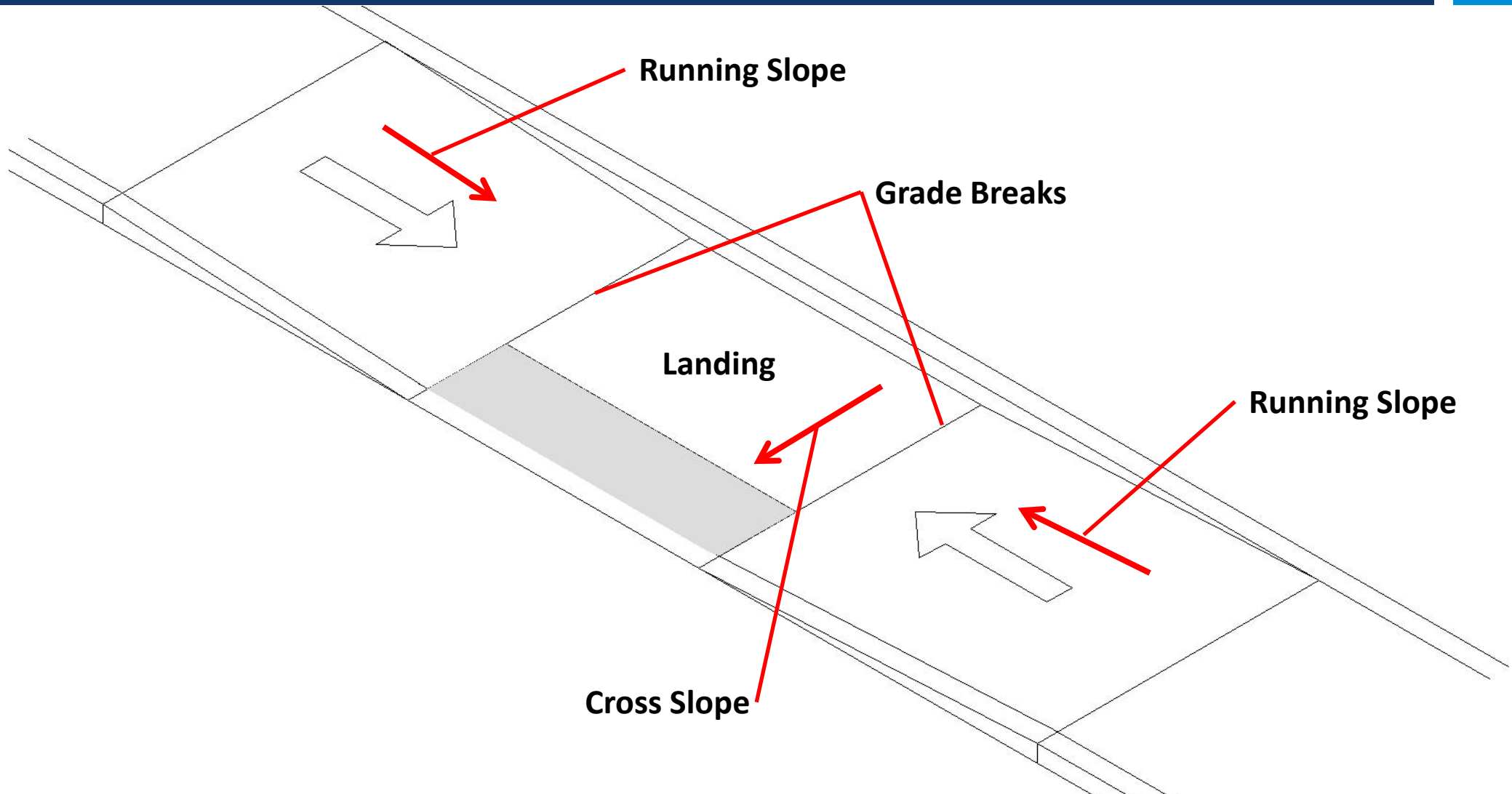
PROWAG – R304.3
Parallel Curb Ramps – Standards

MODULE 5

- Running slope shall be 1:12 (8.3%) max (R304.3.1)
- Cross slope shall be 1:48 (2.1%) max (R304.3.2)
- Grade breaks at the top and bottom of a curb ramp run shall be perpendicular to the direction of the curb ramp run (R304.3.3)
- Landings shall be provided at the bottom of a parallel curb ramp (R304.3.4)

PROWAG – R304.3
Parallel Curb Ramps Example

MODULE 5



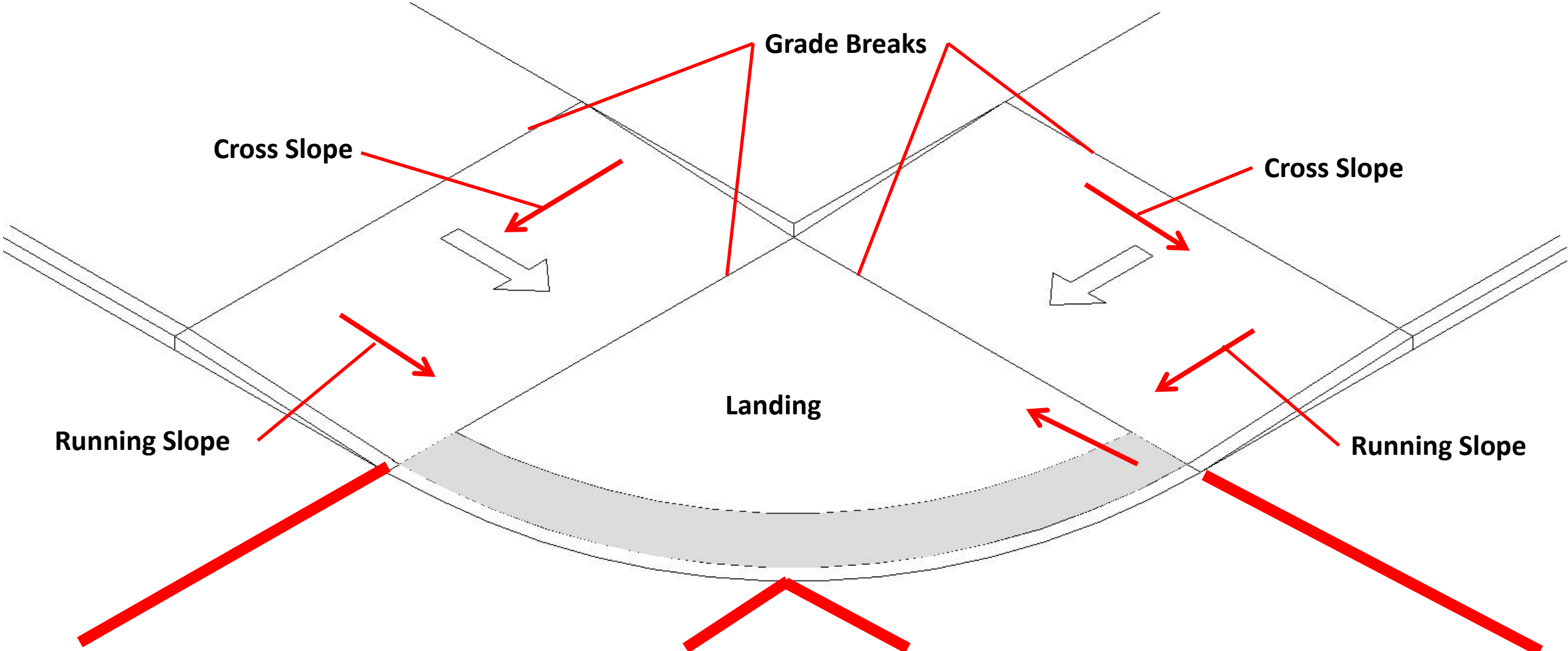
PROWAG – R304.3
Blended Transition – Standards

MODULE 5

- Running slope shall be 1:12 (8.3%) max (R304.4.1)
- Cross slope shall be 1:48 (2.1%) max (R304.4.2)
- Where a blended transition serves more than one pedestrian circulation path has a running slope greater than 1:48 (2.1%), a pedestrian access route shall be provided so that a pedestrian not crossing the street can bypass the blended transition (R304.3.3)

PROWAG – R304.3
Blended Transition Example

MODULE
5



Questions?

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15-Minute Break #1



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PROWAG Detectable Warning Surfaces

R305: Detectable Warning Surfaces



PROWAG – Chapter 1
Important Definitions – Detectable Warnings

MODULE 5

- Detectable Warnings Surfaces
  - A standardized surface feature built in or applied to pedestrian circulation paths and other pedestrian facilities to warn of hazards



PROWAG – Chapter 2
Detectable Warning Surfaces

MODULE
5

- Curb ramps and blended transitions shall have detectable warning surfaces (R205.2)

  EXCEPTION: Detectable warning surfaces are not required on curb ramps used exclusively to connect parking spaces and loading zones

PROWAG – Chapter 2
Detectable Warning Surfaces - Driveways

MODULE 5

- Pedestrian circulation paths at driveways controlled with yield or stop control devices or traffic signals shall have detectable warning surfaces (R205.7)



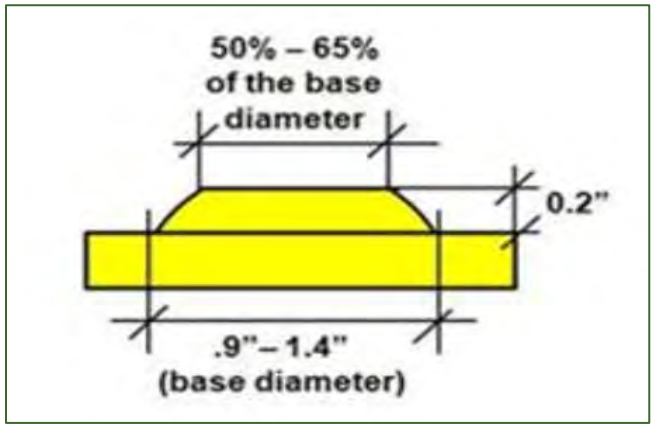
Google Earth

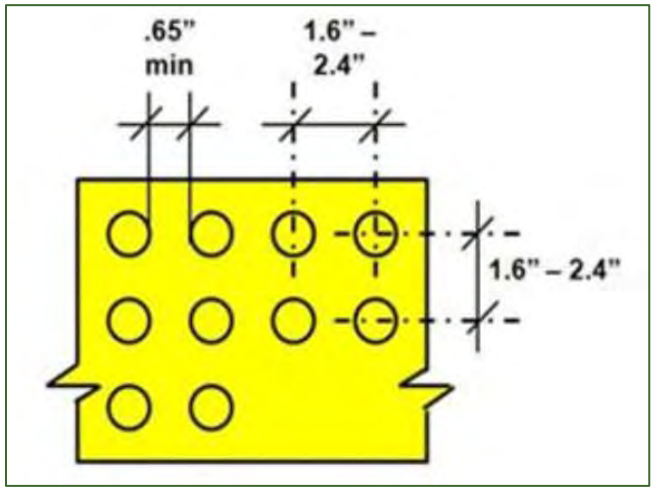
PROWAG – R305
Dome Size and Spacing

MODULE 5

- Dome size
  - Base diameter of 0.9 to 1.4 inches, a top diameter 50 to 65% of the base diameter, and a height of 0.2 inches (R305.1.1)

- Dome Spacing
  - Center-to-center of 1.6 to 2.4 inches, and a base-to-base spacing of 0.65 inches (R305.1.2)





Detectable Warnings Update (access-board.gov)

PROWAG – R305
Contrast

MODULE
5

- Detectable warning surfaces shall contrast visually with adjacent walking surfaces, either light-on-dark or dark-on-light

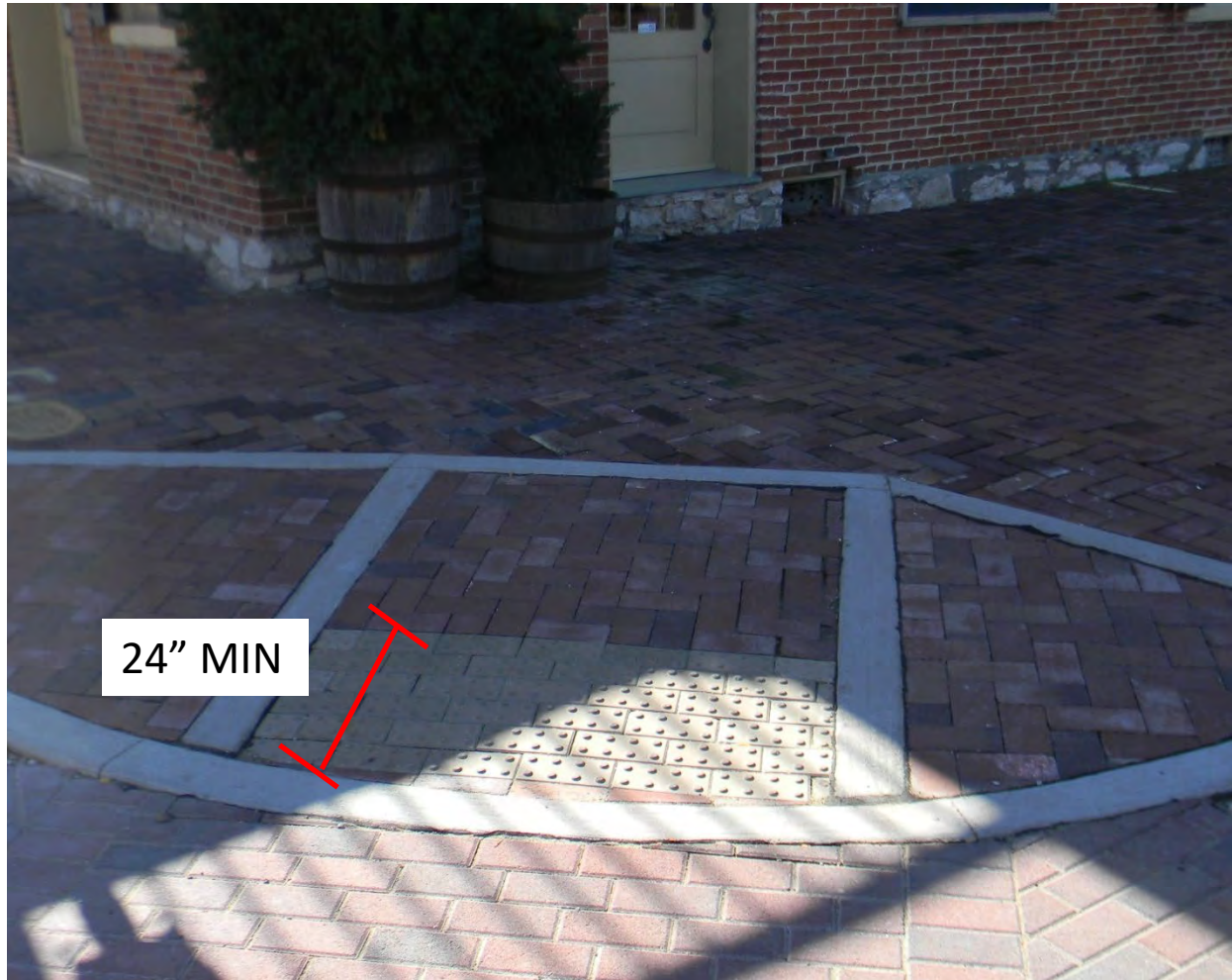


PROWAG – R305
Surface Size

MODULE
5

- Detectable warning surfaces shall extend 24 inches minimum in the direction of travel (R305.1.4)

- At curb ramps and blended transition detectable warning surfaces shall extend the full width (R305.1.4)



PROWAG – R305
Location – Perpendicular Curb Ramp

MODULE 5

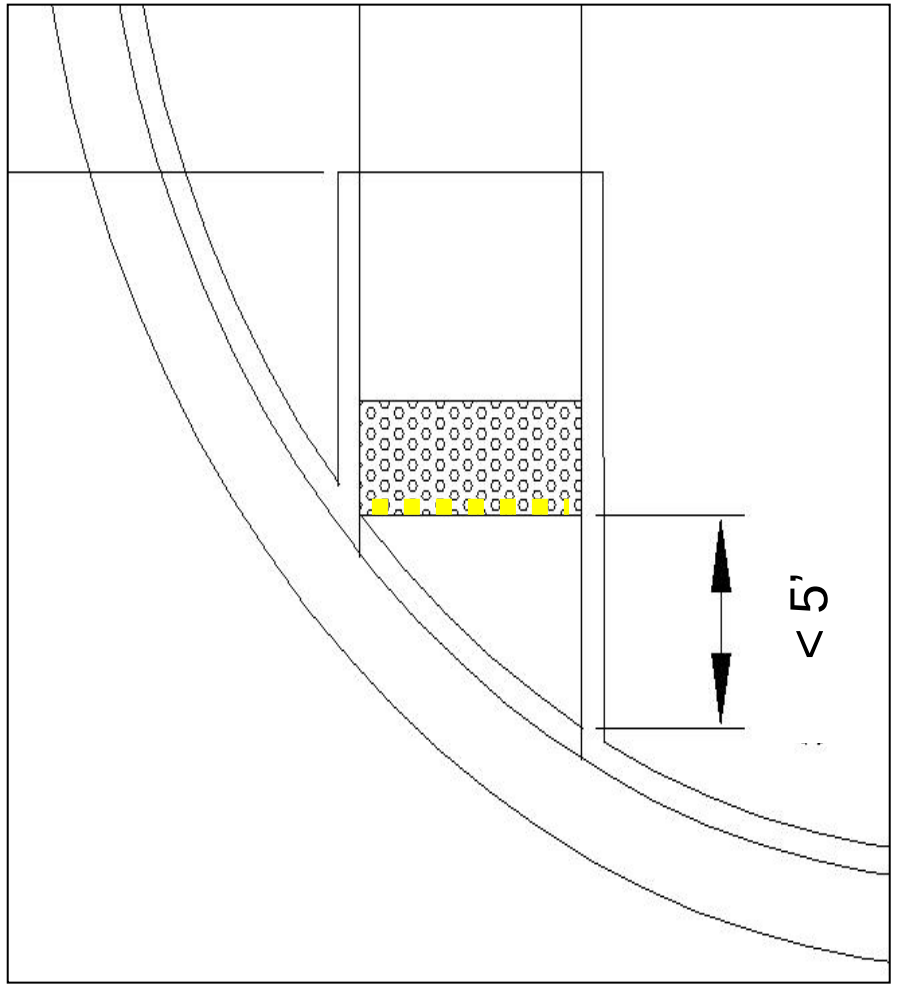
- Detectable warning surface shall be placed at the back of curb or no greater than 6 inches from the edge of pavement (R305.2.1)

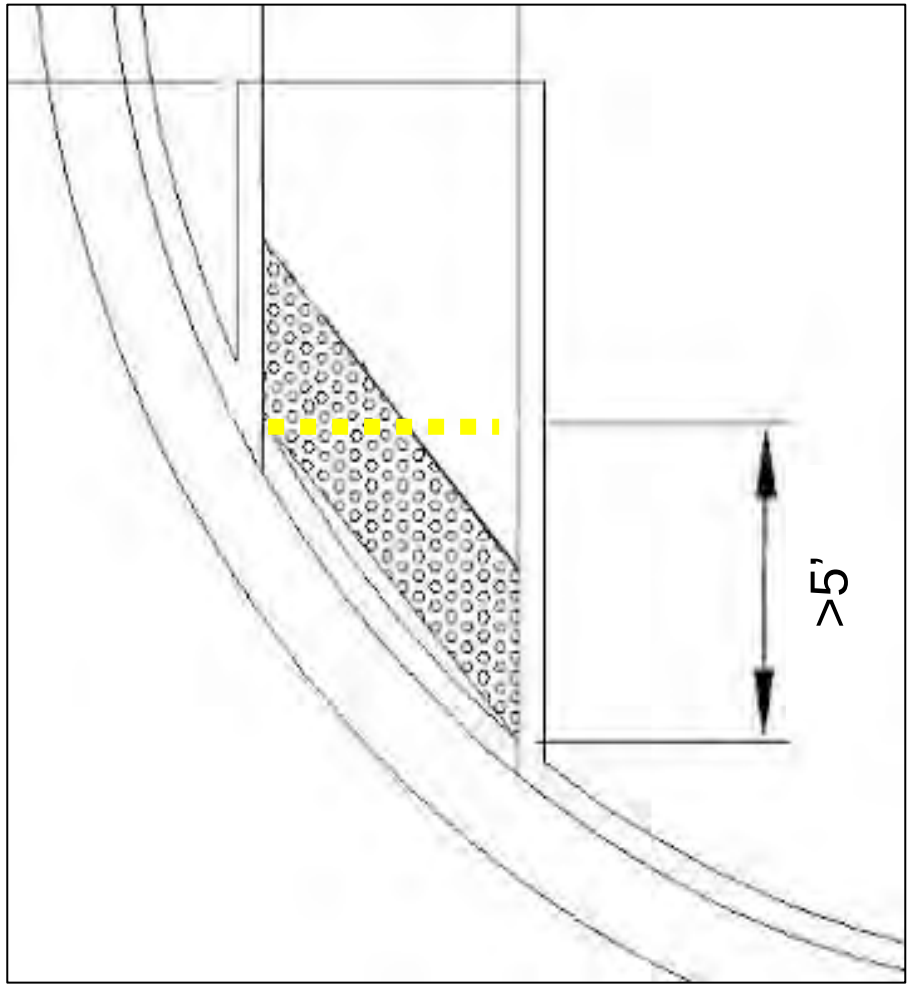
- Where the distance from both ends of the grade break and the curb is 60 inches or less, the warning shall be placed on the grade break (R305.1.4)

- Where the distance from both ends of the grade break and the curb is greater than 60 inches, the warning shall be placed on the clear area so that both front corners are at the back of curb (R305.1.4)

PROWAG – R305
Location – Perpendicular Curb Ramp (cont'd

MODULE 5





PROWAG – R305
Location – Parallel and Blended Transitions

MODULE 5

- Detectable warning surfaces shall be located so that both front corners of the warning are at the back or curb (R305.2.2 and R305.2.3)



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PROWAG Crosswalks and Roundabouts

R306: Crosswalks



PROWAG – Chapter 1
Important Definitions – Crosswalks

MODULE 5

- Crosswalks
  - The part of a roadway that is located at an intersection and connects pedestrian circulation paths on opposite sides of the highway. Crosswalks may be marked or unmarked

- Traveled Way
  - The portion of the roadway for the movement of vehicles
    - Does not include shoulder, berm, sidewalk or parking lane

PROWAG – Chapter 1
Important Definitions – APS Intervals

MODULE 5

- Pedestrian Change Interval
  - An interval during which the flashing upraised hand (symbolizing “don’t walk”) signal indication is displayed

- Walk Interval
  - An interval during which the walking person (symbolizing “walk”) signal indication is displayed



PROWAG – Chapter 1
Important Definitions – Roundabout

MODULE 5

- Roundabout
  - A circular intersection with yield control at entry, which permits a vehicle on a circular roadway to proceed, and with deflection of the approaching vehicle counterclockwise around a central island



Google Earth

PROWAG – R306
Pedestrian Signal Phase Timing

MODULE 5

- Clearance time shall be based on a pedestrian walking speed of 3.5ft/s or less from the location of the pedestrian push button to a pedestrian refuge island or the far side of the traveled way (R306.2)



Google Earth

PROWAG – R306 Roundabouts

MODULE 5

- Where pedestrian crossing is not intended: (R206.4.1)
  - When attached to curb: detectable edge treatment with a bottom edge 15 inches maximum above the sidewalk
  - With a 24-inch minimum landscaping or other non-prepared surface



Google Earth

PROWAG – R306
Crosswalk Treatments

MODULE 5

- Each multi-lane segment of the roundabout or multi-lane channelized turn lanes containing a crosswalk shall provide a crosswalk treatment consisting of: (R306.4.2 &R306.5)
  - Traffic control signal with a pedestrian signal head
  - Pedestrian hybrid beacon
  - Pedestrian actuated rectangular rapid flashing beacon
  - Raised crosswalk

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PROWAG Pedestrian Traffic Signals

R307: Pedestrian Push Buttons and Passive Pedestrian Detection

R308: Accessible Pedestrian Signal Walk Indications



PROWAG – Chapter 1
Important Definitions – Push Buttons

MODULE 5

- 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

PROWAG – Chapter 1
Important Definitions – Push Buttons (cont'd)

MODULE 5

- Vibrotactile
  - A method of communicating information by touch using a vibrating surface.

PROWAG – Chapter 1
Important Definitions – Pedestrian Signal

MODULE 5

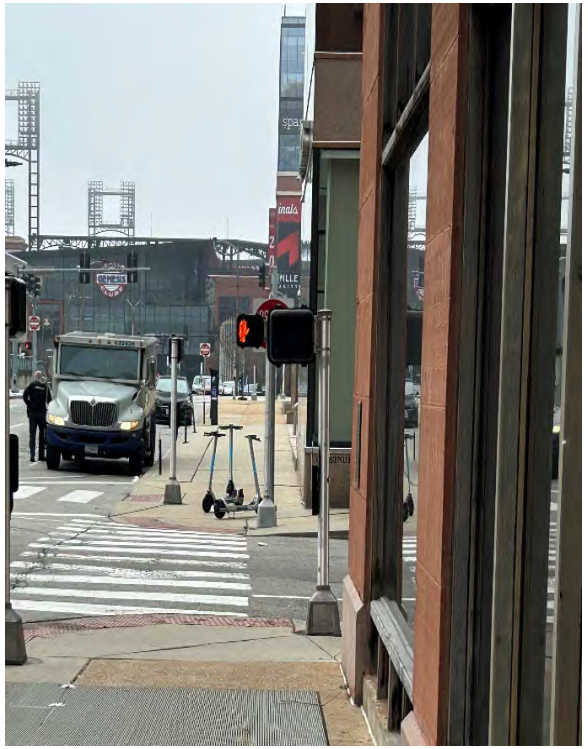
- Accessible Pedestrian Signal
  - A device that communicates information about pedestrian signal timing in non-visual formats, such as audible tones or speech messages, and vibrating surfaces (APS)

- Pedestrian Activated Warning Devices
  - Devices that are installed in conjunction with a warning sign and are activated to alert vehicle operators to the presence of a pedestrian, such as a rectangular rapid flashing beacons

PROWAG – Chapter 2
Traffic Control Signals

MODULE
5

- Where pedestrian signal heads are provided, the walk indication shall comply with R308. Pedestrian signal heads must have a pedestrian push button complying with R307, or passive detection or pretimed operation that activates audible and vibrotactile indications (R206.2)

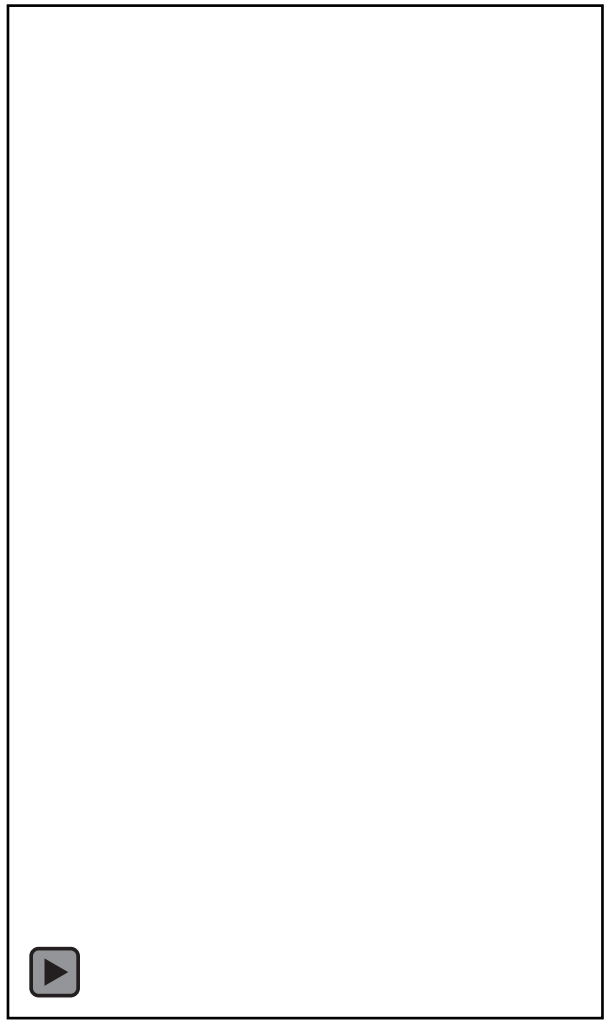




PROWAG – R307 Activation

MODULE 5

- Pedestrian push buttons and passive detection devices shall active the accessible pedestrian signals and, where applicable, the walk interval (R307.2)



PROWAG – R307
Locator Tone

MODULE
5

- Pedestrian push buttons shall incorporate a location tone (R307.8)
- Tone shall have a duration of 0.15 second or less and repeat at one-second intervals except when another audible indication is active (R307.8.1)
- Tone shall be intensity responsive to ambient sound and shall be audible 6 to 12 feet from the push button. Tone shall be louder than ambient sound up to a maximum volume of 5 dBA louder than the ambient sound (R307.8.2)

PROWAG – R307
Orientation and Tactile Arrow

MODULE
5

- The face of the push button shall be parallel to its associated crosswalk (R307.5)

- Push button shall have a tactile arrow with high visual contrast that is aligned parallel to the direction of travel on their associated crosswalk (R307.9)

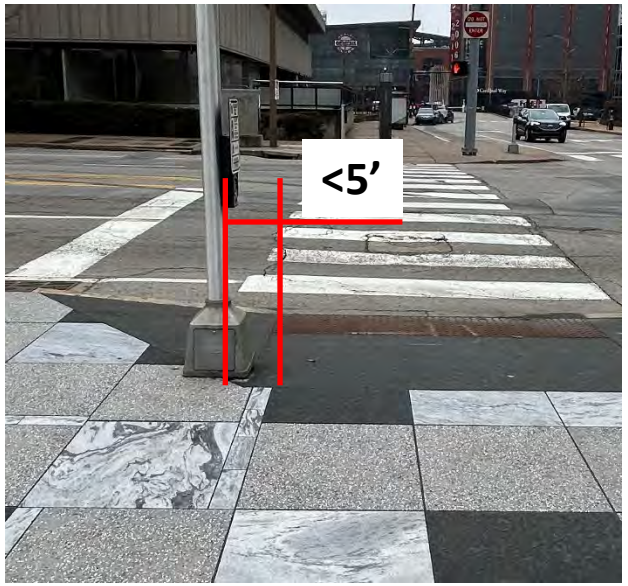


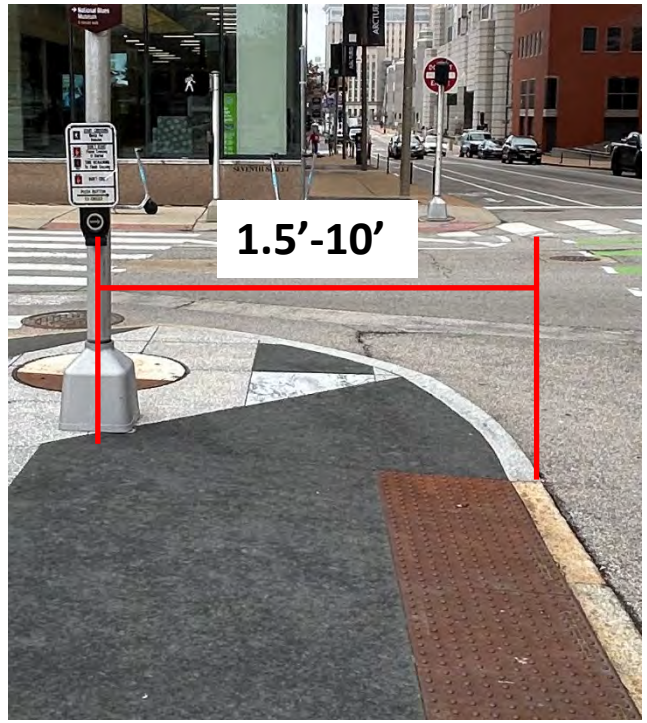
PROWAG – R307 Location

MODULE 5

- Push buttons shall be located no greater than 5 feet from the side of the curb ramp run (R307.4)

- Push buttons shall be located between 1.5 and 10 feet from the edge of curb or pavement (R307.4)



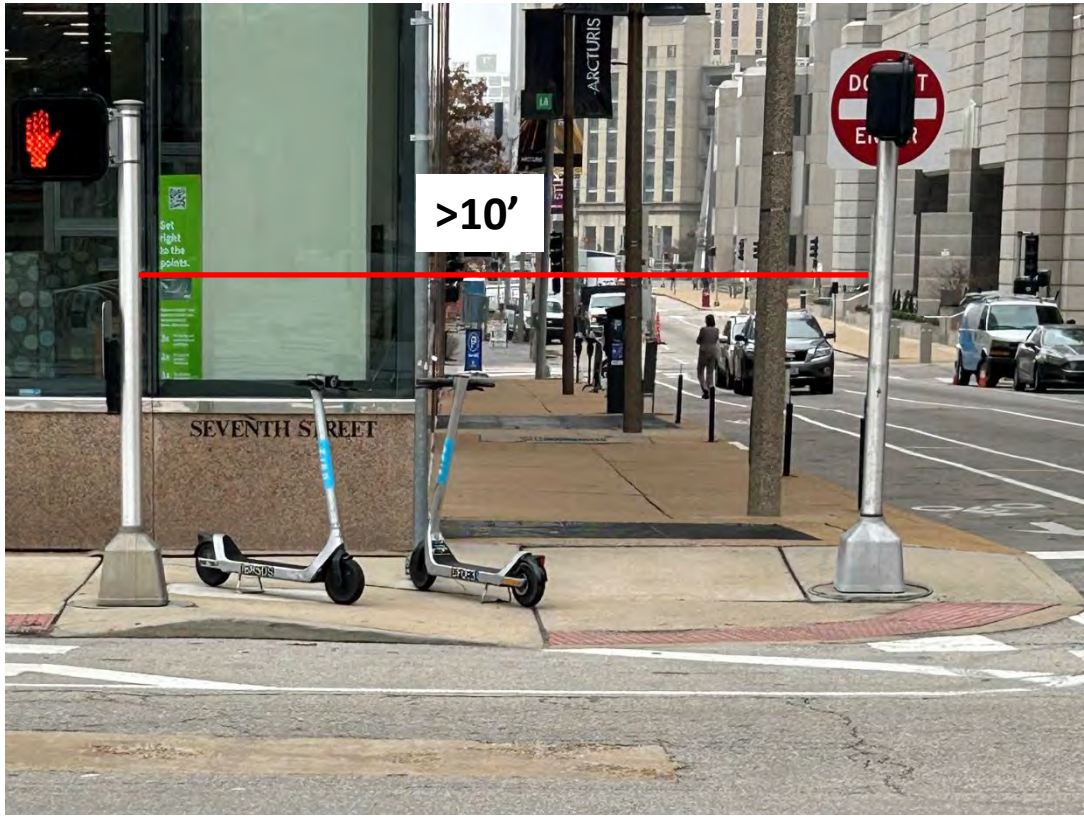


PROWAG – R307
Two Push Buttons on Same Corner

MODULE 5

- Where two push buttons are provided on the same corner, they shall be 10 feet or more apart (R307.4.1)

- **In alterations,** where technically infeasible to provide 10 feet separation between push buttons, provide a pedestrian push button with a speech walk message complying with R308.3.2 (R307.4.1)



PROWAG – R308
Audible and Vibrotactile Walk Indications

MODULE 5

- APS shall have an **audible and vibrotactile walk indication** during the walk interval only (R308.2)

- The audible walk indication shall be audible from the beginning of the associated crosswalk (R308.2)

- Following the pedestrian change interval, APS shall revert to the locator tone (R308.2)

PROWAG – R308
Percussive Tone

MODULE
5

- Where an APS is provided at a single crossing or where two APSs are 10 feet or greater from each other at a corner, the audible walk indication shall be a percussive tone that: (R308.3.1)
  - Repeats 8 to 10 ticks per second
  - Dominant component of 880 Hz

PROWAG – R308
Speech Walk Message - Not Timing

MODULE 5

- Speech information message when walk interval is not timing
  - Push button shall only be actuated when the walk interval is not timing. They shall begin with the term “Wait”, followed by intersection indication information (R308.3.2.1)
    - Wait to cross Broadway at Grand

PROWAG – R308
Speech Walk Message - Vehicular Phasing

MODULE 5

- Speech information message that are used at intersections having pedestrian phasing that is concurrent with vehicular phasing shall be patterned after the model: “Broadway. Walk sign is on to cross Broadway.” (R308.3.2.2)

PROWAG – R308
Speech Walk Message - Exclusive Pedestrian

MODULE 5

- Speech information messages used at intersection having exclusive pedestrian phasing shall be patterned after the model: “Walk sign is on for all crossing.” (R308.3.2.3)

PROWAG – R308
Speech Walk Message - Volume

MODULE
5

- Audible walk indications shall be louder than ambient sound up to a maximum of 5 dBA (R308.4)

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PROWAG Public Transportation

R309: Transit Stops and Transit Shelters



PROWAG – R309
Important Definitions – Public Transit

MODULE 5

- Boarding Platform
  - A platform raised above standard curb height used for transit vehicle boarding and alighting

- Transit Shelter
  - A structure provided at a transit stop for passengers

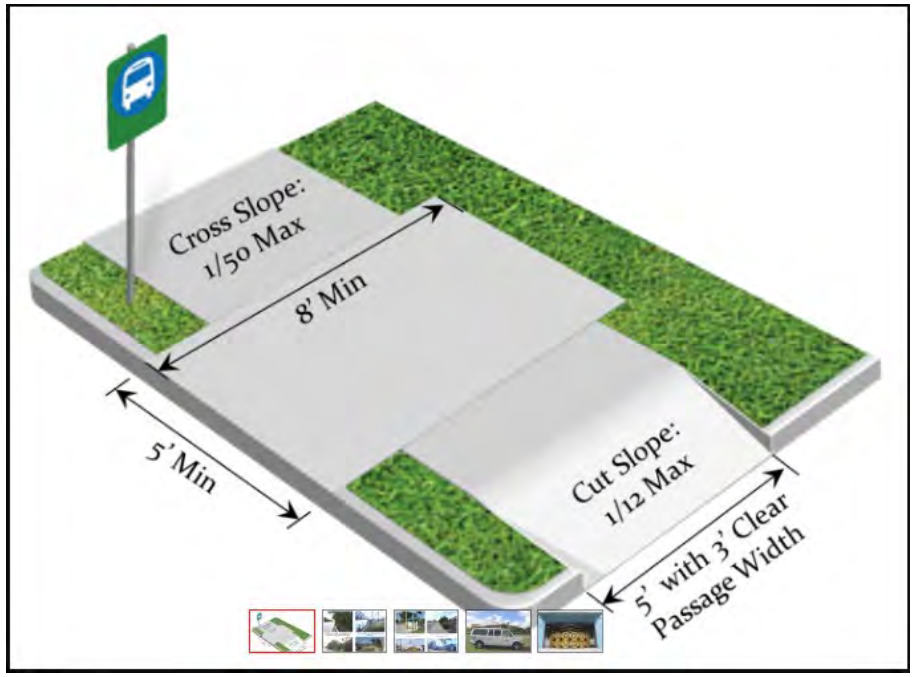
- Transit Stop
  - An area designated for passengers to board or alight public transit

PROWAG – R309
Transit Stops - Standards

MODULE 5

- Boarding areas must serve each accessible vehicle entry and exit (R309.1.1)

- Dimensions shall be 96-inches minimum, measured perpendicular and 60-inches, measured parallel (R309.1.1.1)



Analysis of Movable Bus Stop Boarding and Alighting Areas – National Center for Transit Research (usf.edu)

PROWAG – R309
Transit Stops – Standards (cont'd)

MODULE 5

- Slope parallel to the street shall be the same grade as the street (R309.1.2.2)

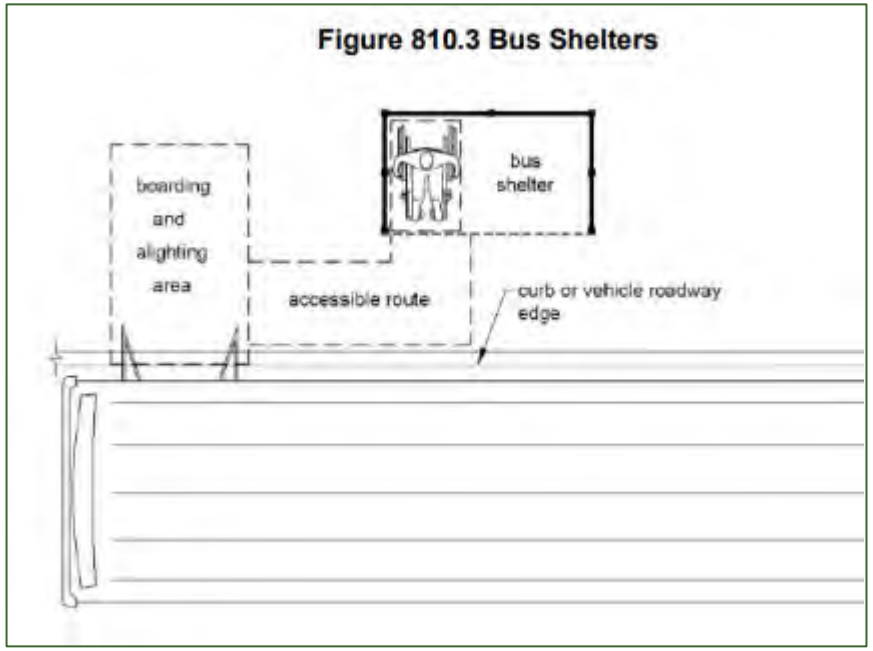
- Slope perpendicular shall be 1:48 (2.1%) (R309.1.2.2)

- Surface shall comply with R302.6 (R309.1.3.1)
  - No earth or dirt surfaces

PROWAG – R309
Transit Shelters - Standards

MODULE 5

- Transit shelters shall be connected by an accessible route to the boarding area (R309.2.1)
- 30-inch by 48-inch (R404) clear space shall be provided entirely within the shelter (R309.2.2)
- Where seating is provided **within** transit shelters, the clear space shall be located at one end of the seat (R309.2.2)

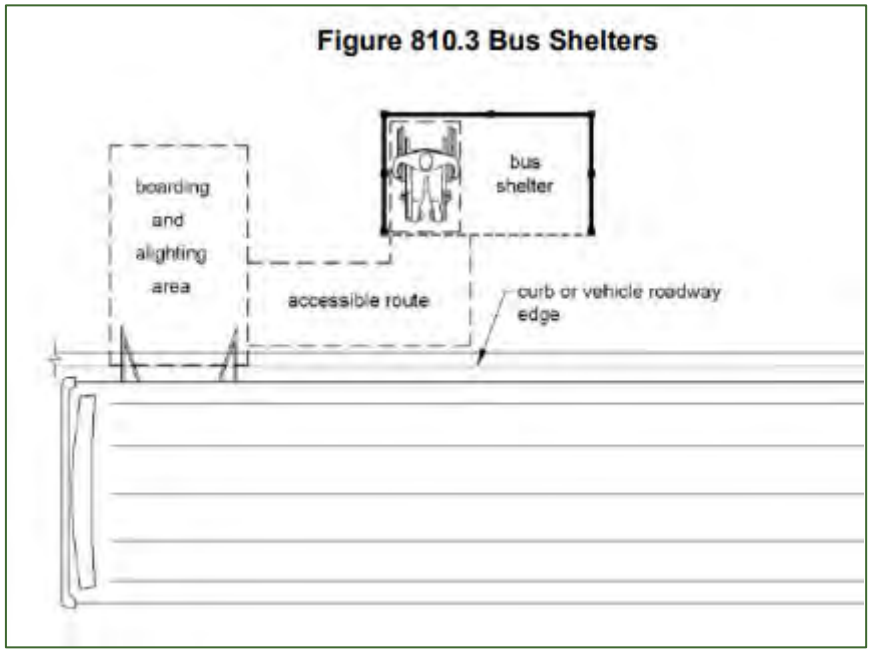


BusStopSpecs.pdf (intercitytransit.com)

PROWAG – R309
Transit Shelters – Standards (cont'd)

MODULE 5

- Environmental controls shall be proximity-actuated (R309.2.3)
- Slope parallel to the street shall be the same grade as the street (R309.1.2.2)
- Slope perpendicular shall be 1:48 (2.1%) (R309.1.2.2)



BusStopSpecs.pdf (intercitytransit.com)

Questions ?

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15-Minute Break #2



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PROWAG Supplement Technical Requirements

R402: Protruding Objects and Vertical Clearance

R403: Operable Parts

R404: Clear Spaces



PROWAG – R402
Protrusion Limits

MODULE
5

- Objects with leading edges between 27 inches and 80 inches above the walking surface shall not protrude horizontally more than 4 inches into the circulation path (R402.2)

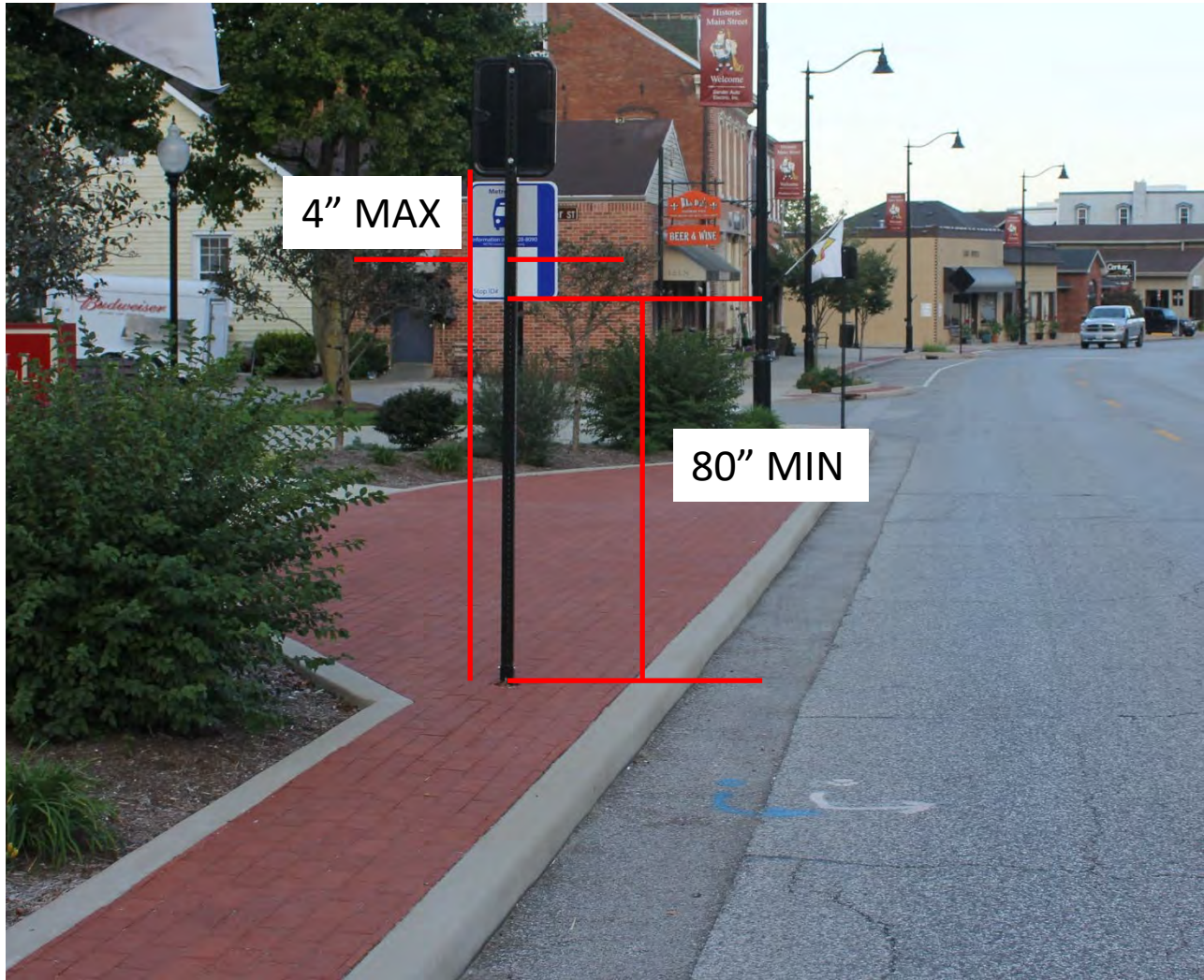
  EXCEPTION: Handrails shall be permitted to protrude 4 ½ inches



PROWAG – R402
Post Mounted Objects

MODULE 5

- Single Post
  - Objects mounted between 27 inches and 80 inches shall not protrude more than 4 inches, as measured from the outside edge of the base (R402.3.1)



PROWAG – R402
Objects Mounted Between Posts

MODULE 5

- Objects mounted between posts
  - When the clear distance between the posts are greater than 12 inches, the lowest edge shall be 27 inches maximum, or 80 inches minimum above the walking surface (R402.3.2)

PROWAG – R402
Vertical Clearance

MODULE
5

- Vertical clearance shall be 80 inches minimum (R402.4)
  - Guards or other barriers shall be provided where the vertical clearance is less than 80 inches



PROWAG – Chapter 1
Important Definitions – Clear Space

MODULE
5

- Clear Space: A component of an elements used to insert or withdraw objects, or to activate, deactivate, or adjust the element, or to interact with the element
  - Examples:
    - Pedestrian push buttons
    - Operable parts at transit shelters

PROWAG – Chapter 1
Important Definitions – Operable Parts

MODULE 5

- Operable Parts: A component of an elements used to insert or withdraw objects, or to activate, deactivate, or adjust the element, or to interact with the element
  - Examples:
    - Pedestrian push buttons
    - Operable parts at transit shelters



PROWAG – Chapter 1
Important Definitions – Clear Spaces

MODULE 5

- Level landing clear of obstructions at operable parts

  EXCEPTION: Where the slope of the clear space would exceed 1:48 (2.1%) in either or both direction due to the grade of the adjacent pedestrian access route, the slope of the clear space may be consistent with the slope of the pedestrian access route

PROWAG – Chapter 2
Operable Parts

MODULE
5

- Operable parts of other fixed elements to be used by pedestrian shall be compliant (R209.7)

- Operable parts of other fixed elements at transit stops and shelters shall be compliant (R210.3)



PROWAG – R403
Operable Parts

MODULE
5

- Clear space complying with R404 (R403.2)
- Within reach ranges specified in R406 (R403.3)
- Shall be operable with one hand and shall not require tight grasping, pinching, or twisting of wrist. Maximum force to activate of 5 pounds (R403.4)



PROWAG – R404
Clear Spaces

MODULE 5

- Slope of the clear space shall be 1:48 (2.1%) max in both directions (R404.2)
- Width shall be 30 inches by 48 inches minimum (R404.3)
- One full unobstructed side shall adjoin a pedestrian access route (R404.6)



Google Earth

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PROWAG Supplement Technical Requirements (cont'd)

R407: Ramp

R408: Stairs

R409: Handrails

R410: Visual Characters on Signs

R411: International Symbol of Accessibility



PROWAG – Chapter 1
Important Definitions – Ramps

MODULE 5

- Ramp: A sloped walking surface with a running slope steeper than 1:20 (5.0%) that accomplishes a change in level
  - **Not part of a pedestrian circulation path that follows the roadway grade**
  - **A curb ramp is not a ramp**

PROWAG – R407
Ramps

MODULE
5

- Running slope is 1:12 (8.3%) max (R407.2)
- Cross slope is 1:48 (2.1%) max (R407.3)
- Clear width is 48 inches min (R407.4)

  EXCEPTION: Where ramp serves a building entrance clear width of 36 inches

- Maximum rise is 30 inches (R407.5)



Google Earth

PROWAG – R407
Ramp Landing

MODULE
5

- Ramps shall have landings at the top and bottom of each ramp run (R407.6)
  - Landing slopes shall be 1:48 (2.1%) in all directions
  - Landing clear width shall be as wide as the ramp
  - Landing clear length shall be 60 inches
  - Ramps that change direction shall have a clear landing of 60 inches by 60 inches

PROWAG – Chapter 2
Stairs

MODULE 5

- Where provided on the pedestrian circulation paths, stairs shall comply with R408 (R213.1)
  - Stairs shall not be part of the pedestrian access route

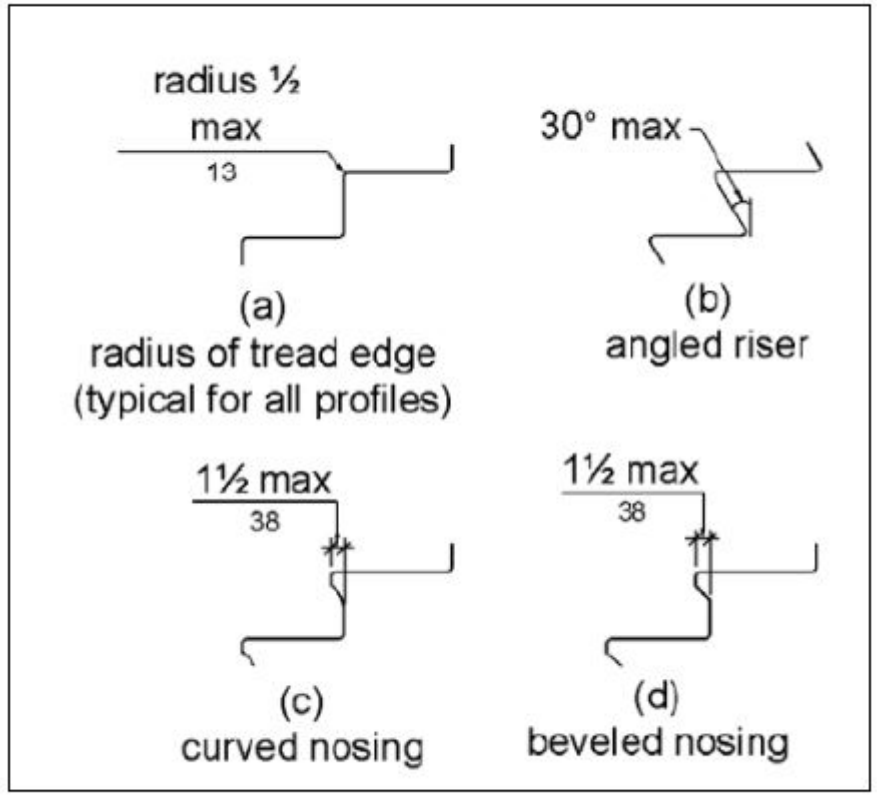


PROWAG – R408
Stairs

MODULE 5

- All steps shall be uniform (R408.2)
  - Rise between 4 and 7 inches
  - Treads 11 inches minimum
  - Open risers are not permitted (R408.3)
  - Nosing per chart
  - Leading edge of each step tread and top landing shall be marked by a stripe (R408.6)

Figure 504.5



Stair Nosings

2010 ADA Standards for Accessible Design | ADA.gov

PROWAG – R409
Handrails

MODULE
5

- Handrails are required at ramps and stairs (R409.1)
  - **R409 does not apply to curb ramps**
  - Both side of ramps and stairs (R409.2)
  - Continuous within the full length (R409.3)
  - Top of gripping surface between 34 and 38 inches above ramp surface or stair nose (R409.4)
  - 1 ½” clearance between handrail and adjacent surfaces (R409.5)



PROWAG – R409
Handrails (cont'd)

MODULE 5

- Handrails are required at ramps and stairs (R409.1)
  - Bottom of gripping surface not obstructed more than 20% of the length (R409.6)
  - Circular cross section between 1 ¼" and 2" (R409.7.1)
  - Handrail extensions shall not extend into the roadway or pedestrian circulation path (R409.10)
    - 12" minimum extension where feasible



PROWAG – R410
Visual Characters on Signs

MODULE 5

- Characters and background shall contrast (R410.2)
- Can be upper and lowercase (R410.3)
- Characters shall not be italic, oblique, script, or highly decorative (R410.4)
- See R410 for a detailed breakdown of characters





PROWAG – R411
International Symbol of Accessibility

MODULE 5

- International Symbol of Accessibility shall be used (R411.1).





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Design Standards Resources

Resources



Design Standards Resources
Local Resources

MODULE 5

Chicago Metropolitan Agency for Planning (CMAP)

- Accessibility and ADA - CMAP (illinois.gov)

Design Standards Resources
Federal Standards

MODULE 5

Americans with Disabilities Act (ADA)

- Establishes scoping and technical requirements for Title II entities
- ADA Title II Regulations

Americans with Disabilities Act Accessibility Guidelines (2010 ADA)

- Updated accessibility standards issued under the ADA
- 2010 ADA Standards

Public Rights-of-Way Accessibility Guidelines (PROWAG)

- Guidelines for pedestrian elements on public rights-of-way
- PROWAG Guidelines

Design Standards Resources
State Standards

MODULE 5

Illinois Accessibility Code

- Support ADA Title II compliance

Illinois Department of Transportation (IDOT)

- Highway and District standards

Great Lakes ADA Center

- Technical assistance and training

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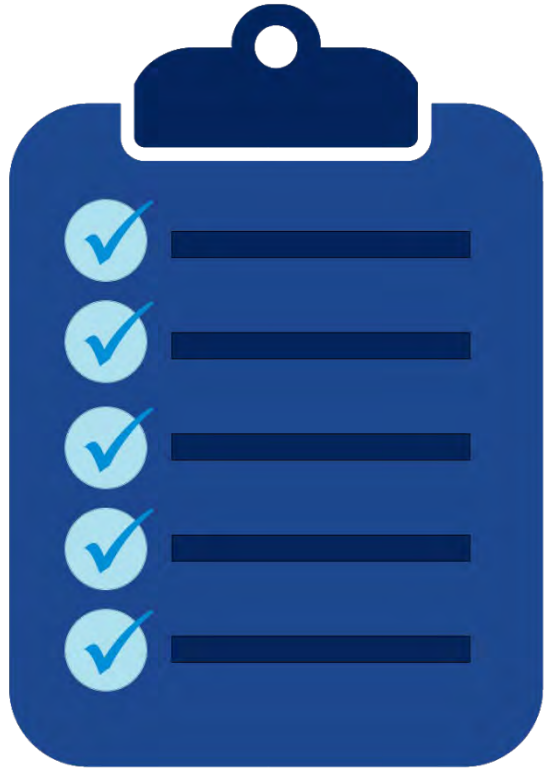
Presentation Goals and Future Sessions



Review of Presentation Goals

MODULE 3

- History of accessibility rule-making
- Application of federal design standards
- Comparing federal vs. state vs. local code
- Application and Scoping of PROWAG
  - Application (R1)
  - Scoping Requirements (R2)



Review of Presentation Goals (cont'd)

MODULE 3

- Technical requirements of PROWAG
  - Pedestrian Access Routes (R302)
  - Transit Stops and Shelters (R309)
  - Protruding Objects (R402)
  - Signage (R410 &411)
  - On-Street Parking Spaces (R310)
- Curb ramps and pedestrian signals will be covered on Day 2



Short Follow-up Survey



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Next Steps

MODULE 3

- What do we do with all this information?
- What needs to be fixed first?
- How do I sell the value of increasing accessibility?

Join us tomorrow!



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Future training sessions in Spring 2024

[Future trainings (cmap.illinois.gov)]



Final Questions?

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Thank you!

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