Pedestrian Access Route (PAR)

"THINK OF THE PEDESTRIAN ACCESS ROUTE AS ANOTHER LANE OF TRAFFIC"

- Curb Ramps:
  - Perpendicular – Ramp up to landing and/or turning space
  - Parallel – Ramp down to turning space
  - Diagonal – One street opening serving two crosswalks
    - Better design is to create a blended transition minimum of 8’ wide
  - Combination – Using any of the above in sequence to accessibly navigate grade changes

- Running Slopes between 5% and 8.3%
  - If conditions do not allow, ramps may exceed 8.3% if ramp is constructed of a constant slope for 15 foot or longer
  - Ramps greater than 8.3% and are less than 15 feet long are noncompliant

- Cross slope of ramp shall be 2% maximum, with the following exceptions:
  - Where cars do not have to yield or stop, cross slope may be increased to 5% maximum
  - At midblock crossings, cross slope may equal the grade of the connecting roadway

- Grade Breaks, located at the top and bottom or ramps shall be perpendicular to the direction of travel

- Other ramp details:
  - Clear space shall be 4’ x 4’ minimum and is located beyond the bottom grade break
  - Turning space is required where PAR intersections exist
  - Turning space shall be 3% x 3% with the following exceptions:
    - Cross slope may be 5% maximum when cars do not yield or stop
    - Cross slope may equal the grade of the connecting road at midblock crossings
  - If a median refuge is less than 6’ in length, no domes shall be installed

- Pedestrian access route in Public Right-of-Way shall be 4’ wide minimum and clear of obstructions
  - No allowance for less than 4 foot
  - Island medians require 5’ minimum clear width

- The grade of the PAR shall be allowed to equal the general grade of the road

- The cross slope of the PAR shall be 2% maximum except as follows:
  - Where cars do not have to yield or stop, cross slope may be increased to 5% maximum
  - At midblock crossings, cross slope may equal the grade of the connecting roadway

- The PAR includes the walkway, the curb ramps, driveway approaches, street crossing, & any median cut throughs.

- Path must be firm, stable, and slip resistant
  - Ponding water is not compliant

- If 4’ minimum is built, a required 5’ X 5’ passing space is required every 200’

- And vertical separation of greater than ½” must be corrected

Curb Ramp Fundamentals
**Pedestrian Street Crossings**

**R302.5.1 Pedestrian Street Crossings.** Where pedestrian access routes are contained within pedestrian street crossings, the grade of the pedestrian access route shall be 5 percent maximum.

**R302.6 Cross Slope.** Except as provided in R302.6.1 and R302.6.2, the cross slope of pedestrian access routes shall be 2 percent maximum.

**R302.6.1 Pedestrian Street Crossings Without Yield or Stop Control.** Where pedestrian access routes are contained within pedestrian street crossings without yield or stop control, the cross slope of the pedestrian access route shall be 5 percent maximum.

**R302.6.2 Midblock Pedestrian Street Crossings.** Where pedestrian access routes are contained within midblock pedestrian street crossings, the cross slope of the pedestrian access route shall be permitted to equal the street or highway grade.

**Driveway Approaches:**

- 2% maximum cross slope maintained thru approach
- 4 foot wide accessible width maintained
- Many approach pavements will require ‘tabling’ to achieve compliance
- Accessible route may be shifted up or down to achieve compliance while maintaining safe approach for cars
- If ramps are required on either side, domes should not be installed unless at heavy travel commercial entrances with stop or yield control

**Disclaimer**

All thoughts, ideas, and guidance provided in this reference guide are derived from ACPA’s understanding of PROWAG 2011. Nothing contained within shall constitute authoritative direction, nor shall it overshadow local requirements governing individual work.