

**Maryland State Highway Administration
Americans with Disabilities Act of 1990
Policy Regarding Installation of Accessible Pedestrian Signals (APS)**

A. Purpose:

This policy is intended to ensure Accessible Pedestrian Signals (APS) that meet the program accessibility and mobility needs of blind or low-vision pedestrians in a non-discriminatory manner consistent with the intent and/or requirements of the Americans with Disabilities Act of 1990 and Section 504 of the Rehabilitation Act of 1973.

B. Policy:

The State Highway Administration (SHA) strongly endorses the intent and the provisions of the Americans with Disabilities Act of 1990 and Sec. 504 of the Rehabilitation Act of 1973. Our highway transportation planning and construction programs reflect this strong commitment. Even though the ADA/Sec. 504 does not currently require APS (accessible pedestrian signals), as part of our commitment, we have undertaken a program for the implementation of APS for our walking customers who may be visually impaired. This APS program is an important part of our broader agency wide policy to provide full access and mobility for people with disabilities.

We recognize the importance of providing all pedestrians with equal accommodation with regard to their movements at intersections. As a result, SHA intends to place APS at all signalized intersections having specific pedestrian signal indications. SHA intends to continue to advance the state-of-the-art to the next level of ADA enhancements, and the incorporation of APS is such an effort.

SHA intends to install APS systematically, consistent with user needs. This approach will provide for the installation of APS at all signals on the state system that have or will have pedestrian indications.

Project-Programmed Installations

- SHA will continue its current policy of installing APS and associated accessible features on all new construction and major reconstruction where signals with pedestrian indications are warranted, as projects are programmed for design and construction.
- SHA will install APS and associated accessible features at all existing signal with pedestrian indications where other alteration work is being done, as work is programmed for design, construction or maintenance.
- All new and major reconstructed signals without pedestrian indications will be designed to permit efficient and economical inclusion of pedestrian indications and APS at a later date.

Requested Installations

SHA will consider installation upon individual request, after an evaluation based on the criteria as outlined below.

C. Prioritization Criteria

Factors involved in prioritization include: complex intersections, masking of traffic noise, complex signal phasing, areas of major pedestrian activity, request by visually impaired and presence of pedestrian indications are to be considered in determining the priority of APS installation. These factors indicate pedestrians who are blind or have low-vision will have difficulty crossing intersections. In addition, SHA will consider: known presence of people with disabilities; access to public facilities and places of public accommodation; and the existence of accessible features. Review and installation will start with the metropolitan counties or those with the significantly high populations and proceed to the more rural areas within each of SHA's seven engineering districts. The SHA APS Workbook, dated March 13, 2001, is to be used to develop a rating for determining priority.

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