

Complete Streets and the Americans with Disabilities Act (ADA)

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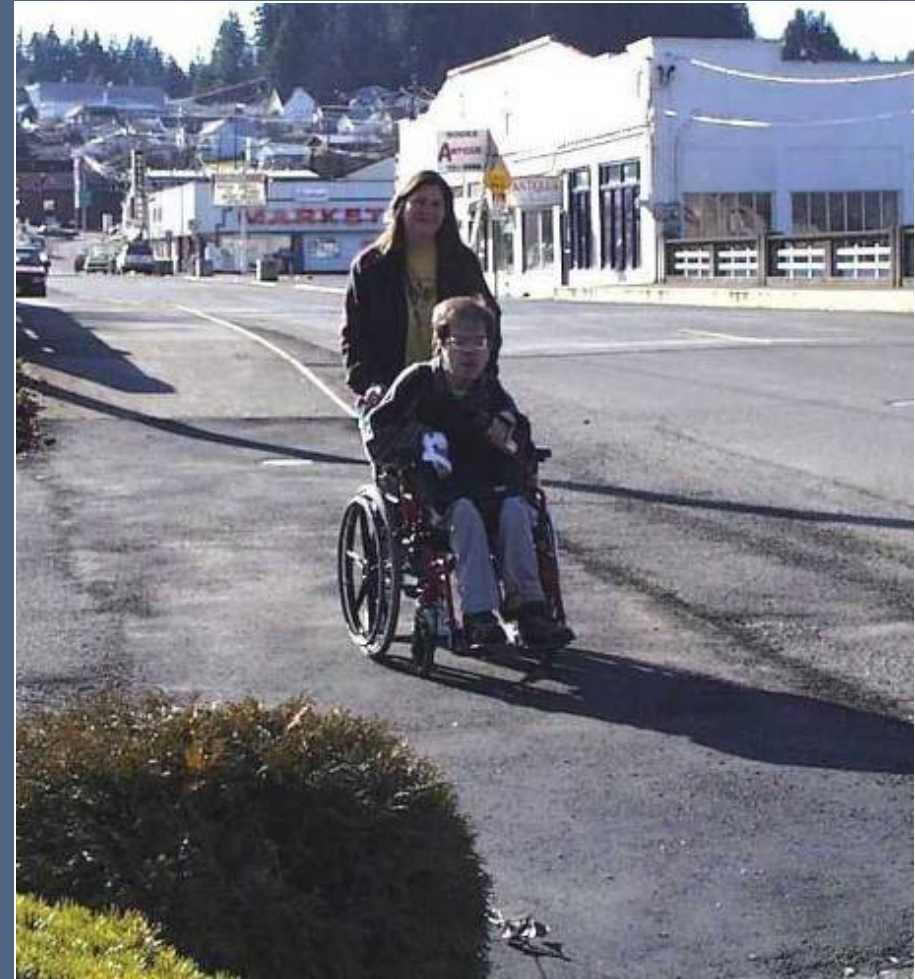


What words apply here?

“For either initiative to truly succeed, Complete Streets and ADA implementation need to be integrated into all aspects of work in the public right-of way. By explicitly addressing ADA as part of a Complete Streets approach, a community can move towards a more accessible transportation system that better meets the intention of Complete Streets and ADA. Achieving this goal improves livability for everyone, regardless of mode or ability.”

–Tony Hull, Transportation Consultant formerly of Toole Design Group

Some disabilities are obvious



Some disabilities are less obvious



Some disabilities are related to age

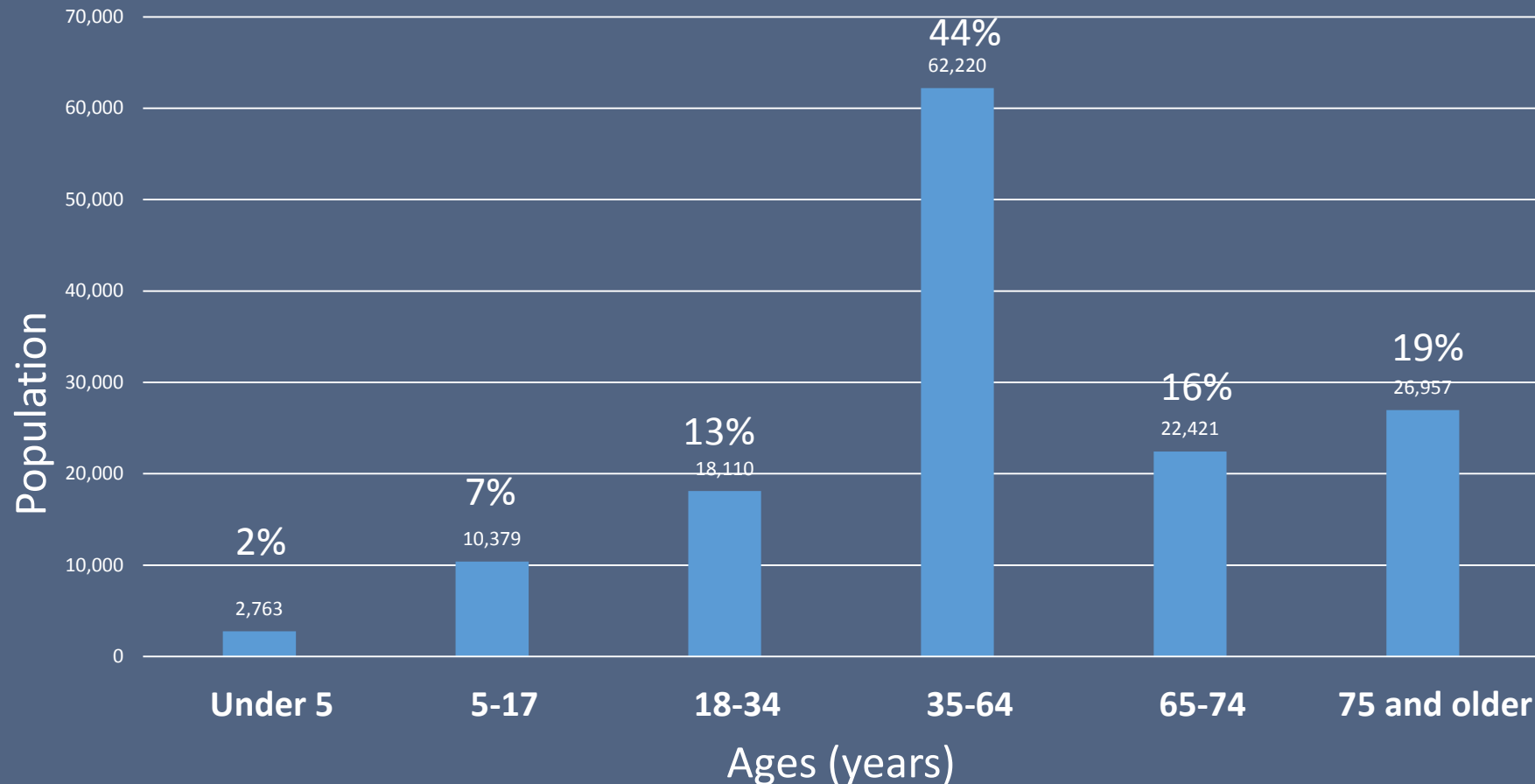


Types of Disabilities

Disability Type	Definition
Visual	Blind or has serious difficulty seeing even when wearing glasses
Hearing	Deaf or has serious difficulty hearing
Ambulatory	Difficulty walking or climbing stairs
Cognitive	Serious difficulty concentrating, remembering, or making decisions because of a physical, mental, or emotional condition
Self-Care	Difficulty dressing or bathing
Independent Living	Difficulty doing errands such as visiting a doctor's office or shopping because of physical, mental, or emotional condition

Source: American Community Survey, 2013.

Prevalence Rates of Visual Loss in Louisiana (2013)



NOTE: The term **vision loss** refers to individuals who reported they have serious difficulty seeing even when wearing glasses or contact lenses, as well as those who are blind or unable to see at all.

Blind Ambition Video

[Lighthouse Louisiana Video](#)

<http://www.lighthouselouisiana.org/>

Legal Framework

Law: establishes broad intent

- Rehabilitation Act (1973)
- ADA (1990)

Regulation: details the law with specific requirements

- Rehabilitation Act Section 504 (49 CFR Part 27)
- ADA Title II (28 CFR Part 35)

Standards: measure compliance & offer safe harbor for designers

- Uniform Federal Accessibility Standards (UFAS)
- ADA Standards for Accessible Design (ADAAG)
- Public Rights of Way Accessibility Guidelines (PROWAG; NPRM, July 2011)

In a nutshell...

- **Civil rights** legislation (Rehab Act and ADA) applies to roadway design
- **New construction and altered facilities** must be “accessible to and usable by” people with disabilities
- **Existing facilities, policies, & programs** must be evaluated for discrimination & develop a modification plan (Transition Plan)
- **Individual pedestrians must be reasonably accommodated**, where necessary, to their use of a covered program (e.g. curb ramps, sidewalks, crosswalks with stop control, on-street parking, Accessible Ped Signals (APS) at requested locations)

Court Rulings and Settlements

- **Sacramento:** Settlement requires city to spend 20% of entire transportation budget over 30 years to make public right-of-way accessible
- **Yerusalim:** Resurfacing city streets constituted an alteration, requiring installation of curb ramps
- **NYC, Columbus, Riverside, CA (& several other jurisdictions):** Court order (or other negotiated agreement) to remedy accessibility deficiencies in pedestrian facilities
- **Maryland State Highway Agency:** Settlement directs agency to retrofit existing pedestrian signals with APS & incorporate APS in new pedestrian signals
- **San Francisco:** Negotiated agreement results in retrofit of existing intersections with APS & incorporation of APS in new pedestrian signal installations

What is a complete and accessible right-of-way?

Rural Environments: Paved Shoulders



Urban/Suburban Environments: Sidewalks



Sidewalk Design

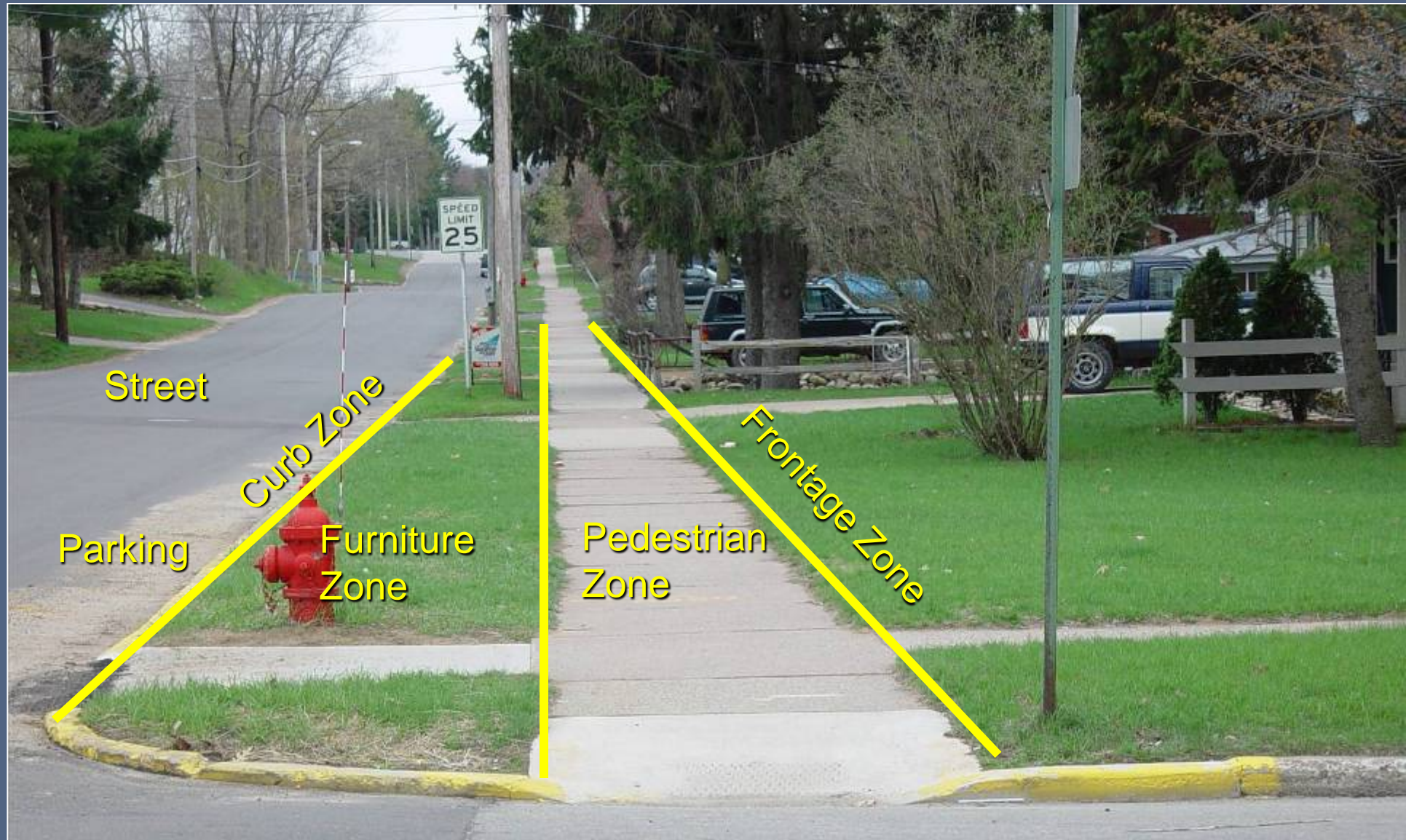
- Sidewalk surface must be **smooth**
- Sidewalk must be **wide enough**
- Sidewalk must be **clear of obstructions**
- Driveways cannot **slope** excessively
- Not every possible design can be anticipated in standards
- When site conditions create constraints, meeting standards part-way may be acceptable
- **The Zone System works!**



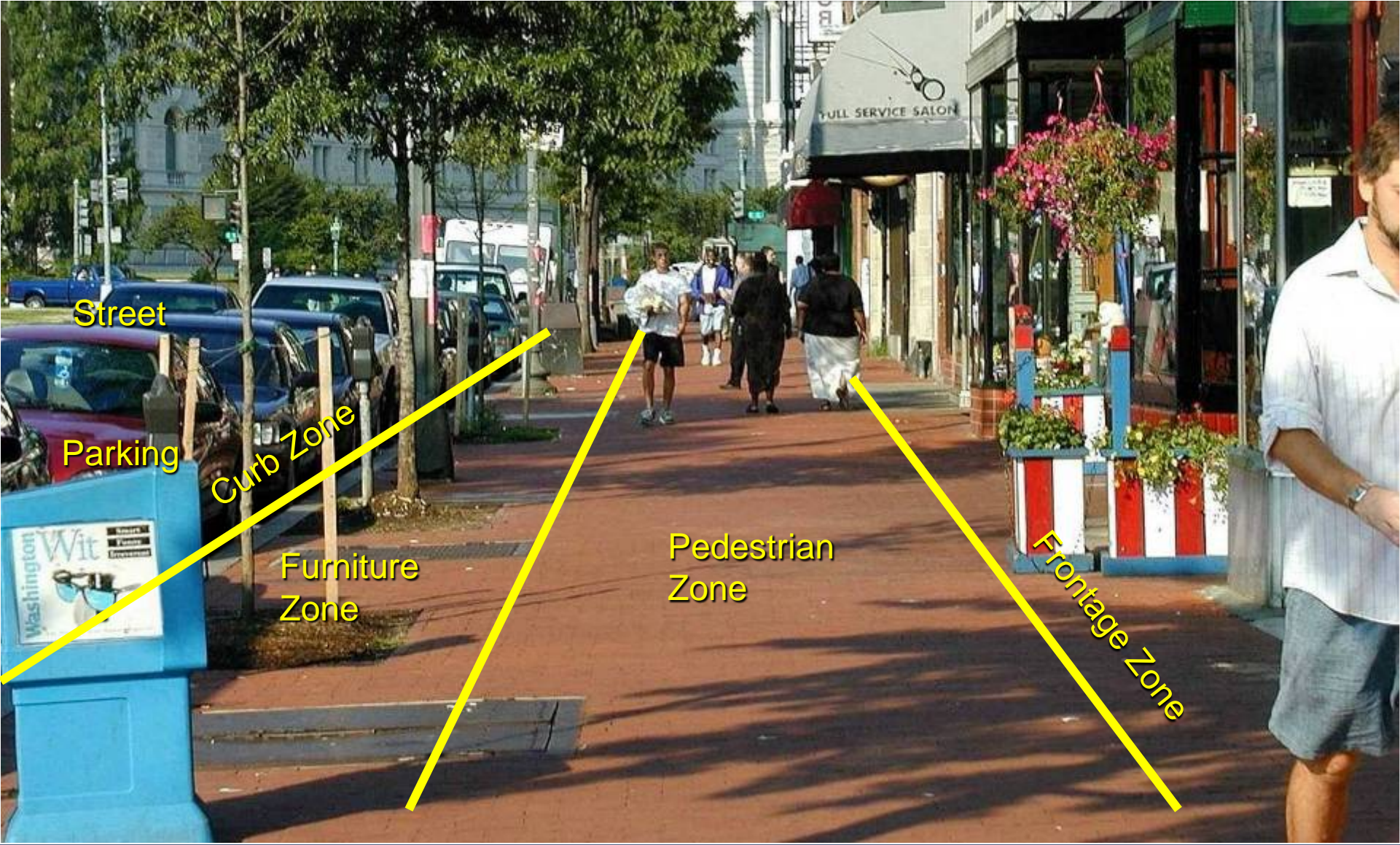


5 feet needed for two people to walk comfortably side by-side (or to pass each other)

The Zone System – Residential Street



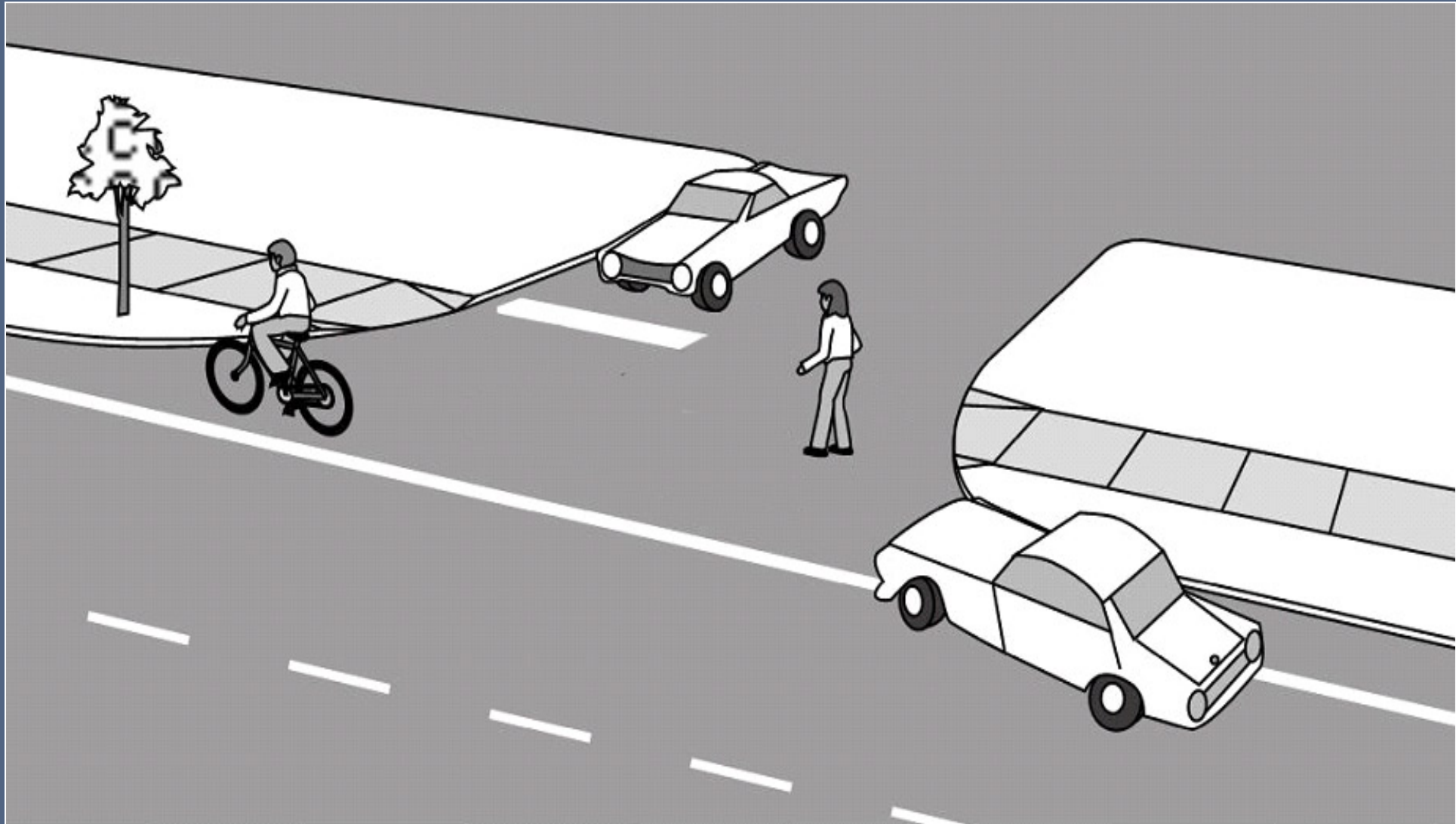
The Zone System – Commercial Street



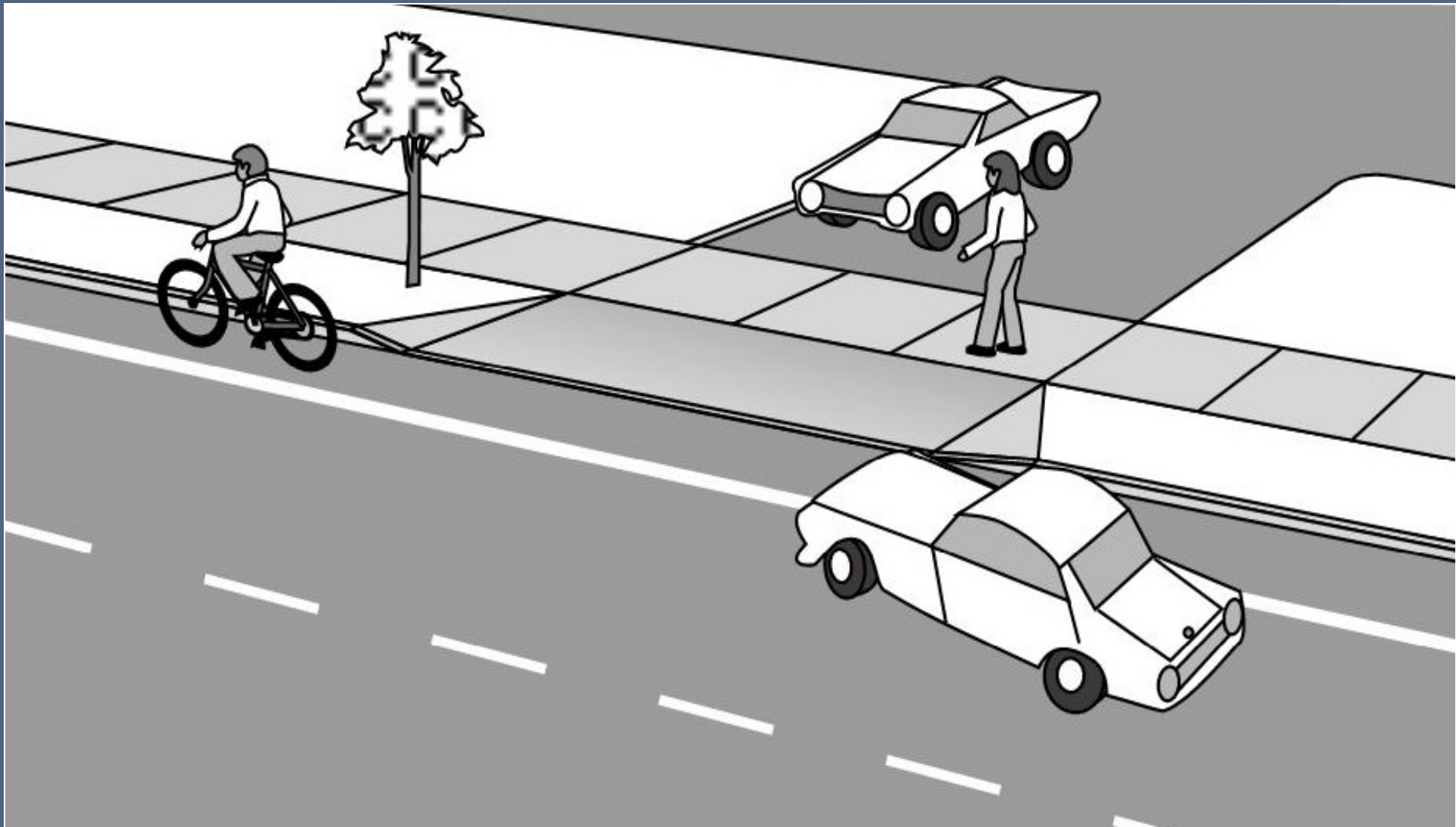
Source: FHWA/PBIC. (2009). Planning and Designing for Pedestrian Safety Course



Most critical environment with excessive cross slope: driveways



Driveways built like intersections encourage high-speed turns



Driveways built like driveways encourage slow-speed turns



Separated sidewalk keeps sidewalk level at driveways

Source: FHWA/PBIC. (2009). Planning and Designing for Pedestrian Safety Course

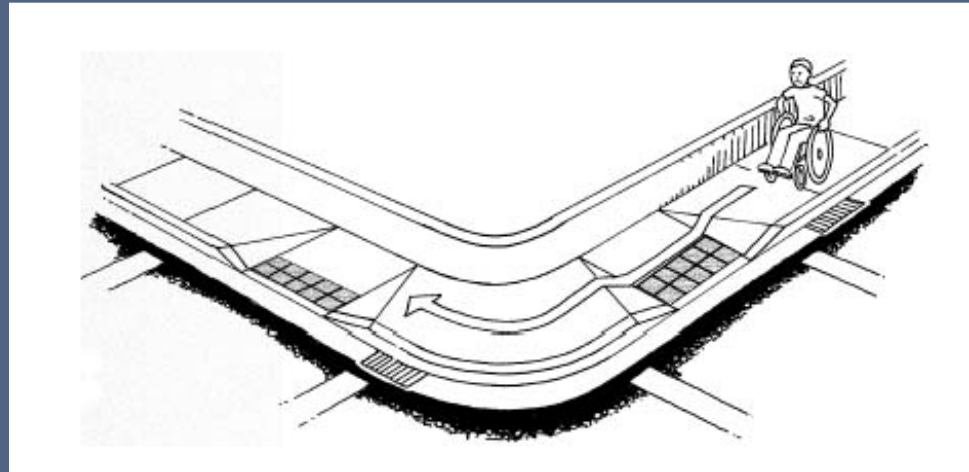
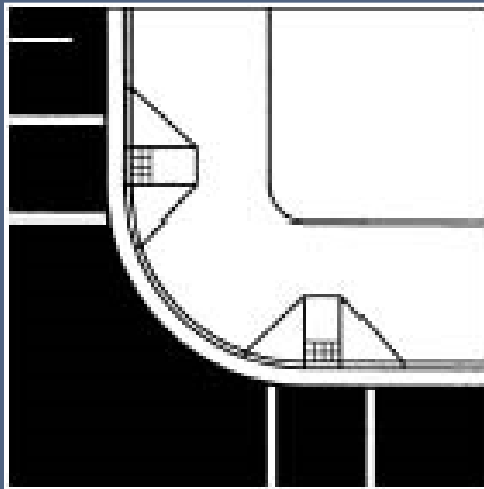


Pulling sidewalk back at driveway creates de facto planter strip instead of curbside sidewalk (*at driveway only*)

Source: FHWA/PBIC. (2009). Planning and Designing for Pedestrian Safety Course

Curb Ramps

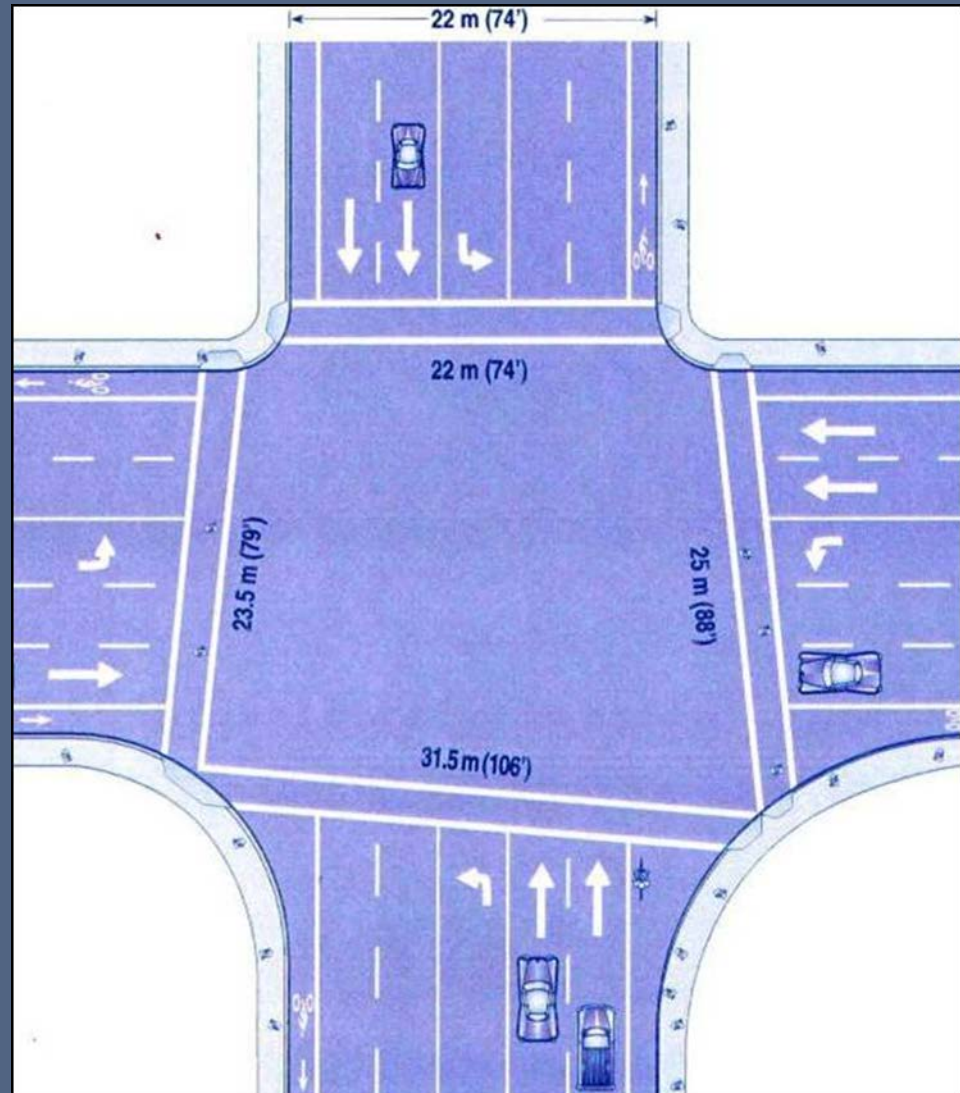
- Two ramps at each corner are best
- Level landings should be provided
- Max 1:12 ramp slope



Characteristics of Pedestrian-friendly and Accessible Intersections

- Tight
- Simple
- Square
- Easy to understand
 - ✓ If complex, broken into smaller steps
- Avoid free-flow movements

Remember: Small-radii corners decrease crossing distance, decrease speed, and make placing curb ramps easier.

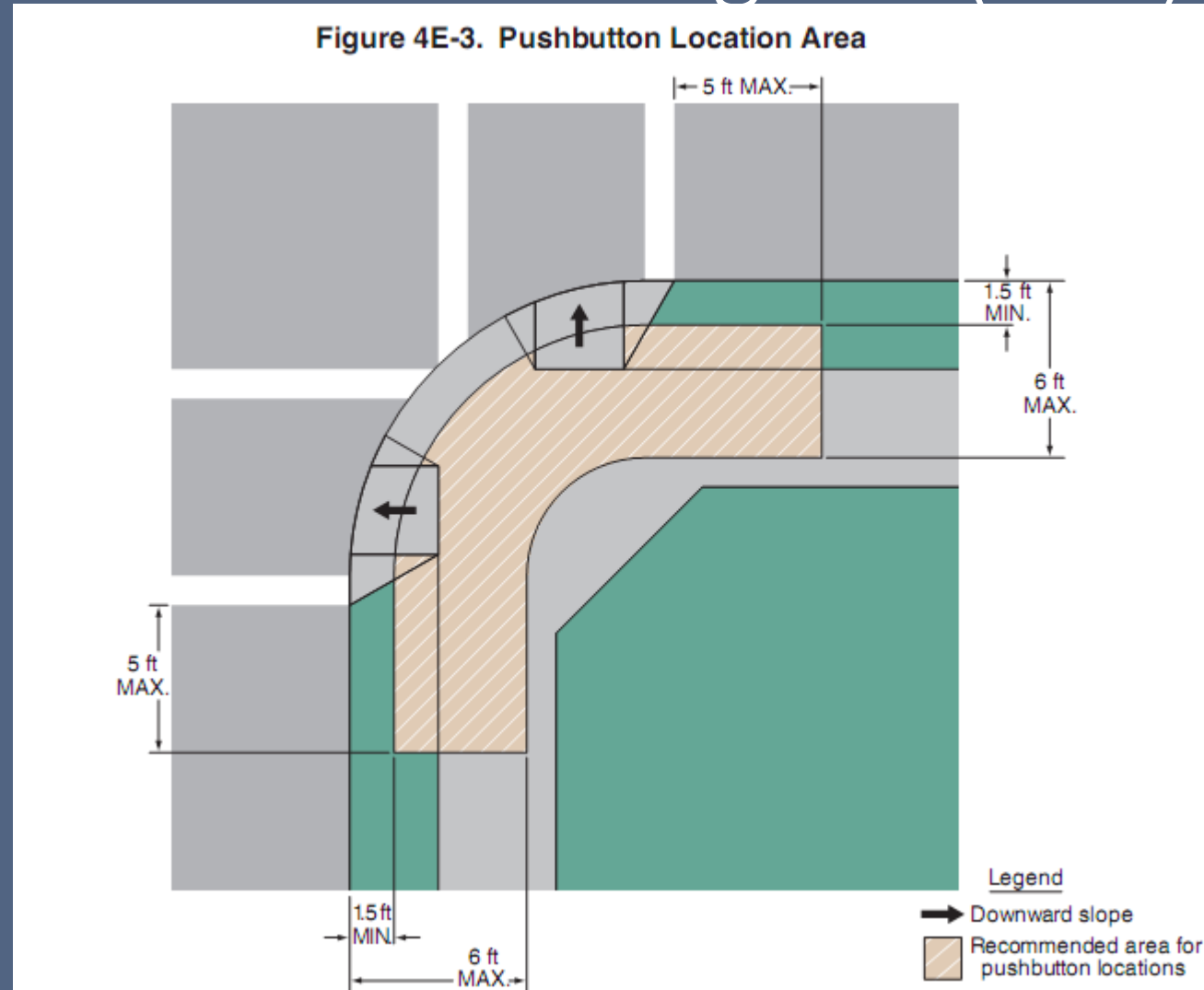


Accessible Pedestrian Signals (APS)



- Provide pedestrian signal information in usable formats, both audible and vibrotactile
- Benefit all pedestrians by providing redundant information
- Increase the efficiency of pedestrian timing (research shows reduction in vehicle delay)
- Required under draft PROWAG

Accessible Pedestrian Signals (APS)



Use MUTCD accessible pedestrian signal (APS) standard so pedestrians will understand which button to push

Crosswalks

PROWAG provisions apply:

- Running grade (crown or super-elevation): 5% max
- Cross-slope:
 - At approaches with yield/stop sign or signal: 2% max
 - At approaches without control: least feasible, with 5% max
 - Midblock crossings: may equal street grade
- Smooth surface
- Width: 10' recommended
- **Very important: Don't forget the curb ramp on the other side of the crosswalk!**



Temporary Access for Construction Sites

- Barricades along temporary access should be
 - 36-42" high and continuous within 6" of the ground
 - Extend perimeter of construction site or entire length of alternate route
- Provide temporary ramps
- Should follow MUTCD sidewalk and crosswalk detour details



Photo: L. Haywood

Some Examples

Is it complete? Is it accessible?

990 Hendee St
New Orleans, Louisiana



Street View - Sep 2007

CRAIGE
CULTURAL
CENTER

ONE WAY

© 2014 Google



988 Hendee St

New Orleans, Louisiana

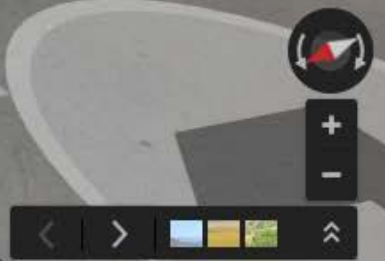
Street View - Apr 2015

ONE WAY



Back to Map

Google





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60 ft

65 ft

One X-walk



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Google earth



Questions?

Thank you!

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