

ACCESSIBLE PEDESTRIAN SIGNAL PROTOCOL



COLORADO
Department of
Transportation

Upon the receipt of an Accessible Pedestrian Signal (APS) Request Form, CDOT shall determine who owns and/or maintains the intersection facility where the APS is being requested. Then the APS Request Form will either be forwarded to the local municipality or Regional Civil Rights Manager and Regional Traffic & Safety Office to collectively determine the eligibility for the installation of an APS. If approved, the APS devices shall be installed in pairs (2), at a minimum, at the pedestrian crossing referenced on the APS Request Form.

Accessible pedestrian signals and pedestrian pushbuttons shall comply with sections **4E.08-4E.13** in the **Manual on Uniform Traffic Control Devices (M.U.T.C.D.)** and shall communicate in non-visual formats (i.e., audible tones and vibrotactile surfaces).

Newly installed and/or retrofit APS shall comply with **R209 - Accessible Pedestrian Signals and Pedestrian Pushbuttons**, **R403 - Operable parts** and **R406 - Reach Ranges** in the Proposed Accessibility Guidelines for Pedestrian Facilities in the Public Right-of-Way (**PROWAG**).

When Pedestrian Signals Exist at Crossing:

The retrofitting of an APS device will automatically be approved if the person requesting the APS is blind or has a visual impairment and regularly uses the crossing referenced on the APS Request Form.

When Pedestrian Signals do not exist at the Requested Crossing or New Construction:

When the requested location does not have pedestrian signals, an engineering study must be conducted determine the feasibility of signalization while maintaining the highest level of safety for all road users.

In the case of new construction or reconstruction where pedestrian signals are not used, an engineering study must be conducted to warrant use of pedestrian signals. If it is determined a pedestrian crossing is warranted, APS devices should be installed based on accessibility demand.

The listed factors should be considered when conducting the study (See Scoring Sheet NCHRP 3-62) :

- Potential demand for accessible pedestrian signals
- Traffic volumes during peak pedestrian crossing times
 - High/Low volumes of major/minor approaches
 - High Volume of Turning Vehicles
- Complexity of the traffic signal phasing
 - Split phasing
 - Actuation
 - Leading pedestrian intervals or exclusive pedestrian phasing
- Complexity of intersection geometry
 - Skewed crossings
 - T shape intersections
 - Wide crossing or Pedestrian Refuge

Temporary Traffic Control:

When it is necessary to detour pedestrians to an safe, alternate route during construction, temporary traffic control shall maintain the same level of accessibility through the work zone. If APS devices were utilized previously, they shall be installed on the detour route.