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Mark Jeffreys
Councilmember

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MOTION

Accessible Pedestrian Audible Signals

WE MOVE that the Administration report back within ninety days on:

- A plan to require audible indications for newly constructed facilities, altered portions of existing facilities, and elements added to existing facilities for pedestrian circulation, recommended by Public Rights-of-Way Accessibility Guidelines;
- Recommendations on distinguishing pedestrian call buttons that will produce an audible indication from pedestrian call buttons that will not produce an audible indication;
- Recommendations on the use of the high pitch sound that is currently used rather than a verbal cue that says “walk;”
- The feasibility of including tactile demarcation in crosswalks that help guide people with visual impairments across the street in the Complete Streets checklist;
- The Administrative procedures that ensure pedestrian call buttons are accessible to people with differing abilities;
- The City’s policy on the direction/angle curb ramps face at intersections.

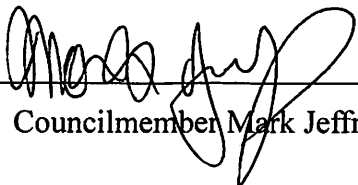
STATEMENT

In an effort to continue making our streets and public spaces more accessible to all users, it would be helpful for the City to implement certain standards that are outlined by the Public Rights-of-Way Accessibility Guidelines (PROWAG). PROWAG were developed by the United States Access Board in 2002. They give guidance and official standards to transportation engineers and planners on all things regarding pedestrian access to sidewalks and streets. This

includes issues such as crosswalks, curb ramps, street furnishing, pedestrian signals, parking, and other components of public rights-of-way.

PROWAG is explicit about the national need for accessible pedestrian signals (APS). The guidelines state that where pedestrian signals are provided at street crossings, they shall include APS and pedestrian pushbuttons. Audible indications that tell the pedestrian when and which street they can cross will make crosswalks easier and more accessible to citizens who experience vision loss.

When discussing this with the Cincinnati Accessibility Board of Advisors (CABA), it was brought up that there are several other ways to make crosswalks and intersections more accessible including: the addition of tactical cues to guide people with visual impairments throughout the crosswalk, better placement of pedestrian call buttons, and the angle of the curb ramps that people use to enter the crosswalk.



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