



Town of Barnstable, Massachusetts

GIS Summary

October 2021

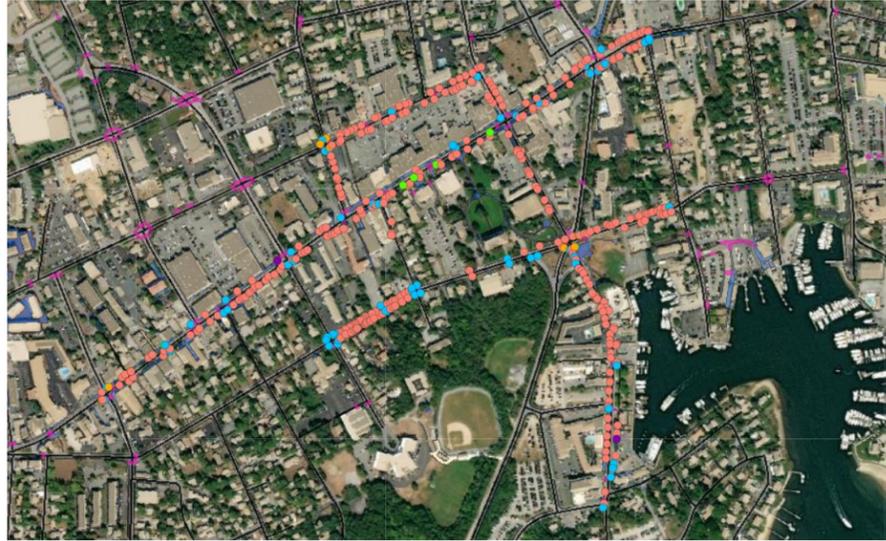


Prepared by the



Institute for Human Centered Design

Sidewalk and Walkway Accessibility Survey



Town of Barnstable ADA Transition Plan

October 2021

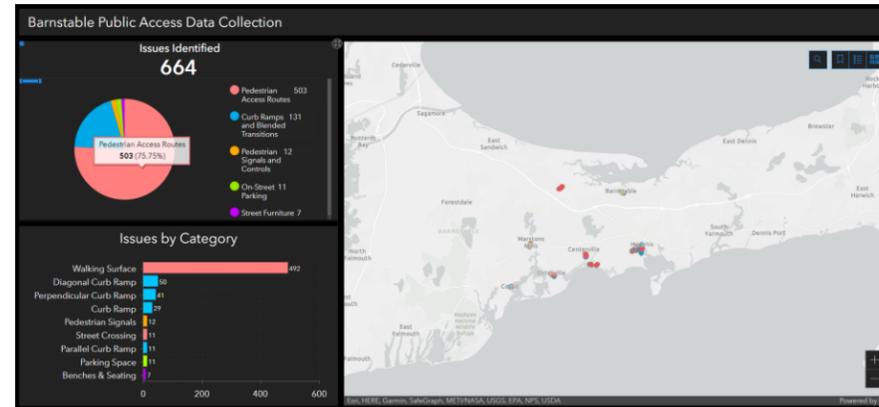


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Background

The Town of Barnstable requested an ADA assessment of the Town's sidewalks and walkways. The survey of the sidewalks, pedestrian crossings and curb ramps was performed through GIS. The survey included approximately 7 miles of sidewalks. To ensure the Town is in compliance with Title II of the Americans with Disabilities Act, IHCD uses the U.S. Access Board's Proposed Public Rights-of-Way Accessibility Guidelines (PROWAG). The Rules and Regulations of the Massachusetts Architectural Access Board - 521 CMR are also part of the survey. The deliverable includes a dashboard (as shown in the image below) which reflects the top 10 major accessibility issues, identifies the major categories that need to be assessed and a map with all the points to view and better understand how the compliance issues are spread along the areas that were surveyed.



In addition to the dashboard, a GIS layer that contains information of non-compliant elements through points collected during the survey. This digital information will allow the Town of Barnstable to use the data for corrective actions in the field with a precise location of the accessibility issues and easy access to digital photos that illustrate the problem.

The towns that were surveyed in Barnstable included Hyannis, Barnstable, West Barnstable, Centerville, Marstons Mills, Osterville, and Cotuit.

Note: Title II of the Americans with Disabilities Act (ADA) requires that state and local governments ensure that persons with disabilities have access to the pedestrian routes in the public right of way. An important part of this requirement is the obligation whenever streets, roadways, or highways are altered to provide curb ramps where street level pedestrian walkways cross curbs. This requirement is intended to ensure the accessibility and usability of the pedestrian walkway for persons with disabilities. Alterations of streets, roads, or highways include activities such as reconstruction, rehabilitation, resurfacing, widening, and projects of similar scale and effect. Maintenance activities on streets, roads, or highways, such as filling potholes, are not alterations. See *Department of Justice/Department of Transportation Joint Technical Assistance¹ on the Title II of the Americans with Disabilities Act Requirements to Provide Curb Ramps when Streets, Roads, or Highways are Altered through Resurfacing* at https://www.fhwa.dot.gov/civilrights/programs/ada/doj_fhwa_ta.cfm

Key Accessibility Issues:

Exterior Routes

- Some areas along the existing sidewalks have deteriorated surfaces and lack maintenance. As a result, there are frequent instances of excessive changes in level, an uneven surface and areas that do not prevent accumulation of water.
- Many of the existing sidewalks have frequent areas with excessive cross slopes.
- Few benches were not located on an accessible route.

Curb Ramps

- Some curb ramps are not flush with the street.
- Some curb ramps are not maintained in operable working condition.
- Some curb ramps are not provided where required.

Additional Accessibility Issues

- Some pedestrian signals lack clear ground space at controls.
- Few pedestrian signals are not audible.
- Identification signs at some accessible parking spaces are higher than the maximum height allowed.

Best Practice and Inclusive Design

Best practice and inclusive design recommendations include elements that are not required in the standards but may create enhanced experiences for all users.

- Recommend providing detectable warnings at all intersections.
- Recommend providing marked pedestrian crossing.
- In some locations, where street furniture is provided (e.g., benches), recommend providing a clear floor space adjacent to benches.