Livable Community Workshop

Town of Foxborough
Commission on Disabilities
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Metropolitan Planning Organization
Six Livability Principles

1. Provide more transportation choices.
2. Promote equitable, affordable housing.
3. Enhance economic competitiveness.
4. Support existing communities.
5. Coordinate policies and leverage investment.
Objectives for Foxborough

- Provide appropriately located and sized accessible parking
- Improve accessible routes between designated parking and building entrances
Workshop Overview

• Presentation and discussion

• Site visit (weather permitting)
Existing Downtown Parking

- 321 total spaces in downtown area
- 9 marked “handicap accessible”
- 4 on-street and 5 off-street spaces
- Cumulatively meets the Americans with Disabilities Act (ADA) minimum, but consider redistribution of spaces

Source: 2012 Parking Study by the Metropolitan Area Planning Council (MAPC)
## Minimum Number of Accessible Parking Spaces

**ADA Standards for Accessible Design 4.1.2 (5)**

<table>
<thead>
<tr>
<th>Total Number of Parking spaces Provided (per lot)</th>
<th>Total Minimum Number of Accessible Parking Spaces (60&quot; &amp; 96&quot; aisles)</th>
<th>Van Accessible Parking Spaces with min. 96&quot; wide access aisle</th>
<th>Accessible Parking Spaces with min. 60&quot; wide access aisle</th>
</tr>
</thead>
<tbody>
<tr>
<td>1 to 25</td>
<td>1</td>
<td>1</td>
<td>0</td>
</tr>
<tr>
<td>26 to 50</td>
<td>2</td>
<td>1</td>
<td>1</td>
</tr>
<tr>
<td>51 to 75</td>
<td>3</td>
<td>1</td>
<td>2</td>
</tr>
<tr>
<td>76 to 100</td>
<td>4</td>
<td>1</td>
<td>3</td>
</tr>
<tr>
<td>101 to 150</td>
<td>5</td>
<td>1</td>
<td>4</td>
</tr>
<tr>
<td>151 to 200</td>
<td>6</td>
<td>1</td>
<td>5</td>
</tr>
<tr>
<td>201 to 300</td>
<td>7</td>
<td>1</td>
<td>6</td>
</tr>
<tr>
<td>301 to 400</td>
<td>8</td>
<td>1</td>
<td>7</td>
</tr>
<tr>
<td>401 to 500</td>
<td>9</td>
<td>2</td>
<td>7</td>
</tr>
<tr>
<td>501 to 1000</td>
<td>2% of total parking provided in each lot</td>
<td>1/8 of Column A*</td>
<td>7/8 of Column A**</td>
</tr>
<tr>
<td>1001 and over</td>
<td>20 plus 1 for each 100 over 1000</td>
<td>1/8 of Column A*</td>
<td>7/8 of Column A**</td>
</tr>
</tbody>
</table>

* one out of every 8 accessible spaces
** 7 out of every 8 accessible parking spaces
Parking Space Specifications

Source: ADA Standards for Accessible Design, “Restriping Parking Lots.”

Accessibility sign

Wheelstop

Access aisle

Access aisle boundary

2 parking spaces can share an aisle
Van-Accessible Specifications

“Van-accessible” sign

96” minimum wide access aisle

98” minimum vertical clearance

Source: ADA Standards for Accessible Design, “Restriping Parking Lots.”
On-Street Spaces

• As close as possible to curb ramp, crosswalk
Off-Street Spaces

• As close as possible to accessible building entrances
Existing Off-Street Spaces
Routes Are Not Accessible
Elements of an Accessible Route

- Shortest distance possible
- On level ground
  - Slope no greater than 1:12 in direction of travel
- No curbs
- No stairs/steps
- At least 3 feet wide
- Firm, stable, slip-resistant surface

Sources: US Department of Justice ADA Design Guide; Universal Design New York; US Architectural and Transportation Barriers Compliance Board ADA Accessibility Guidelines
Town Common Parking

- Requires pedestrians to cross School Street, Route 140, or Cocasset Street
- Head in, diagonal parking necessitates backing out of space

★ Accessible parking space
Town Common Parking
Possible Solutions

- Move parking to other side of road?
- Add parallel parking?
- Add reverse-angle parking?

★ Accessible parking space
Reverse-Angle Parking

- Simpler than a parallel-parking maneuver
- Better visibility
- No reversing into an active traffic lane
- Calms traffic

Sources: City of Mobile, AL; City of Vancouver, WA
Reverse-Angle Parking (continued)

• Pedestrians are guided to sidewalk
• Loading from curb, rather than in street
• Better than parallel parking for accessible spaces: no loading/unloading in travel lane
Next Steps

- Evaluate whether there are better locations for accessible parking
- Stripe existing spaces/access aisles to meet ADA dimensions
- Identify building entrances that could be retrofitted with ramps
Next Steps (continued)

• Identify accessible route improvements (resurfacing, widening, etc.)

• Evaluate whether reverse-angle parking would be appropriate

• Coordinate with GATRA on dial-a-ride services for Foxborough

GATRA: Greater Attleboro Taunton Regional Transit Authority
Resources

• Information and Technical Assistance about the Americans with Disabilities Act: http://www.ada.gov/

• United State Access Board: http://www.access-board.gov/

• 2010 ADA Standards for Accessible Design: http://www.ada.gov/2010ADAstandards_index.htm

• ADA Checklist for Readily Achievable Barrier Removal: http://www.adachecklist.org/checklist.html
More Information

Website: www.bostonmpo.org/livability

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Thank you!

Questions?