

Accessible Pedestrian Facilities – Quick Reference Guide

- Preferred sidewalk width (has adequate room for passing) – 5 feet.
- Minimum sidewalk width – 4 feet. (Except through medians & refuge islands which must be a minimum of 5 feet wide to allow for passing space).
- Any sidewalk less than 5 feet must have a 5 foot by 5 foot passing space at least every 200 feet. These passing spaces may be contained within a driveway if slope requirements are met.
- Sidewalk or curb ramp cross-slope (perpendicular to direction of travel) – 2% maximum. Important to maintain cross-slope across driveways. VTrans Standard Drawings C-2A and C-2B cover driveways.
- Sidewalk running slope – 5% maximum. However, if a road grade exceeds 5% and has an adjacent sidewalk, the sidewalk may have the same grade as the road (all other accessibility requirements still apply).
- There are many different types of curb ramp configurations – See VTrans Standard Drawings C-3A and C-3B.
- Curb ramp minimum width = 4 feet.
- Curb ramp maximum grade is 1:12 (8.33%).
- Bottom of curb ramps to be flush (i.e. no greater than ¼ inch lip) with the street.
- Detectable warning surface (DWS) required at the junction of curb ramps and streets. DWS is to extend 2 feet back from the back of curb and for the full width of the ramp (wherever the curb is flush).
- Sidewalk surface required to be “firm, stable and slip-resistant.” Stable surfaces resist movement, while firm surfaces resist deformation by applied forces. Concrete or bituminous concrete clearly meet these requirements. Aggregate surface with an appropriate gradation and compaction may be accessible. Brick, cobblestones and other textured surfaces may comply, but the unevenness may cause difficulties for people using mobility devices such as canes, crutches or wheelchairs.
- Change in level to be ½ inch maximum. ¼ inch vertical is OK. Between ¼ and ½ to be beveled 1:2 over the whole surface.
- Openings, such as tree grates, to be no larger than ½ inch. To the extent practicable, place grates and other openings outside the main pedestrian access route.
- Accessible Pedestrian Signals (APS) features are primarily geared to provide information for people with visual disability. Key features are 2 inch diameter pushbutton, audible locator tone and walk indication, and vibrotactile raised arrow. Other key features are the orientation of the pushbutton face parallel with the crosswalk and at a height and location within reach from an accessible surface. 48 inch maximum height and no more than 10 inch horizontal reach over any obstruction. Details on APS are in the MUTCD parts 4E.08 to 4E.13.

- Pedestrian accommodations in work zones. When an existing pedestrian facility is closed for construction, maintenance, etc., an alternate route must be provided. All the elements of accessibility mentioned above apply to the Temporary Pedestrian Access Route (TPAR).
- Contract plans should include, at a minimum, the standard set of TPAR notes that are linked from the MAB Sharepoint site.
- A TPAR may include temporary curb ramps, temporary crosswalks and temporary sidewalk surfaces.
- The VTrans Bicycle and Pedestrian Work Zone Traffic Control Guide – July 2018, has detailed information on providing a TPAR.
- The MUTCD contains two typical applications for TPARs – TA-28 and TA-29. Best practice is for project design engineers to provide a site specific TPAR design for a project.

Please bear in mind that **all of these dimensional requirements are *minimums* for accessibility** and facilities should be constructed to greater than minimum requirements when possible.

DESIGN RESOURCES

[U.S. Access Board](#)

[U.S. Access Board Public Rights of Way Guidelines](#)