



BOSTON REGION METROPOLITAN PLANNING ORGANIZATION

Richard A. Davey, MassDOT Secretary and CEO and MPO Chairman
Karl H. Quackenbush, Executive Director, MPO Staff

MEMORANDUM

DATE September 26, 2013
TO Sharon Wason, Town Planner, Town of Foxborough
FROM Beth Isler, MPO Staff
RE Foxborough Commission on Disabilities Livable Community Workshop

1 INTRODUCTION

Through the Boston Region Metropolitan Planning Organization's (MPO's) Livability Program, communities within the region are invited to host Livable Community Workshops (LCWs). These workshops are designed to provide communities with strategies for enhancing livability and to facilitate local discussions on topics such as walking, bicycling, transit, parking, land use, urban design, housing, public health, economic development, energy, and climate change. Each workshop is tailored to the selected community's needs and livability goals and generally consists of a presentation by MPO or Metropolitan Area Planning Council (MAPC) staff on the principles of livability and a walking tour and discussion of a specific area within the community. After the workshop, the community is provided with written documentation of issues and ideas raised during the workshop and a recommended action plan. In FY 2013, LCWs were held in Norwell, Swampscott, Melrose, and Foxborough.

In Foxborough, MPO staff led a LCW for the Commission on Disabilities. Parking spaces that had been designated as accessible for people with disabilities in downtown Foxborough did not include accessible routes between the parking spaces and the destinations. This workshop was sponsored by the Foxborough Planning Department with the aim of describing the elements of an accessible route from a parking space to a building entrance.

A preliminary meeting with the town planner took place in July to discuss goals for the workshop; notes from this meeting are included as Attachment A. The LCW took place on August 21 with the Commission on Disabilities; the sign-in sheet from the meeting is included as Attachment B; the presentation given at the meeting is Attachment C. This memorandum summarizes this LCW process and the next steps for improving accessibility for people with disabilities in Foxborough.

2 WORKSHOP DISCUSSION

MPO staff described the elements of an accessible route to improve the path between disability parking spaces and building entrances. Using this

information, the Commission will audit specific routes in Foxborough to identify changes that could be implemented to improve accessibility. The following list summarizes the discussion about accessible routes and related issues:

- In addition to the elements described in the presentation, an accessible route should be well lit.
- The back side of Subway/Elegant Touch has a new ramp that was constructed in the past month (see Figure 1). There appears to be a space at the north end of the ramp that was a space, but the markings are faded, so it is no longer clear whether this space is still reserved for disability parking.

FIGURE 1
New Ramp behind the Boch Building



Source: CTPS.

- There are diagonal, head-in, disability parking spaces at the Town Common, but they would be more useful if they were relocated on each of the four corners of the Common. Also, the mid-block crosswalks on either side of the Common might benefit from enhancements to increase visibility and slow traffic.
- The concept of reverse-angle or back-in diagonal parking around the Common was very well received. MassDOT originally proposed parallel parking for this area, but the Town advocated for diagonal head-in parking. The road surrounding the Common on all sides is Route 140.

- Table 1 shows the minimum number of disability parking spaces required by the Americans with Disabilities Act (ADA).¹ Table 2 summarizes the number of spaces in the two downtown parking lots (the Cocassett Street lot and the Town Hall lot) and indicates the minimum that they should each have.
- Although the Town Hall is likely to be rebuilt in the next several years, new signs and striping could be applied now to create two new disability parking spaces to meet the ADA minimum of four. Dimensions for disability parking spaces are included in Attachment C.

TABLE 1
ADA Parking: Minimum Requirements

Minimum Number of Accessible Parking Spaces ADA Standards for Accessible Design 4.1.2 (5)			
Total Number of Parking spaces Provided (per lot)	Total Minimum Number of Accessible Parking Spaces (60" & 96" aisles)	Van Accessible Parking Spaces with min. 96" wide access aisle	Accessible Parking Spaces with min. 60" wide access aisle
Column A			
1 to 25	1	1	0
26 to 50	2	1	1
51 to 75	3	1	2
76 to 100	4	1	3
101 to 150	5	1	4
151 to 200	6	1	5
201 to 300	7	1	6
301 to 400	8	1	7
401 to 500	9	2	7
501 to 1000	2% of total parking provided in each lot	1/8 of Column A*	7/8 of Column A**
1001 and over	20 plus 1 for each 100 over 1000	1/8 of Column A*	7/8 of Column A**

* one out of every 8 accessible spaces ** 7 out of every 8 accessible parking spaces

Source: US Department of Justice, ADA Design Guide 1 – Restriping Parking Lots.

¹ US Department of Justice, 2010 ADA Standards for Accessible Design, 2010 Technical Assistance Publication, ADA Design Guide 1 – Restriping Parking Lots.

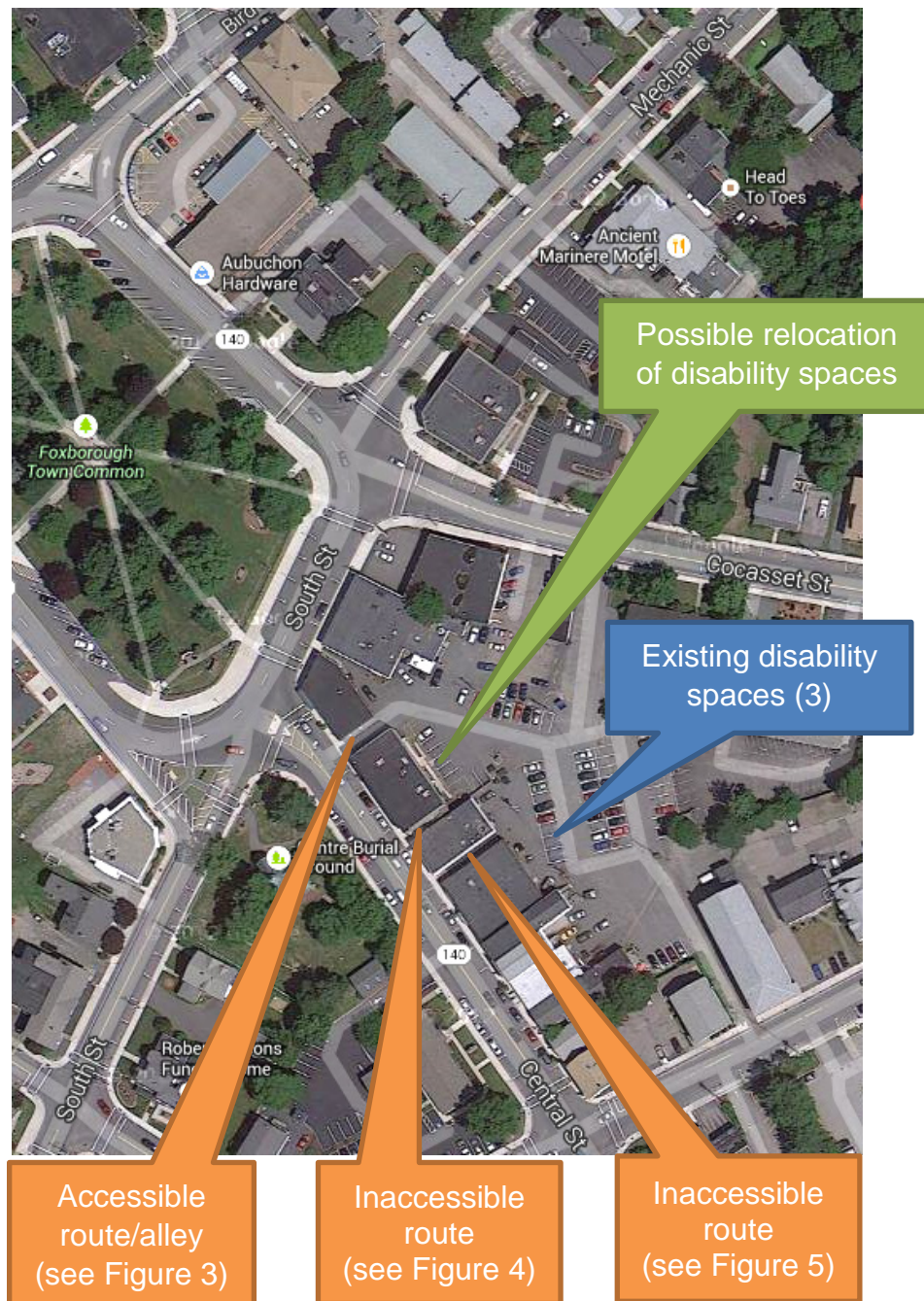
TABLE 2
Downtown Parking Lot Summary

Lot	Cocassett Street	Town Hall
Total number of spaces (per MAPC study)	48	86
Existing number of disability spaces	3	2
Minimum number of spaces required by ADA	2	4

- The Cocassett Street lot meets the requirement for the number of disability parking spaces. However, the spaces are situated on a slope, making them difficult to use, as well as not meeting federal (ADA) and state standards (the Massachusetts Architectural Access Board). They might be easier to use if they were relocated adjacent to the new ramp that is next to Elegant Touch/Subway (see Figure 2). Parcel lines will need to be researched to determine whether this part of the lot is owned by the Town or by the Boch Building. Relocating the disability spaces to these spots might also improve the access routes between parking and some businesses, since the alley between Elegant Touch and the Trading Post is wide and flat (see Figure 3). The alley should be made one-way, entrance-only due to visibility limitations.
- Explore whether renegotiating the Greater Attleboro Taunton Regional Transit Authority (GATRA) contract is possible. Currently, there is one fixed route shuttle (serving the Commuter Lot) and the Dial-a-Ride service. However, the Dial-a-Ride service is very limited due to GATRA capacity constraints and Foxborough residents with disabilities are underserved. Discuss whether a different contract could benefit both parties by extending the resources allotted to Foxborough.
- The plans for the new Boyden Library do not accommodate some of the vehicles used by people with disabilities. The parking lot has a one-way circulation pattern that necessitates driving under the building to exit the lot. However, the vertical clearance under the building does not accommodate higher-profile vehicles such as wheelchair-accessible vans. Therefore, anyone driving a higher-profile vehicle has to exit via the parking lot entrance (that is, go the wrong way in the one-way circulation pattern). Explore possible mitigation options with the Town.

- The Town Planner will alert the Commission of upcoming site plan reviews so that the commissioners will be able to provide input earlier in the process for a more effective result.
- Sidewalk maintenance is an issue: when cracks develop in a sidewalk and widen over time, they present a hazard to people using walking aids or motorized devices. The sidewalk on Mechanic Street (outside of downtown Foxborough) is especially in need of repair.

FIGURE 2
Possible New Location for Disability Parking in the Cocasset Lot



Source: Google Maps.

FIGURE 3
Most Accessible Route for People with Disabilities between Parking and Some Businesses (looking northeast from Central Street)



Source: CTPS

FIGURE 4
Existing Route between Disability Parking and Some Businesses (looking northeast from Central Street)



Source: CTPS.

FIGURE 5
Existing Route between Disability Parking and Some Businesses (looking northeast from Central Street)



Source: CTPS.

- There are problems with the disability parking at a grocery store outside of downtown Foxborough. The hatched access aisle adjacent to the disability parking is within the travel lane of the parking lot.
- The Massachusetts Architectural Access Board (AAB) Rules and Regulations sometimes differ from the federal ADA Design Guidelines. According to the Massachusetts Office on Disability, “Local building inspectors are responsible for enforcing the regulations which are a specialized section of the Massachusetts Building Code.”² While inspectors are not responsible for enforcing federal requirements, facilities and services are legally required to adhere to them; when a state and federal regulation differ, the more stringent one applies.
- No design guidance or minimum requirements for on-street disability parking could be found. However, the following examples (Figures 6–10) show how other places provide space for loading and unloading in parallel parking areas.

Figure 6 shows a configuration used in Houston, Texas, that may have to have an entire block of disability spaces so that the width of the parking lane is consistent for the entire segment.

FIGURE 6
Example of a Block of Disability Spaces in Houston, TX

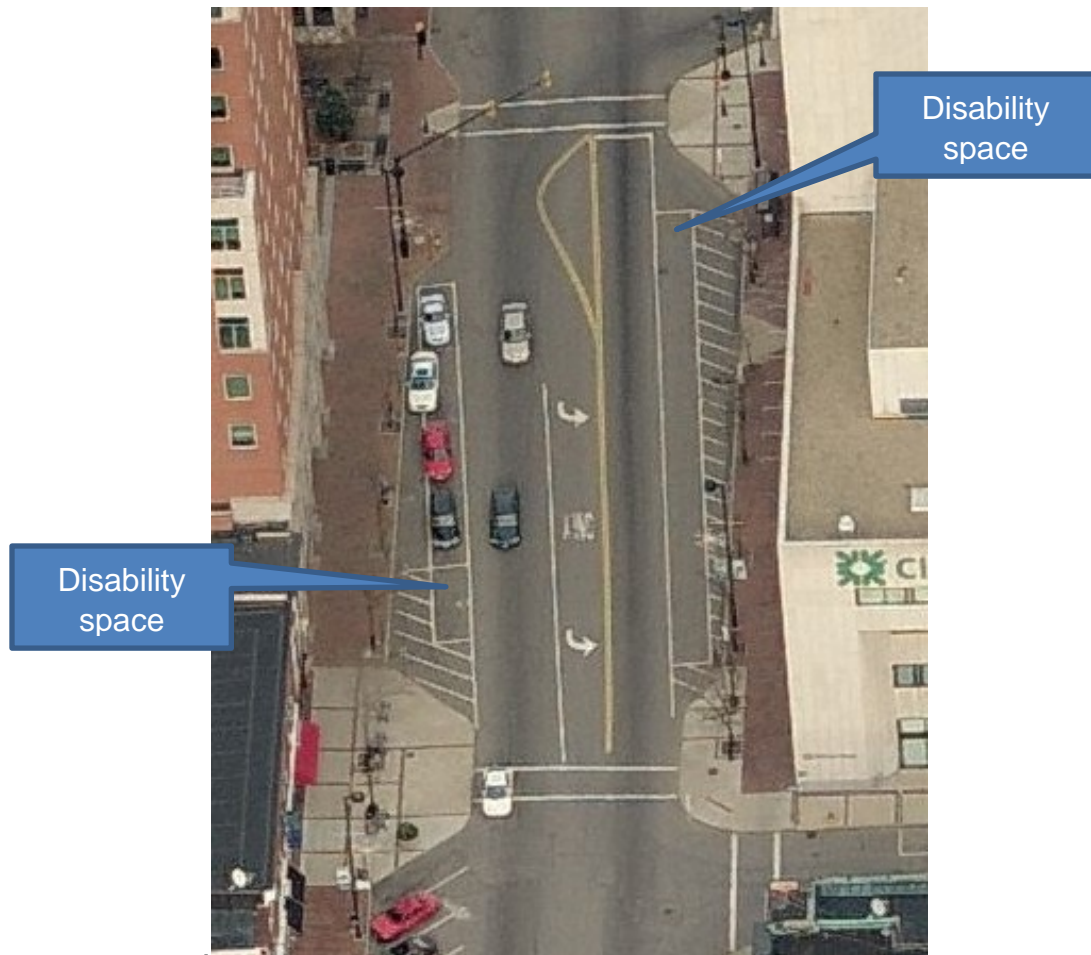


Source: <http://newurbanstreets.com/2012/parking-configuration-person-disabilities/>, accessed August 15, 2013.

² Massachusetts Office on Disability, Disability Rights Laws in Massachusetts, Massachusetts General Laws, Chapter 22, Section 13A, last revised in January 2012.

Figure 7 shows an example of a parking lane in Manchester, New Hampshire that was tapered to meet a curb extension, creating a loading/unloading zone.

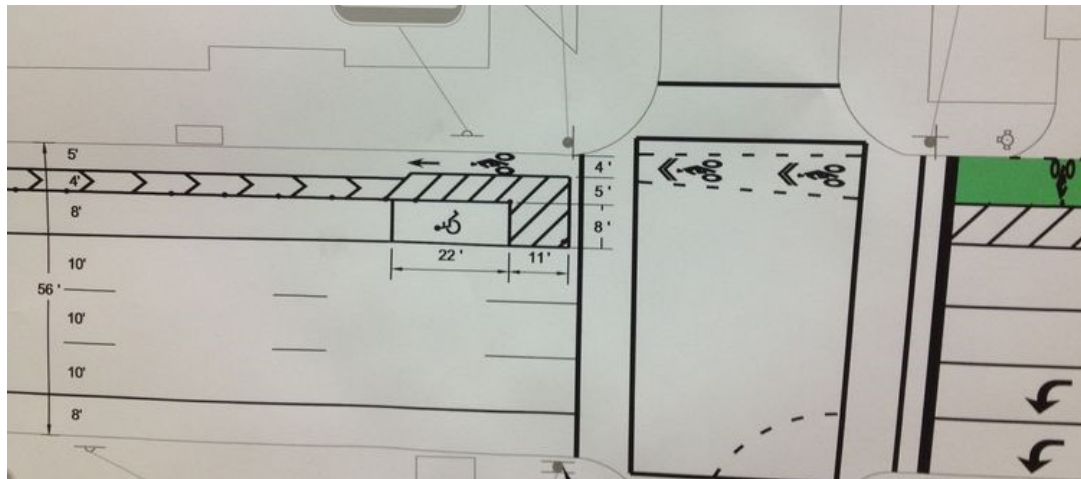
FIGURE 7
Example of a Tapered Parking Lane in Manchester, NH



Source: Bing Maps & Sharon Wason.

Figure 8 shows an example of a buffer in Washington, DC. The buffer provides space between the on-street parking and the bike lane for loading and unloading from the disability space.

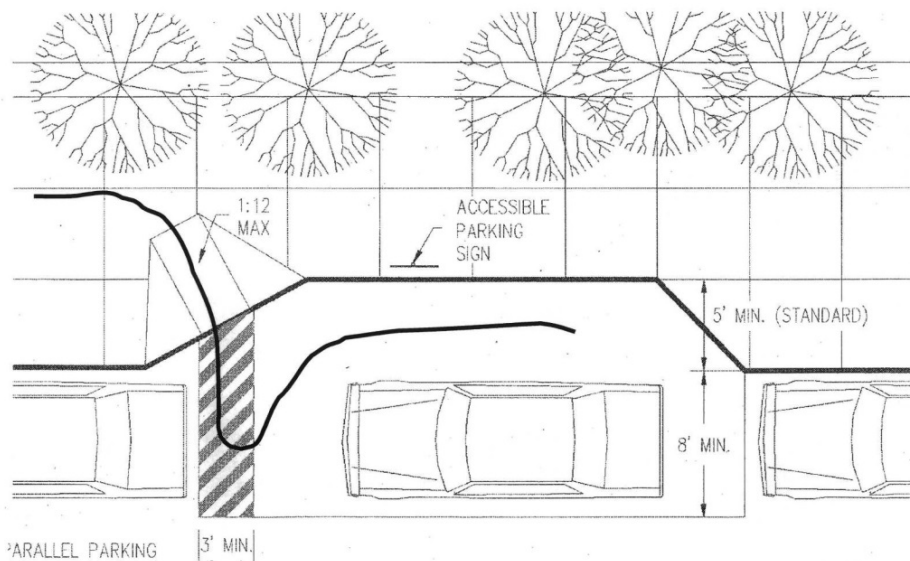
FIGURE 8
Example of a Buffer Zone for Loading and Unloading from Disability Spaces in Washington, DC



Source: <http://www.thewashcycle.com/2013/05/m-street-handicapped-parking.htm>, accessed August 15, 2013.

Figure 9 shows a wider parking space from Salina, Kansas with a curb ramp and pavement markings for the accessible route.

FIGURE 9
Example of a Sidewalk with a Ramp at One End in Salina, KS



Source: City of Salina, KS.

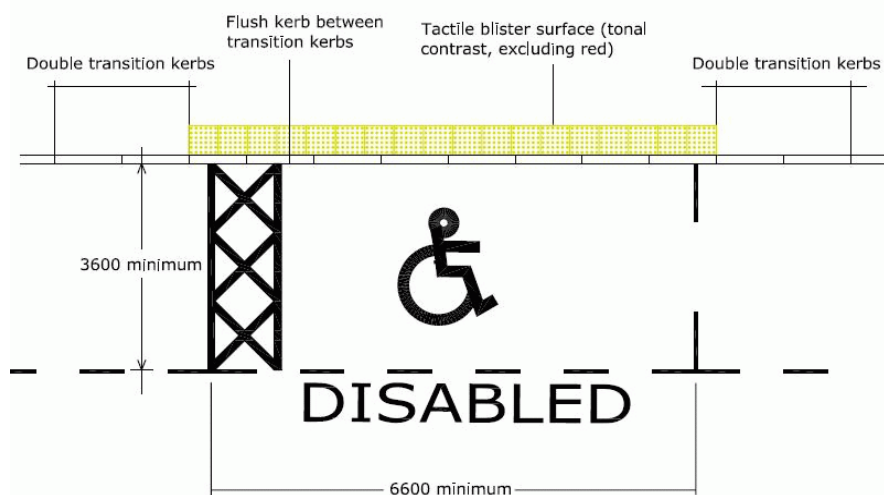
Figure 10 shows pavement marking examples used in the United Kingdom and Ireland. While these markings are not ideal because of encroachment into the travel lane, they may raise driver awareness that there could be vehicle loading and unloading occurring close to the travel lane. One attractive feature of these examples is a flush curb (shown in the diagram below the photo) for the length of the parking space so that one doesn't need to find a curb ramp.

FIGURE 10

Three Examples of Pavement Markings to Improve Driver Awareness of Loading Zones in Ireland and the United Kingdom



Source: <http://iannorris68.wordpress.com/2012/05/19/changes-to-disabled-parking-in-hanley/>, accessed on August 15, 2013.



Source: <http://www.transportscotland.gov.uk/strategy-and-research/publications-and-consultations/j11185-06.htm>, accessed on August 15, 2013.



Source: [http://kildare.ie/CountyCouncil/RoadsandTransportation/Payparking/Accessible Parking/](http://kildare.ie/CountyCouncil/RoadsandTransportation/Payparking/Accessible%20Parking/), accessed on August 15, 2013.

3 CONCLUSION AND NEXT STEPS

Each of the Commissioners was assigned a route that they will audit for disability access. A checklist from the Institute for Human Centered Design (Attachment D) was handed out to assist with the audit.

Three major themes came out of this LCW process:

1. The need to evaluate current and future disability parking for distribution by lot (rather than the cumulative downtown parking supply), connectivity between parking spaces and destinations, and design elements such as slope, pavement condition, vertical clearance, path width, and other features as described in the audit materials.
2. The need to improve demand-responsive transit for Foxborough residents with disabilities.
3. The need to include the Foxborough Commission on Disabilities early on in the site plan review process.

EP/BI/bi

Attachments:

- (A) Memorandum summarizing the July 15, 2013, preliminary meeting
- (B) LCW sign-in sheet for the August 21, 2013, presentation
- (C) LCW presentation, August 21, 2013
- (D) Institute for Human Centered Design checklist (November 2011)

**Attachment A:
Preliminary Meeting Notes**



BOSTON REGION METROPOLITAN PLANNING ORGANIZATION

Richard A. Davey, MassDOT Secretary and CEO and MPO Chairman
Karl H. Quackenbush, Executive Director, MPO Staff

MEMORANDUM

DATE July 16, 2013
TO Sharon Wason, Town Planner, Town of Foxborough
FROM Beth Isler and Seth Asante, MPO Staff
RE Notes from July 15, 2013 Preliminary Meeting for Livable Community Workshop

Boston Region Metropolitan Planning Organization (MPO) Staff met with the Foxborough Town Planner to discuss a Livable Community Workshop (LCW) that would describe how to provide accessible routes between parking spaces and building entrances. This meeting included a walk-through of the downtown to look at existing accessible designated parking spaces and consider accessible routes to businesses. This memorandum summarizes the key points from this preliminary meeting.

Background

- The Metropolitan Area Planning Council (MAPC) completed a parking study last year that concluded “there is adequate on- and off-street parking in Downtown Foxborough for all of its existing uses during weekday and Saturday peaks, with additional capacity for parking demand created by future development.”
- The inventory collected for the study showed that there are 165 on-street spaces and 156 off-street spaces for a total of 321 spaces in the downtown area.
- Of these 321 spaces, there are 9 handicap accessible spaces: 4 on-street and 5 off-street. This meets the Americans with Disabilities Act (ADA) minimum number of accessible parking spaces.
- The MAPC study recommended studying the location of accessible parking spaces to ensure that they are appropriately located and include accessible routes to building entrances.
- On-street parking on Central Street/Route 140 has the highest demand of all parking areas in the downtown.
- The Town Planner’s office received a Community Transit Grant to study the feasibility of a shuttle along Route 140 between the Mansfield Commuter Rail Station and Patriot Place.

Issues

- While there are parking spaces that are designated handicap accessible, there is often not an accessible route between the parking spaces and the buildings which they serve. For example, the business doors closest

to the accessible spaces in the shared retail lot have several steps leading up to them (Figure 1).

- Getting from the parking in the rear to the front entrance of the building in a wheelchair can be difficult due to slope or sometimes even impossible due to width or surface type (Figure 2).
- Moreover, when one does get to the front door, there are often 1-2 steps to enter the building (Figure 3).
- For on-street spaces, there is not enough room to safely load/unload from a vehicle along busy Route 140. After unloading, one would need to travel in the roadway for about 30' in order to get to a ramp/break in the curb to get on to the sidewalk. (Figure 4)
- There is one handicapped on-street space on the east and one on the west side of the Town Common. These are angled parking spaces between the Common and the roadway. Anyone parking there who is visiting destinations other than the Town Common will have to cross School Street/Route 140 or Cocasset Street, which are both one-way and two lanes. (Figure 5) Crosswalks are well-marked and accessible, but traffic is heavy and during the site visit, many drivers appeared to be more focused navigating the rotary than on looking for pedestrians.
- The Greater Attleboro Taunton Regional Transit Authority (GATRA) provides fixed route and dial-a-ride service for the region, including service to the Foxborough Commuter Lot.

Figure 1: The entrances closest to the accessible spaces in the shared retail have steps leading up to them.



Figure 2: The route leading from the parking spaces to the front entrances involves a slope (a) or is physically impossible to traverse in a wheelchair (b)

a



b



Figure 3: Front door to business on Central Street



Figure 4: Example curb ramp on Central Street



Figure 5: On-street angled parking around the Town Common



Next Steps

- This workshop will describe the elements of an accessible route from a parking space to a building entrance.
- The workshop will include an overview of dimensions of accessible parking spaces which provide enough room for unloading/loading.
- The Foxborough Disabilities Commission will be the main audience for this workshop. (There are likely to be about 10 participants at the workshop.)
- Unless there is already a full agenda, the Town Planner's office will schedule the workshop for the August 21st meeting of the Disabilities Commission. If this date is unavailable, the workshop will take place during the September 18th meeting.

SA/BI/wp

**Attachment B:
LCW Sign-In Sheet**



BOSTON REGION METROPOLITAN PLANNING ORGANIZATION

Richard A. Davey, MassDOT Secretary and CEO and MPO Chairman
 Karl H. Quackenbush, Executive Director, MPO Staff

Livable Community Workshop
 Foxborough, MA
 August 21, 2013

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Sheri Barrett	FCOD	drs3719@gmail.com



BOSTON REGION METROPOLITAN PLANNING ORGANIZATION

Richard A. Davey, MassDOT Secretary and CEO and MPO Chairman
Karl H. Quackenbush, Executive Director, MPO Staff

Livable Community Workshop
Foxborough, MA
August 21, 2013

Name	Affiliation	Email
Rick Biggini	FCOD	
Sharon Wason	Planning	
Susan Collins	Foxboro Commission on Chair, Disability	chocolate3@netcomcast.
Justin Saret	Planning intern	
Sheri Barrett	FCOD	drs3719@gmail.com

Attachment C: LCW Presentation

Livable Community Workshop

Town of Foxborough
Commission on Disabilities
August 21, 2013

Beth Isler
Boston Region
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.
6. Value communities and neighborhoods.

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

Minimum Number of Accessible Parking Spaces

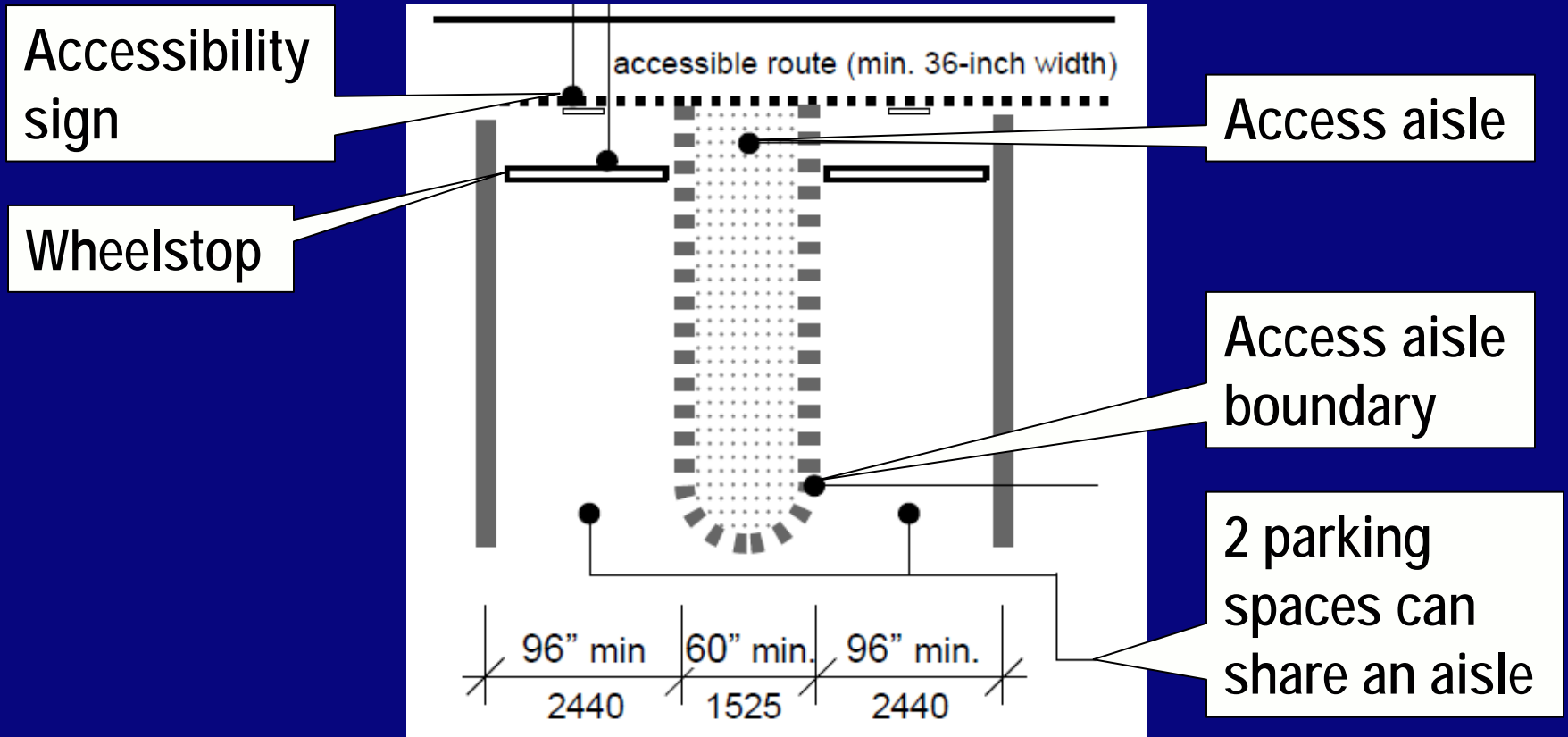
ADA Standards for Accessible Design 4.1.2 (5)

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

* one out of every 8 accessible spaces

** 7 out of every 8 accessible parking spaces

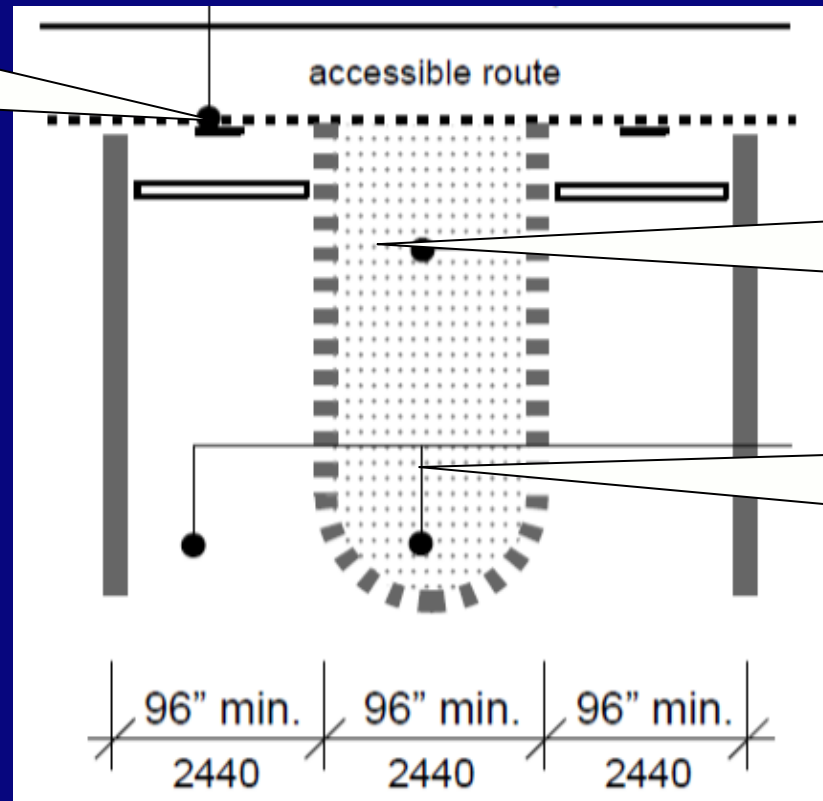
Parking Space Specifications



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

Van-Accessible Specifications

"Van-accessible"
sign



96" minimum
wide access
aisle

98" minimum
vertical
clearance

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

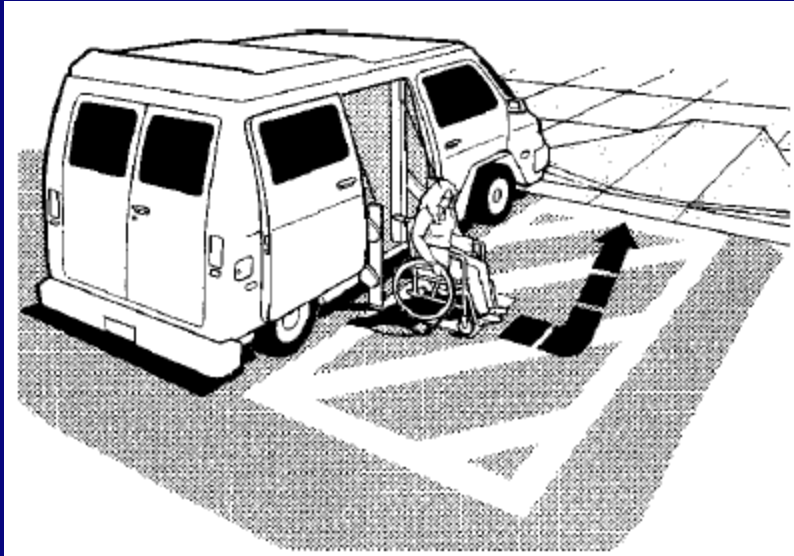
On-Street Spaces

- 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

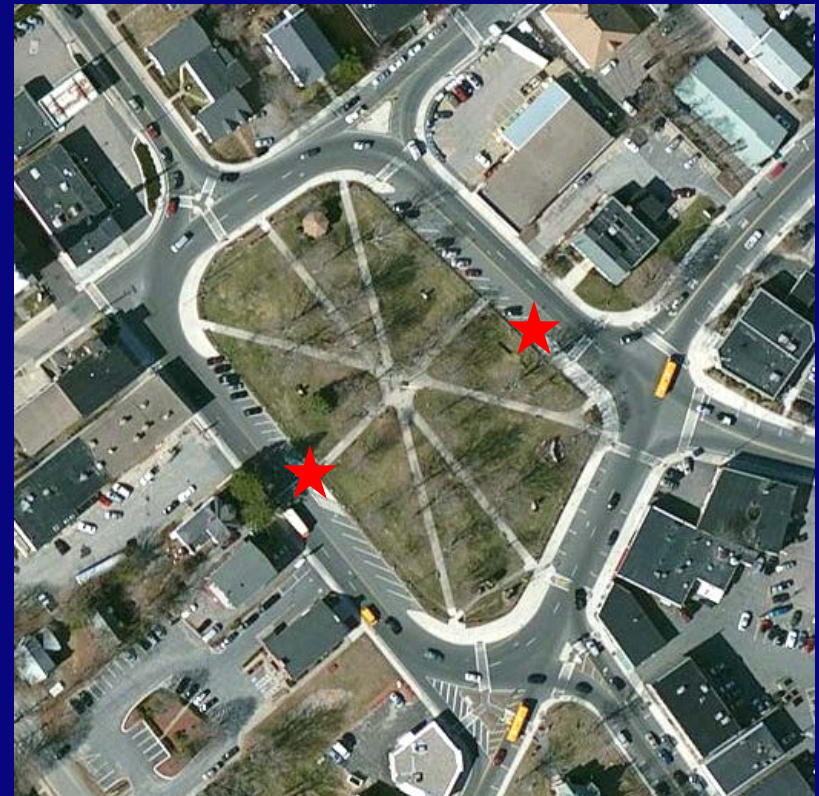
- Requires pedestrians to cross School Street, Route 140, or Cocasset Street
- Head in, diagonal parking necessitates backing out of space



★ Accessible parking space

Town Common Parking Possible Solutions

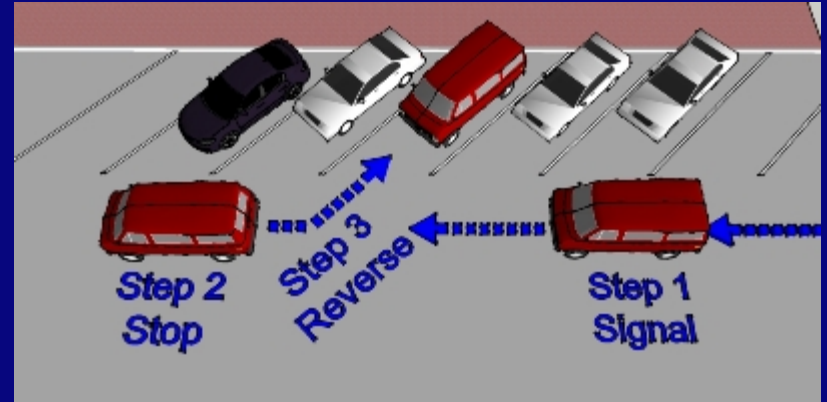
- Move parking to other side of road?
- Add parallel parking?
- Add reverse-angle parking?



★ Accessible parking space

Reverse-Angle Parking

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



Source: T. Boulanger, Transportation Services, 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



Source: T. Boulanger, Transportation Services, City of Vancouver, WA.

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

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

Beth Isler

bisler@ctps.org or 617-973-7092

Seth Asante

sasante@ctps.org or 617-973-7098

Thank you!

Questions?

**Attachment D:
Institute for Human Centered
Design ADA Checklist for
Accessible Routes**

ADA Checklist for Readily Achievable Barrier Removal

Priority 1 – Approach & Entrance



Project _____

Building _____

Location _____

Date _____

Surveyors _____

Contact Information _____

An accessible route from site arrival points and an accessible entrance should be provided for everyone.



Institute for Human Centered Design
www.HumanCenteredDesign.org
November 2011

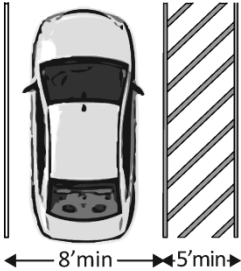


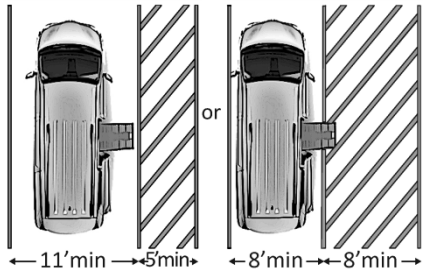
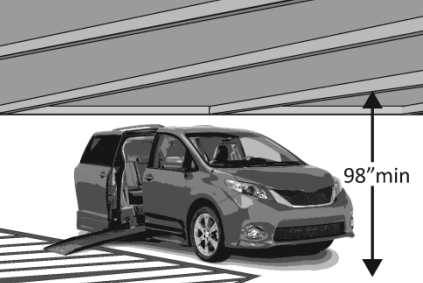
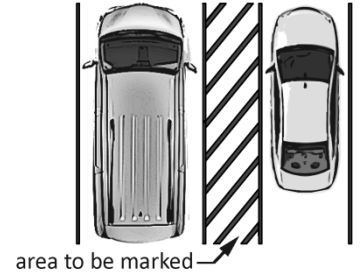
ADA National Network
Questions on the ADA 800-949-4232 voice/tty
www.ADAchecklist.org


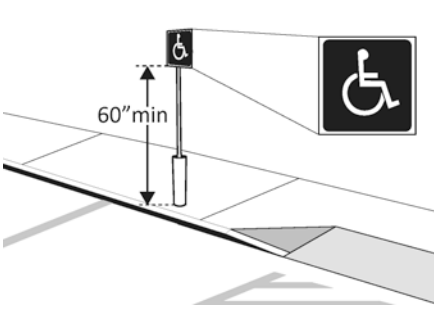

This checklist was produced by the New England ADA Center, a project of the Institute for Human Centered Design and a member of the ADA National Network. This checklist was developed under a grant from the Department of Education, NIDRR grant number H133A060092-09A. However the contents do not necessarily represent the policy of the Department of Education, and you should not assume endorsement by the Federal Government.

Questions or comments on the checklist contact the New England ADA Center at 617-695-0085 voice/tty or ADAinfo@NewEnglandADA.org

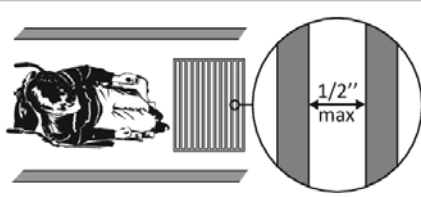
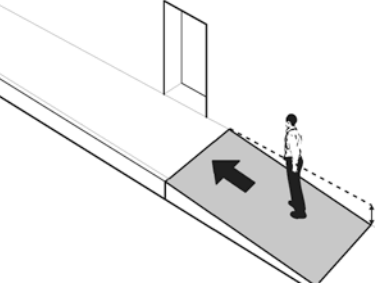
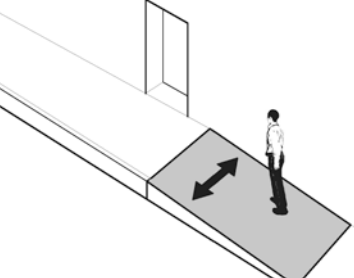
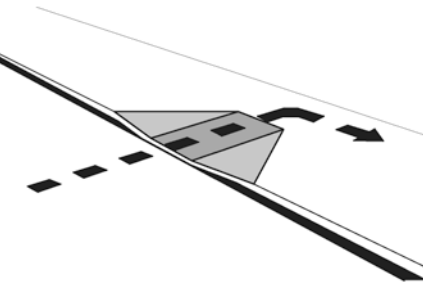
For the full set of checklists, including the checklists for recreation facilities visit www.ADAchecklist.org.

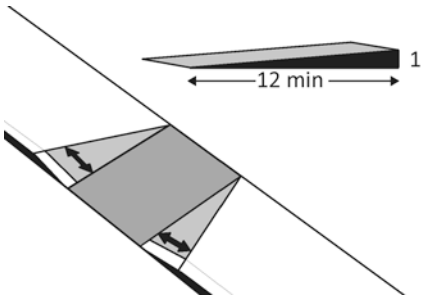
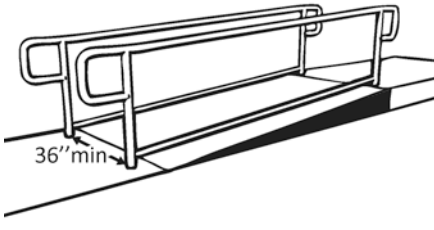

Priority 1 – Approach & Entrance		Comments	Possible Solutions												
<p>1.1 Is there at least one route from site arrival points (parking, passenger loading zones, public sidewalks and public transportation stops) that does not require the use of stairs?</p> <p><input type="checkbox"/> Yes <input type="checkbox"/> No</p> <p>If yes, location of route:</p>		Photo #:	<ul style="list-style-type: none"> • Add a ramp • Regrade to 1:20 maximum slope • Add a lift if site constraints prevent other solutions 												
<p>Parking (2010 Standards – 208 & 502) Note: Accessible parking spaces should be identified by size, access aisle and signage.</p>															
<p>1.2 If parking is provided for the public, are an adequate number of accessible spaces provided?</p> <p><input type="checkbox"/> Yes <input type="checkbox"/> No</p> <p>Total #:</p> <p>Accessible #:</p>	<table border="1"> <thead> <tr> <th>Total Spaces</th> <th>Accessible Spaces</th> </tr> </thead> <tbody> <tr> <td>1 - 25</td> <td>1</td> </tr> <tr> <td>26 - 50</td> <td>2</td> </tr> <tr> <td>51 - 75</td> <td>3</td> </tr> <tr> <td>76 - 100</td> <td>4</td> </tr> <tr> <td>100+ see 2010 Standards 208.2</td> <td></td> </tr> </tbody> </table>	Total Spaces	Accessible Spaces	1 - 25	1	26 - 50	2	51 - 75	3	76 - 100	4	100+ see 2010 Standards 208.2		Photo #:	<ul style="list-style-type: none"> • Reconfigure by repainting lines • •
Total Spaces	Accessible Spaces														
1 - 25	1														
26 - 50	2														
51 - 75	3														
76 - 100	4														
100+ see 2010 Standards 208.2															
<p>1.3 Of the accessible spaces, is at least one a van accessible space?*</p> <p><input type="checkbox"/> Yes <input type="checkbox"/> No</p>	<p>*For every 6 or fraction of 6 parking spaces required by the table above, at least 1 should be a van accessible space.</p>	Photo #:	<p>* If constructed before 3/15/2012, parking is compliant if at least 1 in every 8 accessible spaces is van accessible</p> <ul style="list-style-type: none"> • Reconfigure by repainting lines 												
<p>1.4 Are accessible spaces at least 8 feet wide with an access aisle at least 5 feet wide?</p> <p><input type="checkbox"/> Yes <input type="checkbox"/> No</p> <p>Measurement:</p>	 <p>The diagram shows a top-down view of a car in a parking space. To the right of the car is a shaded area representing an access aisle. A double-headed arrow below the car indicates a width of 8' min. Another double-headed arrow below the access aisle indicates a width of 5' min.</p>	Photo #:	<ul style="list-style-type: none"> • Reconfigure by repainting lines <p>Two spaces can share an access aisle (check state requirements; some states, such as Connecticut, require an access aisle for each space)</p>												

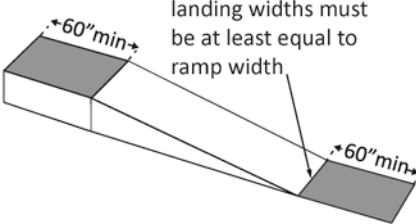
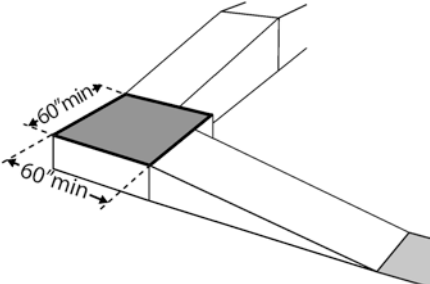
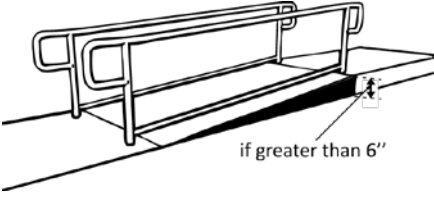
<p>1.5 Is the van accessible space:</p> <p>At least 11 feet wide with an access aisle at least 5 feet wide? Or At least 8 feet wide with an access aisle at least 8 feet wide?</p>	<p><input type="checkbox"/> Yes <input type="checkbox"/> No</p> <p>Measurement:</p> <p><input type="checkbox"/> Yes <input type="checkbox"/> No</p> <p>Measurement:</p>		<p>Photo #:</p>	<ul style="list-style-type: none"> • Reconfigure to provide van-accessible space(s) • •
<p>1.6 Is at least 98 inches of vertical clearance provided for the van accessible space?</p>	<p><input type="checkbox"/> Yes <input type="checkbox"/> No</p> <p>Measurement:</p>		<p>Photo #:</p>	<ul style="list-style-type: none"> • Reconfigure to provide van-accessible space(s) • •
<p>1.7 Are the access aisles marked so as to discourage parking in them?</p>	<p><input type="checkbox"/> Yes <input type="checkbox"/> No</p>	 <p>area to be marked</p>	<p>Photo #:</p>	<ul style="list-style-type: none"> • Mark access aisles • • <p>The marking method and color may be addressed by state/local requirements</p>
<p>1.8 Is the slope of the accessible parking spaces and access aisles no steeper than 1:48 in all directions?</p>	<p><input type="checkbox"/> Yes <input type="checkbox"/> No</p> <p>Measurement:</p>		<p>Photo #:</p>	<ul style="list-style-type: none"> • Regrade surface • •

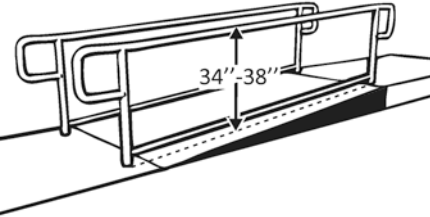
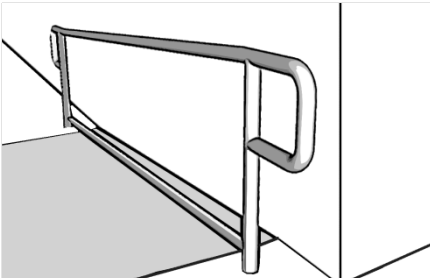
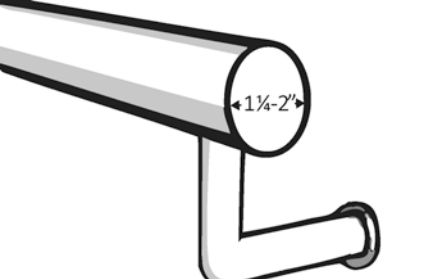
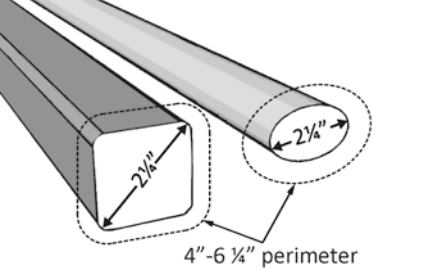
<p>1.9 Do the access aisles adjoin an accessible route?</p>	<p><input type="checkbox"/> Yes <input type="checkbox"/> No</p>		<p>Photo #:</p>	<ul style="list-style-type: none"> • Create accessible route • Relocate accessible space •
<p>1.10 Are accessible spaces Identified with a sign that includes the International Symbol of Accessibility?</p> <p>Is the bottom of the sign at least 60 inches above the ground?</p>	<p><input type="checkbox"/> Yes <input type="checkbox"/> No</p> <p><input type="checkbox"/> Yes <input type="checkbox"/> No</p> <p>Measurement:</p>		<p>Photo #:</p>	<ul style="list-style-type: none"> • Install signs • • <p>The International Symbol of Accessibility is not required on the ground by the 2010 Standards</p>
<p>1.11 Are there signs reading “van accessible” at van accessible spaces?</p>	<p><input type="checkbox"/> Yes <input type="checkbox"/> No</p>		<p>Photo #:</p>	<ul style="list-style-type: none"> • Install signs • •
<p>1.12 Of the total parking spaces, are the accessible spaces located on the closest accessible route to the accessible entrance(s)?</p>	<p><input type="checkbox"/> Yes <input type="checkbox"/> No</p>		<p>Photo #:</p>	<ul style="list-style-type: none"> • Reconfigure spaces • • <p>If parking lot serves multiple entrances, accessible parking should be dispersed</p>

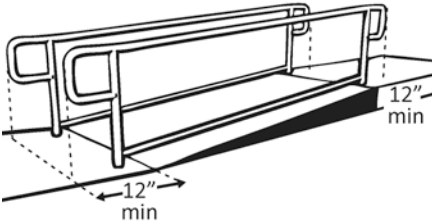
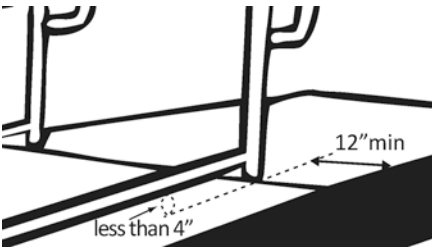
Exterior Accessible Route (2010 Standards – Ch.4)				
<p>1.13 Is the route stable, firm and slip-resistant?</p>	<p><input type="checkbox"/> Yes <input type="checkbox"/> No</p>		<p>Photo #:</p>	<ul style="list-style-type: none"> • Repair uneven paving • Fill small bumps and breaks with patches • Replace gravel with asphalt or other surface
<p>1.14 Is the route at least 36 inches wide?</p> <p>Note: The accessible route can narrow to 32 inches min. for a max. of 24 inches. These narrower portions of the route must be at least 48 inches from each other.</p>	<p><input type="checkbox"/> Yes <input type="checkbox"/> No</p> <p>Measurement:</p>		<p>Photo #:</p>	<ul style="list-style-type: none"> • Change or move landscaping, furnishings or other items • Widen route •
<p>1.15 If the route is greater than 200 feet in length and no less than 60 inches wide, is there a passing space no less than 60 x 60 inches?</p>	<p><input type="checkbox"/> Yes <input type="checkbox"/> No</p> <p>Measurement:</p>		<p>Photo #:</p>	<ul style="list-style-type: none"> • Widen route for passing space • •




<p>1.16 If there are grates or openings on the route, are the openings no larger than ½ inches to the dominant direction of travel?</p> <p>Is the long dimension perpendicular to the dominant direction of travel?</p>	<p><input type="checkbox"/> Yes <input type="checkbox"/> No</p> <p>Measurement:</p> <p><input type="checkbox"/> Yes <input type="checkbox"/> No</p>		<p>Photo #:</p>	<ul style="list-style-type: none"> • Replace or move grate • •
<p>1.17 Is the running slope no steeper than 1:20, i.e. for every inch of height change there are at least 20 inches of route run?</p>	<p><input type="checkbox"/> Yes <input type="checkbox"/> No</p> <p>Measurement:</p>		<p>Photo #:</p>	<ul style="list-style-type: none"> • Regrade to 1:20 max. • If steeper than 1:20 and no steeper than 1:12, treat as a ramp and add other features such as edge protection and handrails •
<p>1.18 Is the cross slope no steeper than 1:48?</p>	<p><input type="checkbox"/> Yes <input type="checkbox"/> No</p> <p>Measurement:</p>		<p>Photo #:</p>	<ul style="list-style-type: none"> • Regrade to 1:48 max. • •
<p>Curb Ramps (2010 Standards – 406)</p>				
<p>1.19 If the accessible route crosses a curb, is there a curb ramp?</p>	<p><input type="checkbox"/> Yes <input type="checkbox"/> No</p>		<p>Photo #:</p>	<ul style="list-style-type: none"> • Install curb ramp • •

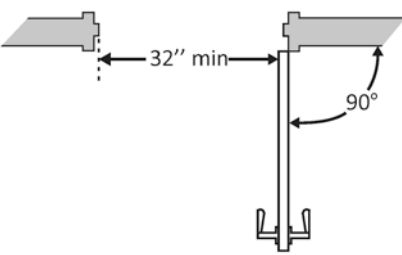
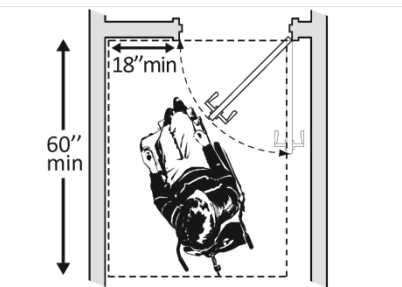
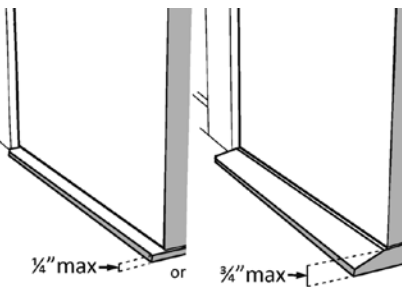
<p>at least 10 inches of flare run?</p>			<p>Photo #:</p>	
<p>1.24 If the landing at the top is less than 36 inches long, are there curb ramp flares?</p> <p>Are the slopes of the flares no greater than 1:12, i.e. for every inch of height change there are at least 12 inches of flare run?</p>	<p><input type="checkbox"/> Yes <input type="checkbox"/> No</p> <p><input type="checkbox"/> Yes <input type="checkbox"/> No</p> <p>Measurement:</p>		<p>Photo #:</p>	<ul style="list-style-type: none"> • Add ramp flares • Regrade flares •
<p>Ramps (2010 Standards – 405 & 505) Note: If any portion of the accessible route is steeper than 1:20, it should be treated as a ramp.</p>				
<p>1.25 If there is a ramp (other than curb ramps), is it at least 36 inches wide? If there are handrails, measure between the handrails.</p>	<p><input type="checkbox"/> Yes <input type="checkbox"/> No</p> <p>Measurement:</p>		<p>Photo #:</p>	<ul style="list-style-type: none"> • Alter ramp • •
<p>1.26 Is the surface stable, firm and slip resistant?</p>	<p><input type="checkbox"/> Yes <input type="checkbox"/> No</p>		<p>Photo #:</p>	<ul style="list-style-type: none"> • Resurface ramp • •
<p>1.27 For each section of the ramp, is the running slope no greater than 1:12, i.e. for every inch of height change there are at least 12 inches of ramp run?</p> <p>Note: Rises no greater than 3 inches with a slope no steeper than</p>	<p><input type="checkbox"/> Yes <input type="checkbox"/> No</p> <p>Measurement:</p>			<ul style="list-style-type: none"> • Alter or relocate ramp • Lengthen ramp to decrease slope •


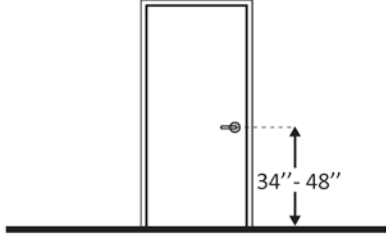
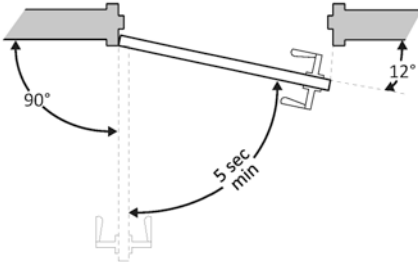
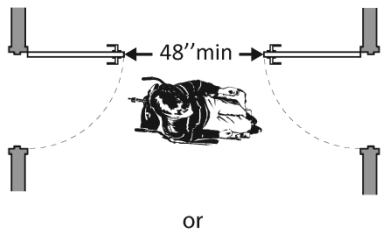
<p>1:8 and rises no greater than 6 inches with a slope no steeper than 1:10 are permitted when such slopes are necessary due to space limitations.</p>			<p>Photo #:</p>	
<p>1.28 Is there a level landing that is at least 60 inches long and at least as wide as the ramp:</p> <p>At the top of the ramp?</p> <p>At the bottom of the ramp?</p>	<p><input type="checkbox"/> Yes <input type="checkbox"/> No</p> <p>Measurement:</p> <p><input type="checkbox"/> Yes <input type="checkbox"/> No</p> <p>Measurement:</p>		<p>Photo #:</p>	<ul style="list-style-type: none"> • Alter ramp • •
<p>1.29 Is there a level landing where the ramp changes direction that is at least 60 x 60 inches?</p>	<p><input type="checkbox"/> Yes <input type="checkbox"/> No</p> <p>Measurement:</p>		<p>Photo #:</p>	<ul style="list-style-type: none"> • Alter ramp • •
<p>1.30 If the ramp has a rise higher than 6 inches, are there handrails on both sides?</p>	<p><input type="checkbox"/> Yes <input type="checkbox"/> No</p> <p>Measurement:</p>		<p>Photo #:</p>	<ul style="list-style-type: none"> • Add handrails • • <p>Curb ramps are not required to have handrails</p>

<p>1.31 Is the top of the handrail gripping surface no less than 34 inches and no greater than 38 inches above the ramp surface?</p>	<p><input type="checkbox"/> Yes <input type="checkbox"/> No</p> <p>Measurement:</p>		<p>Photo #:</p>	<ul style="list-style-type: none"> • Reconfigure or replace handrails • •
<p>1.32 Is the handrail gripping surface continuous and not obstructed along the top or sides?</p> <p>Is the bottom of the handrail gripping surface obstructed for no more than 20 percent of its length?</p>	<p><input type="checkbox"/> Yes <input type="checkbox"/> No</p> <p><input type="checkbox"/> Yes <input type="checkbox"/> No</p> <p>Measurement:</p>		<p>Photo #:</p>	<ul style="list-style-type: none"> • Reconfigure or replace handrails • •
<p>1.33 If the handrail gripping surface is circular, is it no less than 1 ¼ inches and no greater than 2 inches in diameter?</p>	<p><input type="checkbox"/> Yes <input type="checkbox"/> No</p> <p>Measurement:</p>		<p>Photo #:</p>	<ul style="list-style-type: none"> • Replace handrails • •
<p>1.34 If the handrail gripping surface is non-circular, is it no less than 4 inches and no greater than 6 ½ inches in perimeter and no more than 2 ¼ inches in cross section?</p>	<p><input type="checkbox"/> Yes <input type="checkbox"/> No</p> <p>Measurement:</p>		<p>Photo #:</p>	<ul style="list-style-type: none"> • Replace handrails • •

<p>1.35 Does the handrail:</p> <p>Extend at least 12 inches horizontally beyond the top and bottom of the ramp?</p> <p>Return to a wall, guard, or landing surface?</p>	<p><input type="checkbox"/> Yes <input type="checkbox"/> No</p> <p>Measurement:</p> <p><input type="checkbox"/> Yes <input type="checkbox"/> No</p>		<p>Photo #:</p>	<ul style="list-style-type: none"> • Add extensions • Reconfigure handrails •
<p>1.36 To prevent wheelchair casters and crutch tips from falling off:</p> <p>Does the surface of the ramp extend at least 12 inches beyond the inside face of the handrail?</p> <p>Or</p> <p>Is there a curb or barrier that prevents the passage of a 4-inch diameter sphere?</p>	<p><input type="checkbox"/> Yes <input type="checkbox"/> No</p> <p>Measurement:</p> <p><input type="checkbox"/> Yes <input type="checkbox"/> No</p> <p>Measurement:</p>		<p>Photo #:</p>	<ul style="list-style-type: none"> • Add curb • Add barrier • Extend ramp width •
<p>Entrance (2010 Standards – 404)</p>				
<p>1.37 Is the main entrance accessible?</p>	<p><input type="checkbox"/> Yes <input type="checkbox"/> No</p>		<p>Photo #:</p>	<ul style="list-style-type: none"> • Redesign to make it accessible • •

<p>1.38 If the main entrance is not accessible, is there an alternative accessible entrance?</p> <p>Can the alternative accessible entrance be used independently and during the same hours as the main entrance?</p>	<p><input type="checkbox"/> Yes <input type="checkbox"/> No</p> <p><input type="checkbox"/> Yes <input type="checkbox"/> No</p>		<p>Photo #:</p>	<ul style="list-style-type: none"> • Designate an entrance and make it accessible • Ensure that accessible entrance can be used independently and during the same hours as the main entrance •
<p>1.39 Do all inaccessible entrances have signs indicating the location of the nearest accessible entrance?</p>	<p><input type="checkbox"/> Yes <input type="checkbox"/> No</p>		<p>Photo #:</p>	<ul style="list-style-type: none"> • Install signs • Install signs on route before people get to inaccessible entrances so that people do not have to turn around and retrace route •
<p>1.40 If not all entrances are accessible, is there a sign at the accessible entrance with the International Symbol of Accessibility?</p>	<p><input type="checkbox"/> Yes <input type="checkbox"/> No</p>		<p>Photo #:</p>	<ul style="list-style-type: none"> • Install sign • •

<p>1.41 Is the clear opening width of the accessible entrance door at least 32 inches, between the face of the door and the stop, when the door is open 90 degrees?</p>	<p><input type="checkbox"/> Yes <input type="checkbox"/> No Measurement:</p>		<p>Photo #:</p>	<ul style="list-style-type: none"> • Alter door • Install offset hinges •
<p>1.42 If there is a front approach to the pull side of the door, is there at least 18 inches of maneuvering clearance beyond the latch side plus at least 60 inches clear depth?</p> <p>On both sides of the door, is the ground or floor surface of the maneuvering clearance level (no steeper than 1:48)?</p>	<p><input type="checkbox"/> Yes <input type="checkbox"/> No Measurement:</p> <p><input type="checkbox"/> Yes <input type="checkbox"/> No Measurement:</p>		<p>Photo #:</p>	<p>See 2010 Standards 404.2.4 for maneuvering clearance requirements on the push side of the door and side approaches to the pull side of the door</p> <ul style="list-style-type: none"> • Remove obstructions • Reconfigure walls • Add automatic door opener
<p>1.43 Is the door threshold edge no more than ¼ inch high?</p> <p>Or</p> <p>No more than ¾ inch high if slope is beveled no steeper than 1:2?</p> <p>Note: The first ¼ inch of the threshold may be vertical; the rest must be beveled.</p>	<p><input type="checkbox"/> Yes <input type="checkbox"/> No Measurement:</p> <p><input type="checkbox"/> Yes <input type="checkbox"/> No Measurement:</p>		<p>Photo #:</p>	<ul style="list-style-type: none"> • Remove or replace threshold • •

<p>1.44 Is the door equipped with hardware, including locks, that is operable with one hand and does not require tight grasping, pinching, or twisting of the wrist?</p>	<p><input type="checkbox"/> Yes <input type="checkbox"/> No</p>		<p>Photo #:</p>	<ul style="list-style-type: none"> • Replace inaccessible knob with lever, loop or push hardware • Add automatic door opener •
<p>1.45 Are the operable parts of the door hardware no less than 34 inches and no greater than 48 inches above the floor or ground surface?</p>	<p><input type="checkbox"/> Yes <input type="checkbox"/> No</p> <p>Measurement:</p>		<p>Photo #:</p>	<ul style="list-style-type: none"> • Change hardware height • •
<p>1.46 If the door has a closer, does it take at least 5 seconds to close from an open position of 90 degrees to a position of 12 degrees from the latch?</p>	<p><input type="checkbox"/> Yes <input type="checkbox"/> No</p> <p>Measurement:</p>		<p>Photo #:</p>	<ul style="list-style-type: none"> • Adjust closer • •
<p>1.47 If there are two doors in a series, e.g. vestibule, is the distance between the doors at least 48 inches plus the width of the doors when swinging into the space?</p>	<p><input type="checkbox"/> Yes <input type="checkbox"/> No</p> <p>Measurement:</p>		<p>Photo #:</p>	<ul style="list-style-type: none"> • Remove inner door • Change door swing •

		<p style="text-align: center;">or</p>	<p>Photo #:</p>	
<p>1.48 If provided at the building entrance, are carpets or mats no higher than ½ inch thick?</p>	<p><input type="checkbox"/> Yes <input type="checkbox"/> No</p> <p>Measurement:</p>		<p>Photo #:</p>	<ul style="list-style-type: none"> • Replace or remove mats • •
<p>1.49 Are edges of carpets or mats securely attached to minimize tripping hazards?</p>	<p><input type="checkbox"/> Yes <input type="checkbox"/> No</p>		<p>Photo #:</p>	<ul style="list-style-type: none"> • Secure carpeting or mats at edges • •