



ENGINEERING DIVISION
ACTIVE PRACTICES GUIDELINES

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SUBJECT: CURB RAMP REQUIREMENTS

A. PURPOSE

To provide guidance on the installation of directional curb ramps at controlled and uncontrolled crossing locations in accordance with the Public Rights-of-Way Access Guidelines (PROWAG), the FHWA's STEP Guide for Improving Pedestrian Crossings at Uncontrolled Locations (FHWA-SA-17-072), and the City of Tucson Street Design Guide (SDG).

B. BACKGROUND

In 2021 the City's SDG was adopted, which established that "curb ramps should be aligned with crosswalks at the intersection and placed in line with the pedestrian's path of travel, where feasible" and "diagonal curb ramps (in which a single ramp is placed at the apex of the corner to provide ramp access to two perpendicular crosswalks) should be avoided." Further, all curb ramps must be in accordance with PROWAG R203.6.

The following policy uses guidance from the City's SDG, PROWAG, and the STEP Guide for Improving Pedestrian Crossings at Uncontrolled Locations (FHWA-SA-17-072).

C. POLICY

1. GENERAL GUIDANCE

- At an intersection corner, one directional curb ramp should be provided for each crosswalk, whether marked or unmarked, in accordance with PROWAG R203.6.

- Where two directional ramps per corner can't be provided due to physical constraints, a blended transition may be provided, spanning both crosswalks.
- Diagonal curb ramps at the apex of a corner should be avoided (see [Exceptions](#) section).

The policy established by this Active Practice Guideline is to design and construct curb ramps to maximize safety and predictability for pedestrians with mobility and visual impairments. Consistent with the guidance in the SDG and PROWAG, diagonal curb ramps should be avoided. Instead, curb ramps should be directional and aligned with the crosswalk to provide pedestrians with a clear and predictable path of travel. For all design options, please see DTM Detail 207 / M-2025-001 Curb Access Ramp at the [DTM Engineering homepage](#).

2. NON-TRAVERSABLE TREATMENTS

A non-traversable treatment adjacent to the pedestrian access route (PAR) should be used where no ramps are provided to cross at an uncontrolled location in accordance with *Table 1*.

Treatments can include a landscaping strip, rock, or any surface that would not be mistaken for a traversable surface. Examples:

- The non-traversable area shall be at least 24 inches wide between the pedestrian circulation path and the curb or roadway where ROW space permits.
- There are specific non-traversable treatments for curb access ramps per COT detail 207 / M-2025-001. Please refer to the detail.

3. INTERSECTION CONFIGURATION

When a minor street intersects an uncontrolled higher volume street, it is often unclear whether a ramp should be constructed to facilitate pedestrian crossing of the higher volume street. Using the FHWA's STEP Guide, *Table 1* provides guidance on where a curb ramp should or should not be installed based on roadway characteristics, or if engineering judgement is needed to determine if a ramp is appropriate.

Table 1. Curb Ramp Requirements at Uncontrolled Crossing Locations

Roadway Characteristics (speed limit and lane profile)	Vehicle ADT		
	< 9,000	9,000 – 15,000	>15,000
2 lanes (1 lane in each direction)			
≤ 30 mph	✓	✓	✓
35 mph	✓	✓	○
≥ 40 mph	✗	✗	✗
3 lanes with raised median* (1 lane each direction) AND 3 lanes without raised median (1 lane in each direction with a two-way left turn lane)			
≤ 30 mph	✓	○	○
35 mph	✓	✗	✗
≥ 40 mph	✗	✗	✗
4+ lanes with raised median* (2+ lanes each direction)			
≤ 30 mph	✓	○	✗
35 mph	✓	✗	✗
≥ 40 mph	✗	✗	✗
4+ lanes without raised median (2+ lanes each direction)			
≤ 30 mph	✓	○	✗
35 mph	○	✗	✗
≥ 40 mph	✗	✗	✗

✓ Install two directional ramps per corner.

✗ Install 1 directional ramp across the minor street crossing only AND close major street crosswalk with non-traversable area per US Access Board guidance.

○ Use engineering judgement to determine if a directional ramp should be provided for the higher volume crossing. Factors to consider may include observed speed, lane widths, land use context, vertical or horizontal curves, sight lines, pedestrian volumes, bicycle volumes, and heavy truck volumes.

*When a curb ramp is required or deemed appropriate, median cut-throughs should be provided in combination with the curb ramp.

D. EXCEPTIONS

Non-traversable treatment

- Vertical edge treatments with a maximum bottom edge of 12 inches above the pedestrian path may be used only in highly constrained areas.
- Handrail is also required when there is a 12 inch or greater drop in elevation and the slope is 1:1 or greater. Handrail is also required when drop of 24 inches or greater from top of pedestrian path and slope is more than 4:1. Please see COT Handrail Placement detail 112 / M-2026-002 for full guideline.
- Example:



Blended transitions and diagonal ramps

- Where a directional ramp is infeasible, a blended transition may be provided which spans all crosswalks. “Blended transitions shall comply with R304.4 and R304.5” (PROWAG). Example:



- Diagonal curb ramps should be avoided. However, where existing physical constraints make directional ramps and blended transitions technically infeasible, a diagonal curb ramp may be provided. PROWAG R203.6. Example:

