



Temporary Construction Accommodations for All Road Users

Progress Update

Policy Committee: Facilities, Infrastructure, Transportation, Environment & Sustainability
Berkeley City Council

September 16, 2026

PROWAG

Public Right of Way Accessibility Guidelines

Set of objective guidelines have existed in draft form for ~ 20 years, and the language was finalized and published in the Federal Register in August 2023

The guidelines are not legally binding on cities; they will be if/when the Federal Department of Justice adopts them

The guidelines are considered best practices, and the City's policy is to follow PROWAG whenever feasible

History of the City's efforts to comply with PROWAG

Since at least 2020, the City has been complying with PROWAG whenever designing and constructing/re-constructing public rights-of-way

There are two notable contexts in which the City has not been faithfully following PROWAG guidelines:

1. The minimum length of accessible on-street parking spots (aka "blue spots")
 - The PROWAG standard is 24-feet; whereas the Caltrans standard is 20-feet

The City currently follows Caltrans as a minimum standard and is considering the pros and cons of instead following PROWAG.

2. The City has failed to consistently ensure that visible and audible warnings are placed at "decision points" when sidewalks are closed temporarily due to construction. This is now a staff focus area for TCPs and Inspection.

Pedestrian, Bicycle, and Bus Facility Accommodation in Construction Zones

- Public Works staff inherited a draft document.
 - No indication it was final or approved.
 - Included editing notes
 - Attachment diagrams were from other agencies and jurisdictions
 - Contained requirement language provisions that weren't reasonable to follow consistently
- Public Works Transportation updated the Accommodation in Construction Zones document
 - Has an approval on the cover
 - Is clean
 - Diagrams are finalized and specific to Berkeley
 - Staff believe we can consistently deliver TCPs that comply with this document or have a clear process to document exceptions.

Pedestrian, Bicycle, and Bus Facility Accommodation in Construction Zones

What does this mean in practice?

- Maintaining accessible path of travel for all pedestrians including those getting to/from bus stops
 - Ideally this would be done through diversion maintaining PROWAG compliant access along the same side of the street as the construction project
 - When that's not possible, then a detour along the next most convenient accessible route would be established with clear and compliant signage and minimize the duration of the needed detour.
- Maintain access for cyclists alongside construction zones
- These would be accomplished by creating protected areas along the existing sidewalk, in the adjacent parking lane, and/or in an extra travel lane along bigger streets.

Pedestrian, Bicycle, and Bus Facility Accommodation in Construction Zones

- Updating and finalizing the Accommodation Guideline document was Step 1. We expect to review and evaluate this document with CoD as well as TIC before finalizing.
- Next Steps are;
 - Update references in all Public Works contracting documents that implement construction projects impacting the public right of way to refer to these requirements and to follow PROWAG
 - Distribute this document to all contractors seeking City construction permits that impact the public right of way requiring them to follow these guidelines when developing their traffic control plans (TCPs)
 - Evaluate TCPS against these guidelines and document any exceptions
 - Work with other City Departments that have construction projects to also follow these guidelines and PROWAG during construction activities.



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