

**Dutchess County Community Development Block Grant (CDBG)  
ADA Guidelines for Pedestrian Projects**

- Sidewalks:
  - Should be at least 5 feet wide, with a minimum 5-foot buffer between the sidewalk and street, if feasible.
  - Should be concrete, include a curb, and continue across driveways.
  - Include appropriate slopes:
    - Running slope – 5% maximum, should not exceed the grade of the adjacent street.
    - Cross-slope – 2% maximum, including for sidewalks across driveways.
    - Flare-slope – 10% maximum for driveway crossings and curb ramps.
  
- Paths:
  - Should be at least 5 feet wide, or wider depending on expected use. Shared-use paths (for walking & bicycling) should be at least 10 feet wide.
  - Should include a minimum 5-foot buffer if adjacent to a street.
  - Are not typically curbed.
  - May be concrete, asphalt or stabilized stone dust.
  
- Curb ramps: Provide curb ramps at all intersections and midblock crossings with sidewalks. Provide a ramp for each crosswalk, perpendicular to the curb and aligned with the crosswalk. Ramps must be flush with the street and provide a level landing at the top and bottom.
  
- Detectable warnings: Provide detectable warnings at all transition points between the sidewalk and street, such as the bottom of curb ramps, the edge of a raised crosswalk, borders of medians, and pedestrian refuge islands.
  
- Crosswalks:
  - Should be high-visibility ladder or continental design.
  - Be as direct/short as possible.
  - Decorative backgrounds are not recommended as they can reduce the crosswalk's visibility in low-light.
  - Crosswalk projects should improve safety and access, not just replace existing crosswalks. This can be done through curb extensions, improved curb ramps, higher-visibility striping, signage, and other measures.
  
- Other considerations:
  - All sidewalks and paths should be relatively smooth, firm and slip-resistant.
  - Restrict grate openings and other gaps to less than a half-inch sphere (so a cane tip cannot slip through).
  - Provide direct access to key destinations -- avoid circuitous paths.
  - All signs and pavement markings should follow MUTCD guidelines.
  
- Maintenance:
  - Consider long-term maintenance as well as up-front costs when determining materials and design.
  - Maintaining the accessible qualities of the facility is required.
  
- References/Resources:
  - MUTCD (Manual on Uniform Traffic Control Devices)—for striping, signage, & signals:  
<https://mutcd.fhwa.dot.gov/>
  - PROWAG (Public Rights of Way Accessibility Guidelines) – still draft at the federal level, but adopted by NYSDOT: <https://www.access-board.gov/guidelines-and-standards/streets-sidewalks/public-rights-of-way/proposed-rights-of-way-guidelines>
  - US Access Board: <https://www.access-board.gov/>; has guidelines for streets & sidewalks, recreation facilities, buildings, & transportation facilities
  - Walk Bike Dutchess Chapter 3 (Design Guidelines):  
<https://www.dutchessny.gov/Departments/Transportation-Council/Docs/bppchapterthree.pdf>