CURB RAMP AND PEDESTRIAN ACCESS ROUTE GOALS AND OBJECTIVES*

The Project Manager is to coordinate, early in the design process, with the Project Traffic Engineer concerning crosswalk locations to determine the most desirable road crossing locations. Proposed curb ramp locations, the pedestrian access route, and sidewalks are to be reviewed with the Location and Design Traffic Engineering Design Section early in the design process and throughout the plan development process to determine any possible conflicts with traffic control devices, signs, signals, signal boxes, lighting, crosswalks, and stop bars and other pavement markings. Proposed curb ramp locations also are to be reviewed also by the Hydraulics Section and any other affected disciplines (such as utilities) to avoid potential drainage problems or other conflicts.

CURB RAMPS

A curb ramp is required to provide access to and from pedestrian access routes (sidewalk or sidewalk space) for all users. This access is beneficial to pedestrians, users of wheelchairs, canes, crutches, walkers, braces, lower-limb prostheses, persons with gait balance and stamina disabilities, the elderly, and persons with visual disabilities (such as depth perception difficulties).

There are four objectives related to this goal:

1. Provide a curb ramp design and placement that is usable by persons with disabilities.
2. Provide design and placement alternatives for a range of sidewalk and street conditions.
3. Provide minimal negative impact to all pedestrians.
4. Place curb ramps in uniform and consistent locations.

Pedestrians with disabilities will benefit most from design approaches that minimize physical barriers to travel and maneuverability. Pedestrians who use crutches are particularly susceptible to cross slope when they are traveling downhill. Pedestrians with cognitive and sensory disabilities, particularly those who have limited vision and those who are blind, should have access to information on the pedestrian environment that is necessary for independent travel. Children, including those with disabilities and those using bicycles and other wheeled toys, are significant users of sidewalks and are significantly less able to compensate for cross slope than adults.

* Rev. 7/14