CURB RAMP DESIGN STANDARDS

GENERAL CONSIDERATIONS

Curb ramps are designed for the access of wheelchairs (they also accommodate scooters, strollers and people with poor mobility).
Ramps should land wheelchair users safely in the crosswalk and in the desired direction of travel.
The preferred design is to install 2 ramps per corner with directional score lines wherever possible.
The scoring pattern is designed to assist people with visual impairments.

- Directional score lines shall guide someone safely into the crosswalk, lining up with the ramp across the street and be parallel with the crossing or marked crosswalk.

DOUBLE CURB RAMP DESIGN (Preferred)

- The ramp and the directional score lines shall lead into the crosswalk, lining up with the ramp across the street and be parallel with the crossing or marked crosswalk.
- Where a greener treatment is desired grass can be installed between the two ramps where there is a reasonable expectation that the adjacent property owner will mow the additional grass.
- Minimum 1 meter full curb between the two ramps.

LARGE SINGLE CURB RAMP DESIGN (Alternative)

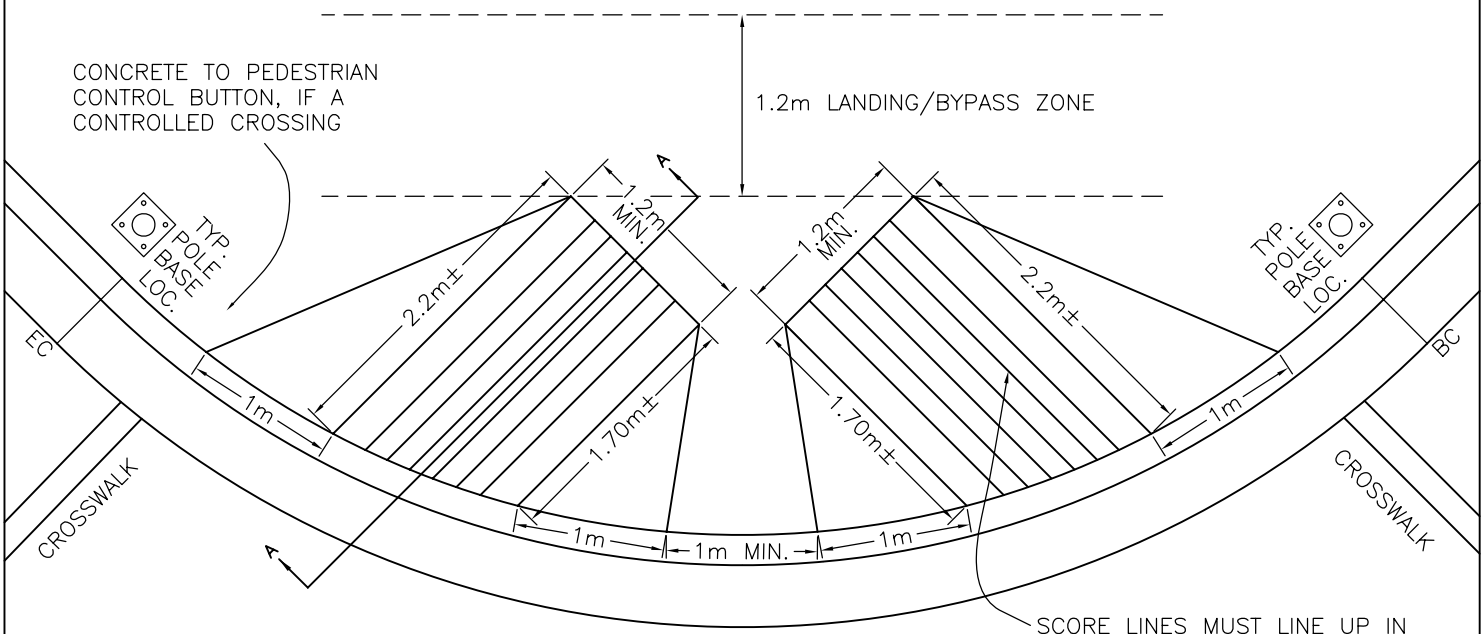
- Used when double curb ramps cannot be accommodated due to obstructions such as poles, utility boxes, property lines, etc. that would result in less than 1 meter full curb between the two ramps.
- The ramp must adequately land a pedestrian in either crosswalk.
- Directional score lines shall lead the user over the curb and into the crosswalk, lining up with the ramp across the street and be parallel with the crossing or marked crosswalk.

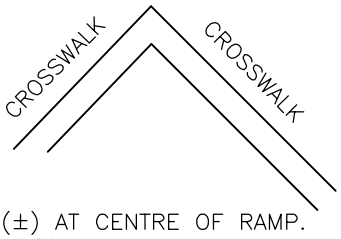
LANE CURB RAMP DESIGN

- Used at lane intersections. However, consideration can be given to running the sidewalk through the lane (this would generally be a crossing as opposed to a raised sidewalk).
- The ramp and the directional score lines shall line up with the ramp across the lane and be parallel with the crossing.
- In residential areas, the flares may be installed in grass to match the boulevard treatment.

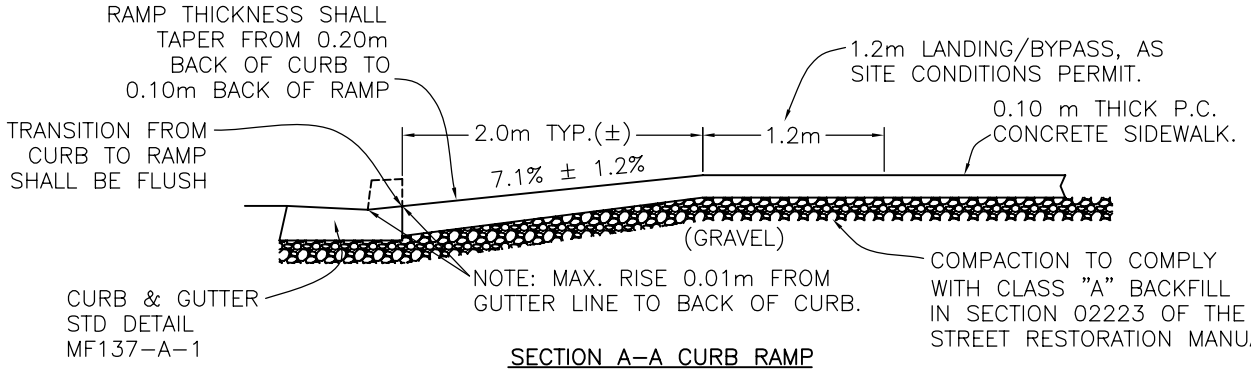
In the event that none of these designs can be implemented please contact the Project Coordinator in Streets Design or Eileen Curran (604.871.6131) in Streets.

ISSUE (DATE) APPROVED	DOUBLE CURB RAMP DESIGN NOT TO SCALE	STANDARD SECTION PAGE





NOTE: STANDARD RAMP LENGTH : 2.0m TYP.(±) AT CENTRE OF RAMP.
RECOMMENDED RAMP SLOPE: 7.1% ± 1.2%.
MAX. SLOPE 8.3% (1:12) WHERE TOPOGRAPHY PERMITS. ADJUST LENGTH OF RAMP AS REQUIRED. WHEN SITE CONDITIONS DO NOT PERMIT TYPICAL LAYOUT, CONTACT CITY ENGINEER FOR APPROVAL OF DESIGN.

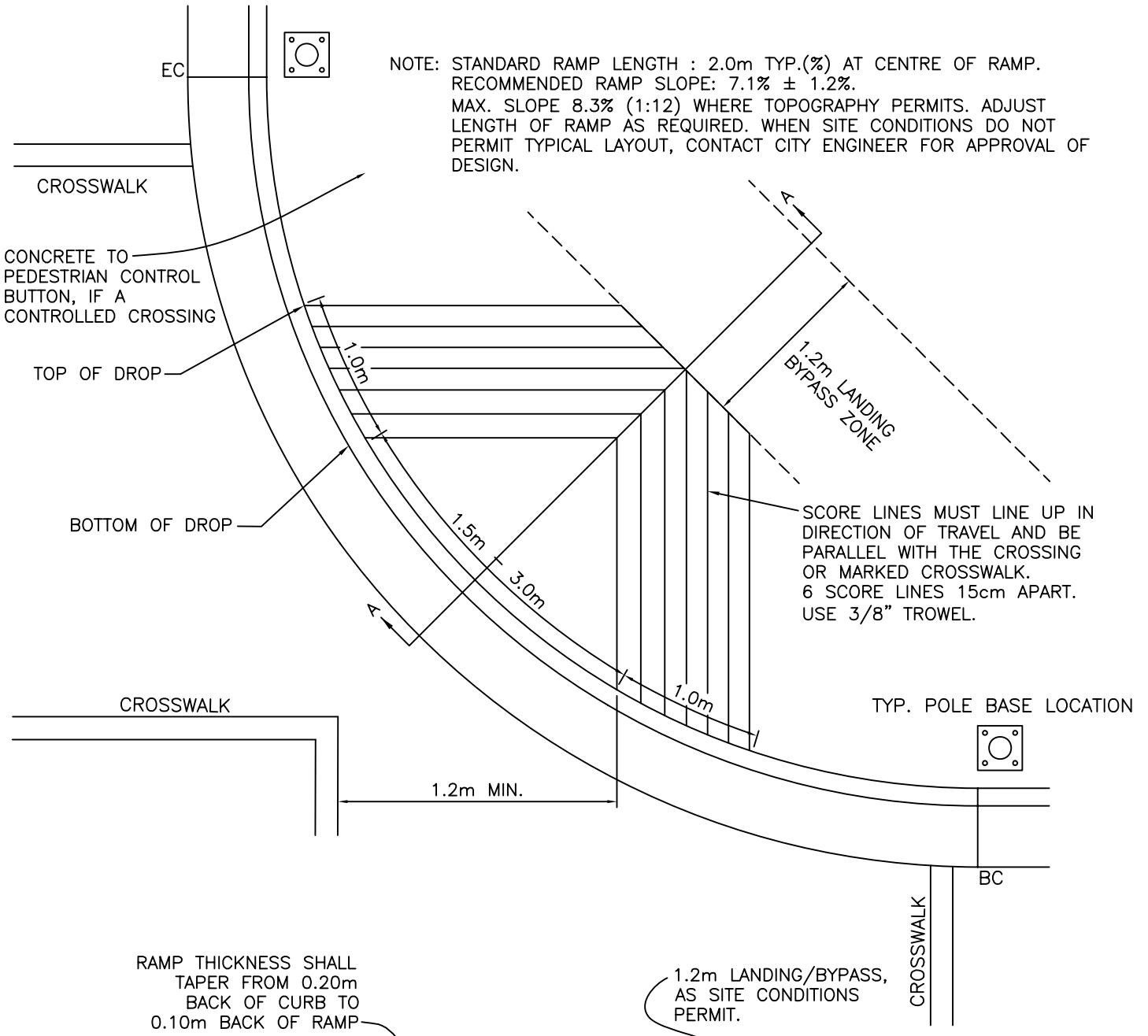


SECTION A–A CURB RAMP

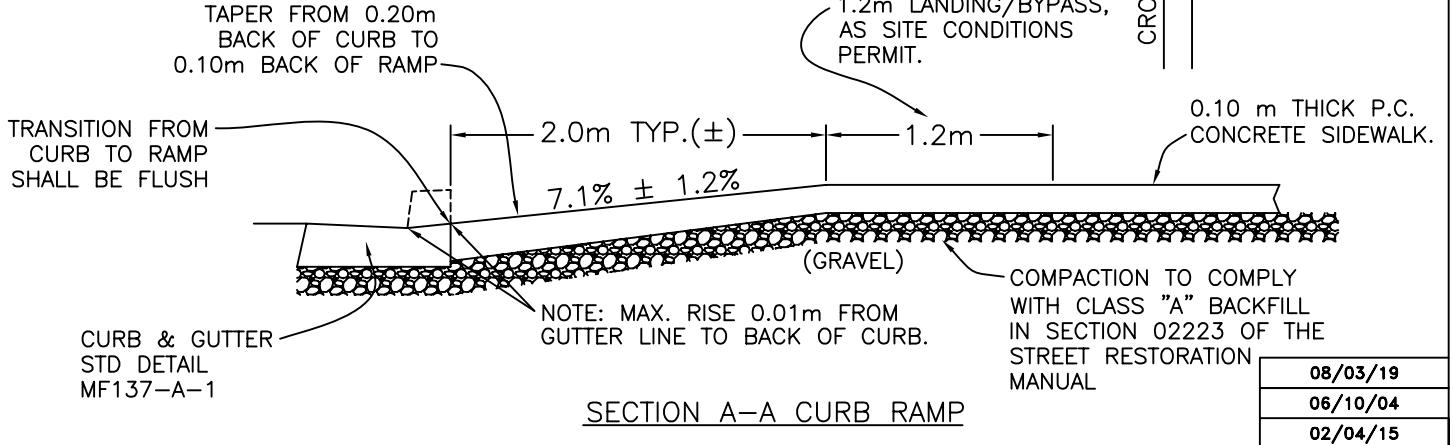
08/03/20
06/10/04
04/01/30
02/04/15
REVISED TO LATEST DATE SHOWN

APPROVED GENERAL MANAGER OF ENGINEERING SERVICES		
CITY OF VANCOUVER ENGINEERING SERVICES	STREETS – STANDARDS	MF137-L-5

ISSUE (DATE) APPROVED	LARGE SINGLE CURB RAMP DESIGN NOT TO SCALE	STANDARD SECTION PAGE



NOTE: STANDARD RAMP LENGTH : 2.0m TYP.(%) AT CENTRE OF RAMP.
RECOMMENDED RAMP SLOPE: 7.1% ± 1.2%.
MAX. SLOPE 8.3% (1:12) WHERE TOPOGRAPHY PERMITS. ADJUST LENGTH OF RAMP AS REQUIRED. WHEN SITE CONDITIONS DO NOT PERMIT TYPICAL LAYOUT, CONTACT CITY ENGINEER FOR APPROVAL OF DESIGN.



SECTION A–A CURB RAMP

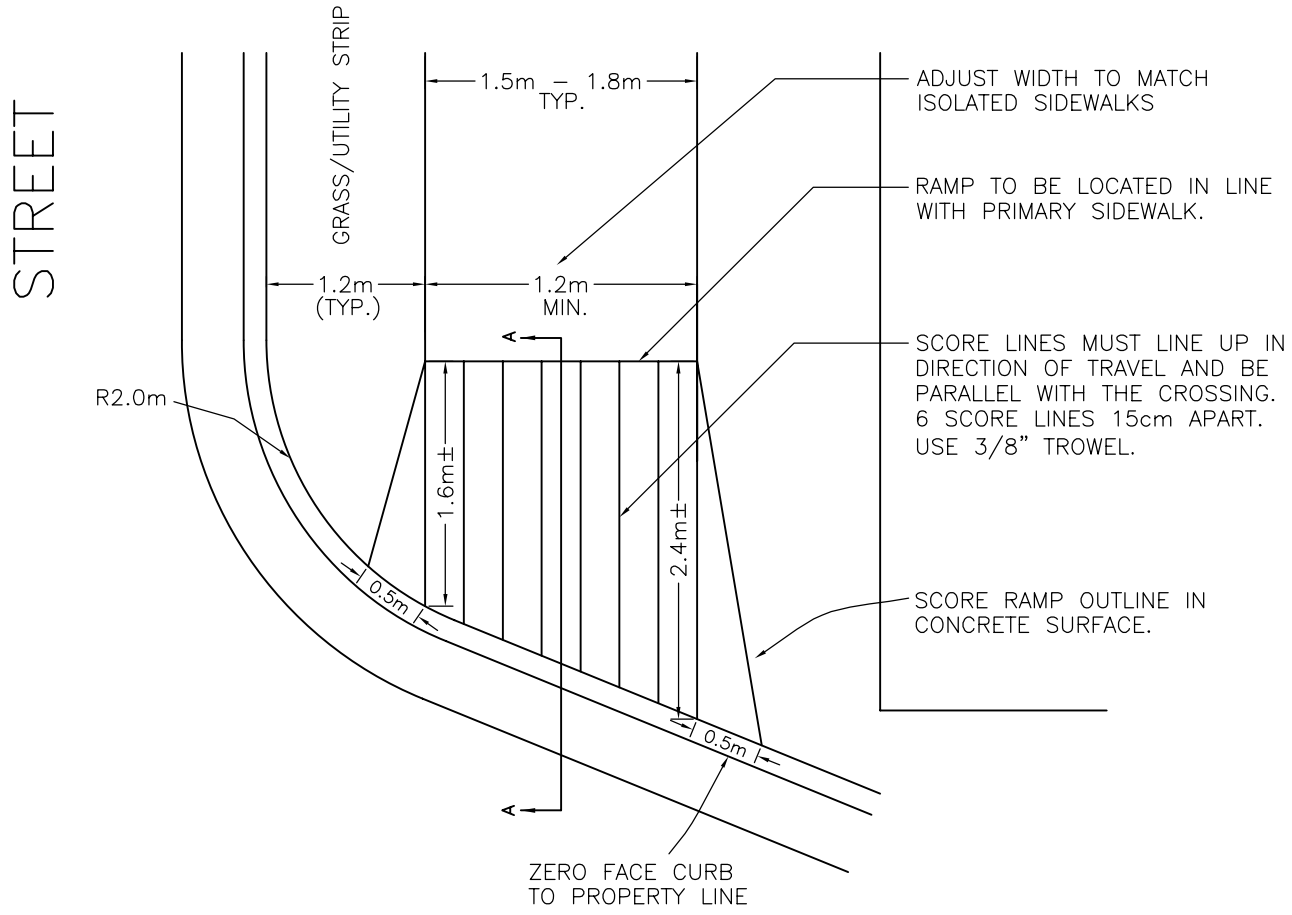
08/03/19
06/10/04
02/04/15
01/08/28
REVISED TO LATEST DATE SHOWN

APPROVED

GENERAL MANAGER OF ENGINEERING SERVICES

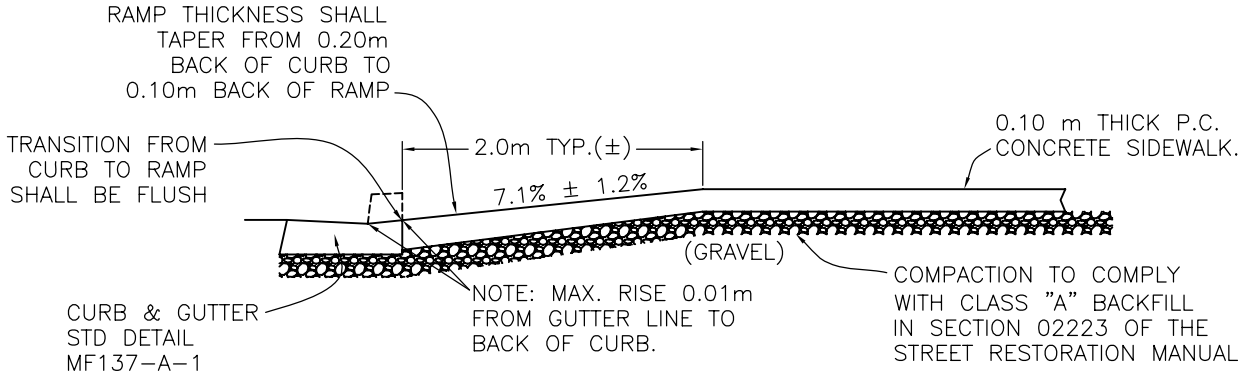
CITY OF VANCOUVER ENGINEERING SERVICES	STREETS – STANDARDS	MF137–L–3

ISSUE (DATE) APPROVED	RIGHT ANGLE LANE CURB RAMP DESIGN NOT TO SCALE	STANDARD SECTION PAGE



NOTE: STANDARD RAMP LENGTH : 2.0m TYP.(±) AT CENTRE OF RAMP.
RECOMMENDED RAMP SLOPE: 7.1% ± 1.2%.
MAX. SLOPE 8.3% (1:12) WHERE TOPOGRAPHY PERMITS. ADJUST LENGTH OF RAMP AS REQUIRED. WHEN SITE CONDITIONS DO NOT PERMIT TYPICAL LAYOUT, CONTACT CITY ENGINEER FOR APPROVAL OF DESIGN.

LANE



SECTION A–A CURB RAMP

08/03/19
06/10/04
04/01/30
02/04/16
REVISED TO LATEST DATE SHOWN

APPROVED GENERAL MANAGER OF ENGINEERING SERVICES		
CITY OF VANCOUVER ENGINEERING SERVICES	STREETS – STANDARDS	MF137–L–6