

CITY OF STOUGHTON
DEPARTMENT OF
PLANNING & DEVELOPMENT
381 East Main Street Stoughton, WI 53589
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RODNEY J. SCHEEL
DIRECTOR

Date: January 23, 2004
To: Gary Locke
Public Safety Committee Chairman
From: Rodney J. Scheel
Director of Planning & Development
Subject: Accessible Parking in Downtown Area

At the request of your committee, I have conducted further research on the above subject. Specifically, I have contacted three area communities arguably with similar downtown character. The findings are as follows:

Fort Atkinson - No accessible stalls on "main" street or side streets. All accessible stalls are located in parking lots located ½ to 1 ½ blocks off "main" street.

Jefferson - No accessible stalls on "main" street or side streets. All accessible stalls are located in parking lots located in downtown area.

Sun Prairie - Two accessible stalls on Main Street and one stall on adjacent side street. No set policy for placement and these were designated some time ago. Parking lots in downtown district are used for most accessible stalls.

I have also included a copy of my previous memo on this topic. Since that time, an additional accessible stall was designated on the northwest corner of Main Street and Fifth Street.

You have requested my opinion about various options for spacing and location. A discussion follows:

1. It appears an adequate supply of stalls currently exists in the 8 block section of downtown bordered by Washington St., Jefferson St., Fifth St. and Water Street. Twenty-two stalls are currently provided.
2. Accessible stalls located on Main Street may present an intimidating environment for some users of such stalls due to the traffic volumes on

Main Street. For certain users, this environment may be considered dangerous depending on their impairment.

3. On-street stalls located on adjacent side streets should produce a less intimidating environment because there is less traffic that tends to operate at slower speeds.
4. A review of the map that shows the spacing of accessible stalls seems to indicate a possible deficiency near the intersection of Forrest Street and Main Street. If one is considered for this area, I would recommend you consider placement on Forrest Street north of Main Street. Forrest Street South of Main Street is not appropriate due to severe street grades.

If I can be of further assistance, please let me know.

Enclosure

cc. Mayor Helen J. Johnson
City Clerk Luann Alme
Street Superintendent Karl Manthe
Police Chief Pat O' Connor

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RODNEY J. SCHEEL
DIRECTOR

Date: October 22, 2003
To: Gary Locke
Public Safety Committee Chairman
From: Rodney J. Scheel
Director of Planning & Development
Subject: Accessible Parking in Downtown Area

I have completed a review of where all accessible parking stalls are located in the downtown area. Attached you will find a map indicating the locations of each stall.

- In the area bordered by Washington Street on the north, Jefferson Street on the South, between Water Street and Fifth Street there are 21 accessible stalls.
- Eight (8) of the stalls are located on the street, the balance are located off-street in parking lots.
- Two (2) of the stalls are located on Main Street. This reinforces the theory that it is safer to have the accessible stalls on side streets or in parking lots where there is less traffic.

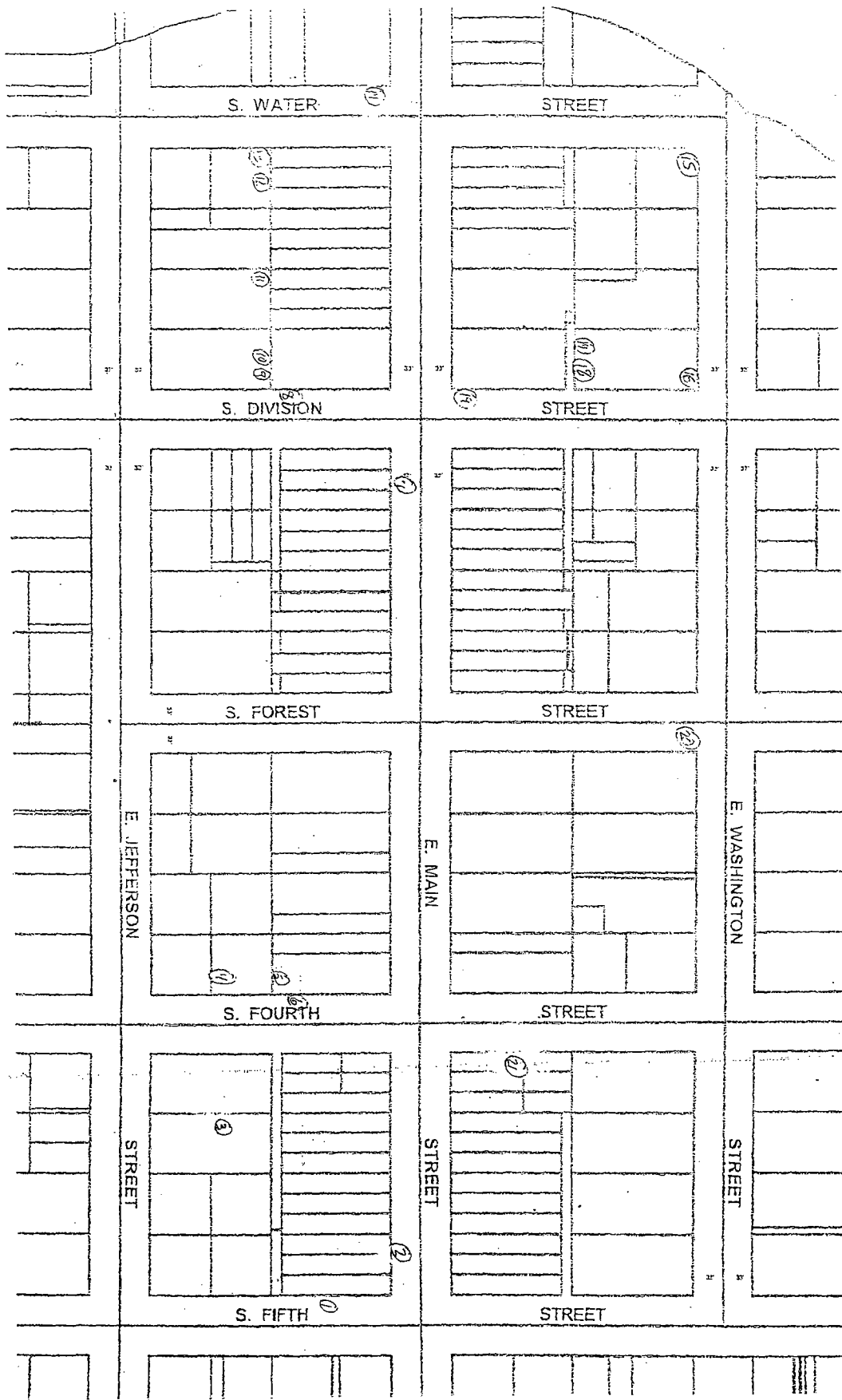
I have also included material discussing on-street parking as it relates to accessibility. This material is from "Accessible Public Rights-of-Way Design Guide" prepared by the U.S. Architectural and Transportation Barriers Compliance Board.

If I can be of further assistance, please let me know.

Enclosures

cc. Mayor Helen J. Johnson
City Clerk Luann Alme
Street Superintendent Karl Manthe
Police Chief Pat O' Connor

11/2/10



ADAAG Appendix: A4.6.3 Parking Spaces.

The increasing use of vans with side-mounted lifts or ramps...has necessitated some revisions in specifications for parking spaces and adjacent access aisles. The typical accessible parking space is 96 in (2440 mm) wide with an adjacent 60 in (1525 mm) access aisle.

However, this aisle does not permit lifts or ramps to be deployed and still leave room for a person using a wheelchair or other mobility aid to exit the platform or ramp...The "van accessible" parking space required by these guidelines provides a 96 in (2440 mm) wide space with a 96 in (2440 mm) adjacent access aisle which is just wide enough to maneuver and exit from a side-mounted lift. If a 96 in (2440 mm) access aisle is placed between two spaces, two "van accessible" spaces are created. Alternatively, if the wide access aisle is provided at the end of a row...it may be possible to provide the wide access aisle without additional space...A sign is needed to alert van users to the presence of the wider aisle, but the space is not intended to be restricted only to vans.[...]

An essential consideration for any design is having the access aisle level with the parking space. Since a person with a disability, using a lift or ramp, must maneuver within the access aisle, the aisle cannot include a ramp or sloped area. The access aisle must be connected to an accessible route to the appropriate entrance to a building or facility. The parking access aisle must either blend with the accessible route or have a curb ramp complying with 4.7. Such a curb ramp opening must be located within the access aisle boundaries, not within the parking space boundaries. Unfortunately, many facilities are designed with a ramp that is blocked when any vehicle parks in the accessible space. Also, the required dimensions of the access aisle cannot be restricted by planters, curbs, or wheel stops.

3.8 Vehicular Ways and Facilities**3.8.1 On-Street Parking**

Just as the provision of pedestrian circulation on and along sidewalks constitutes a "program" of a title II entity, so too may the provision of on-street parking by a city or town be a program covered by title II. This is particularly true if the local government does not provide any other public parking in a garage or lot. For many addresses, on-street parking offers the most convenient access.

3.8.2 Scoping

It is difficult to be precise in recommending scoping for the number of accessible spaces that should be provided in new construction or alteration projects that include on-street parking. Accessibility scoping for parking lots and garages offers some guidance, but it is not directly applicable to urban blocks or suburban strips. A municipal policy of providing one accessible space per developed block face, in commercial areas where parking is controlled by meters, time limits, or similar regulation, is recommended. In residential areas, citizen requests may establish need and should be coordinated with the provision of curb ramps. The inventory of existing accessible on- and off-street public spaces and opportunities to designate accessible spaces where street slopes are minimal may also be factors.

Where parallel parking is already provided, accessible spaces can be designated at the head and foot of a block to take advantage of existing curb ramp access (SEE FIGURE 52). Locations at or near intersections are also more likely to have minimal street slopes and will be more usable by drivers and passengers who transfer between vehicles and wheelchairs. Spaces at the foot of a block can also accommodate vans that have rear-loading lifts and cars that have rear scooter hoists. If the sidewalk adjacent to an accessible space is unencumbered with plantings, benches, and signposts, vans can deploy side lifts directly on the sidewalk.

Some pedestrians with disabilities who are ambulatory will need accessible parking spaces close to a specific building or facility. Planners should consider providing accessible spaces—and curb ramps—at midblock or in other locations to provide a short or direct route to certain accessible entrances.

3.8.3 Parallel Parking

In Rockville, MD, accessible on-street parking is provided in a 13-foot-deep recess that allows the access aisle to be located on either the driver or passenger side of the vehicle. Two spaces are grouped, with curb ramps at the head and foot of the recess.

An Oakland, CA policy permits the city to designate resident-only 'blue zone' parking in front of the homes of people with disabilities.

ADAAG 4.1.2(5)(a) Accessible Sites and Exterior Facilities: New Construction. If parking spaces are provided for self-parking by employees or visitors, or both, then accessible spaces complying with 4.6 shall be provided. Total parking provided in each such parking area in conformance with the table below..

Total Parking in Lot	Minimum Number of Accessible Spaces
1-25	1
26-50	2
51-75	3
76-100	4
101-150	5
[...]	

In the historic downtown of Edenton, NC, accessible angled parking is provided at the head and foot of the block. Curb ramps are installed in bulbouts at each intersection.

PASSENGER LOADING ZONES

- ✓ 20-foot-long (6.1 m) level access aisle
- ✓ curb ramp
- ✓ 114" (2.9 m) overhead clearance at loading zones
- ✓ sidewalk clear for lift deployment
- ✓ mounted signage

Although ADAAG does not contain technical specifications for accessible parallel parking, a curb lane that is 13 feet (4 m) wide can accommodate an 8-foot (2440-mm) vehicle width and a 5-foot (1525-mm) access aisle. A curb ramp at the head or foot of the space can then provide access to the sidewalk. If the accessible space is adjacent to the street crossing, an existing corner curb ramp may serve it adequately. Sidewalk extensions—neckdowns or bulbouts—used to shorten street crossings or provide traffic calming, can also shelter the access aisle needed for fully usable on-street transfer from vehicle seat to wheelchair. Standard accessible parking signs should be installed. Several State accessibility codes have illustrated on-street spaces with access aisles inset into the sidewalk in the manner of loading-zone construction (SEE FIGURES 53 AND 54).

3.8.4 Other On-Street Parking

Perpendicular and angled on-street parking can be designed and constructed according to accessible parking space provisions (SEE FIGURE 55). Where one-way traffic prevails, it may be necessary to increase the number of access aisles provided or permit backing into the space to locate the access aisle on the side of the vehicle where it is needed. One in every eight accessible spaces should be van accessible, with an access aisle that is 8 feet (2440 mm) wide.

3.8.5 Loading Zones

Accessible design standards for passenger loading zones can be applied at many building entrances by including a curb ramp in front of the building and planning for adequate headroom where there is a canopy or other building element overhead. An access aisle for a vehicle lift can be provided on the sidewalk, if it is clear of obstructions, or a portion of the parking or driving lane may be used, where permitted, for vehicle-to-wheelchair transfer.

3.8.6 Speed Bumps

Drivers with disabilities report that a speed bump (or hump) is a barrier to roadway use, not merely an inconvenience. The jarring that can occur at even low speeds can be painful or dangerous. Other traffic calming approaches should be considered where feasible.

3.8.7 Callboxes