



Community Development Department
Planning Division
211 South Williams Street
Royal Oak, MI 48067

Central Business District Parking Analysis On-street Handicap Parking

June 13, 2019

The Honorable Mayor Fournier and
Members of the City Commission:

Staff in the community development and public service departments were directed by the city manager to perform an analysis of parking facilities in the central business district (CBD) with the goal of identifying suitable locations for handicap on-street parking spaces. The downtown development authority (DDA) in its role as the city's parking committee considered the topic at its May 15th, 2019 meeting. A copy of the materials distributed at that meeting are provided (Attachment 1). The DDA unanimously adopted the following resolution:

Be It Resolved: the Royal Oak Downtown Development Authority hereby recommends to the city commission that it direct city staff to install handicapped parking spaces in an appropriate number and location of those existing angled parking spaces throughout the CBD.

Subsequent to that DDA meeting, staff members undertook several tasks. First, the current number of all on-street public parking spaces in the downtown was ascertained (Attachment 2). Next, the number of handicap spaces, both public and private, were counted (Attachment 3). Last, an analysis of on-street spaces was performed and suitable locations for on-street handicap spaces were identified (Attachment 4).

Staff determined that existing angled on-street spaces were best suited for conversion to handicap spaces versus the retrofit of parallel spaces. While angled handicap spaces can often be installed simply through restriping, parallel handicap spaces require significantly more changes to the streetscape, such as the removal of street trees, lights and sidewalk cafes to create sufficient buffer space (Attachment 5).

The results of this analysis are summarized below.

On-Street Parking

Public spaces, does not include spaces for emergency vehicles.

- Of the 30 blocks in the CBD, there are presently 754 on-street parking spaces.
- With the completion of the alley running between 11 Mile Rd. and 2nd St., there are now four on-street handicap spaces in the downtown.
- 20 additional handicap spaces are proposed, located throughout the downtown where angled street parking currently exists.
- The installation of these barrier free spaces would result in a net loss of 12 on-street spaces, bringing the total number of spaces to 742.

- At 24 spaces, approximately 3.2 percent of all on-street spaces in the downtown would be accessible. You will note that the ADA requirement for 501-1,000 spaces is two percent or 15.

Accessible Spaces Overall

Public spaces located on-street or in City-owned lots or parking structures; private parking facilities.

- There are currently 101 handicap spaces in the downtown: 97 in lots or structures and four on the street.
- There are 81 privately owned accessible spaces.
- With the installation of 20 proposed on-street accessible spaces, as well as 10 new handicap spaces associated with the city hall and police building developments, there would be 131 publicly owned handicap spaces in the downtown.
- The total number of accessible spaces in the central business district would total 212.

Additional measures needed to install 20 additional accessible on-street parking spaces would be the reduction in height of associated parking meters. This can be achieved by trimming down the poles supporting existing parking meter heads. The city manager has asked me to also request the DDA fund a contract to lower all of our parking meters as short people find it difficult to read the screens.

Should the city commission concur with the DDA, the following resolution is recommended:

Be it resolved, the city commission hereby authorizes and directs staff to install 20 on-street handicap parking spaces as depicted in Attachment 4 as well as adjusting the height of adjacent meters.

Respectfully submitted,
Timothy E. Thwing
Director of Community Development

Approved,


Donald E. Johnson
City Manager

5 Attachments



Royal Oak DOWNTOWN DEVELOPMENT AUTHORITY

Meeting Date: 05/15/2019

211 Williams Street
Royal Oak, MI 48067
Phone: (248) 246-3280
downtownroyaloak.org

MEMORANDUM

DATE: May 10, 2019

TO: MEMBERS OF THE DOWNTOWN DEVELOPMENT AUTHORITY

SUBJECT: HANDICAPPED PARKING SPACES IN CBD

In its role as the city's parking committee the DDA is being asked to provide a recommendation to the city commission on handicapped parking in the Central Business District, CBD.

The Infrastructure Committee discussed a portion of the issue at its May 7th, 2019 meeting. That portion being handicapped parking spaces on the street. Currently, there are no designated handicapped parking spaces on-street. It has been the city's position that these spaces are not designed to be accessible parking spaces and that the ADA regulations do not provide a standard design for these on-street spaces, see attached ADA document.

A ruling in the 9th Circuit Court of Appeals has clouded the issue. Attached is a communication from the city attorney.

The Infrastructure Committee concluded that designating parallel on-street parking spaces as handicapped spaces would not make those spaces accessible and could provide a false sense of security or protection to the individual using the space. Such a designation would simply reserve parallel parking spaces for a person with a handicap permit, it would not make them accessible. The committee is recommending that a portion of the existing angled on-street parking spaces be converted to handicapped spaces. The number should be based upon the number of total parking spaces per block and be located near an intersection/crosswalk.

Should the DDA concur with the committee's recommendation the following resolution has been provided for its consideration:

Be It Resolved: the Royal Oak Downtown Development Authority hereby recommends to the city commission that it direct city staff to install handicapped parking spaces in an appropriate number and location of those existing angled parking spaces throughout the CBD.

For the board's information the 11 Mile parking deck will include twenty (19) handicapped spaces which represents six (6) more than required by ADA and an additional four (4) are planned for the surface spaces along the adjacent alley.

Attachment 1

*Handicapped Parking
Spaces in CBD*

Page 2 of 2

Respectfully Submitted,



Timothy E. Thwing
Executive Director



U.S. Department of Justice
Civil Rights Division
Disability Rights Section

Americans with Disabilities Act

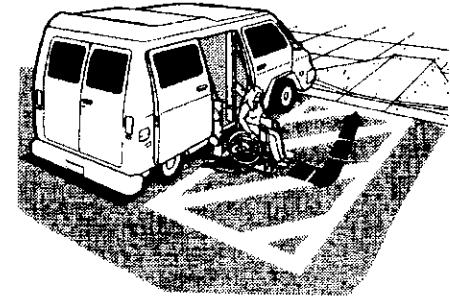
ADA Business BRIEF: Resstriping Parking Lots

Accessible Parking Spaces

When a business restripes a parking lot, it must provide accessible parking spaces as required by the ADA Standards for Accessible Design.

In addition, businesses or privately owned facilities that provide goods or services to the public have a continuing ADA obligation to remove barriers to access in existing parking lots when it is readily achievable to do so. Because restriping is relatively inexpensive, it is readily achievable in most cases.

This ADA Business Brief provides key information about how to create accessible car and van spaces and how many spaces to provide when parking lots are restriped.



One of eight accessible parking spaces, but always at least one, must be van accessible.

Accessible Parking Spaces for Cars

Accessible parking spaces for cars have at least a 60-inch-wide access aisle located adjacent to the designated parking space. The access aisle is just wide enough to permit a person using a wheelchair to enter or exit the car. These parking spaces are identified with a sign and located on level ground.

Van-Accessible Parking Spaces

Van-accessible parking spaces are the same as accessible parking spaces for cars except for three features needed for vans:

- a wider access aisle (96") to accommodate a wheelchair lift;
- vertical clearance to accommodate van height at the van parking space, the adjacent access aisle, and on the vehicular route to and from the van-accessible space, and
- an additional sign that identifies the parking spaces as "van accessible."

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)	Column A	Van-Accessible Parking Spaces with min. 96" wide access aisle	Accessible Parking Spaces with min. 60" wide access aisle
1 to 25	1	1	1	0
26 to 50	2	1	1	1
51 to 75	3	1	1	2
76 to 100	4	1	1	3
101 to 150	5	1	1	4
151 to 200	6	1	1	5
201 to 300	7	1	1	6
301 to 400	8	1	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

Attachment 1

Location

Accessible parking spaces must be located on the shortest accessible route of travel to an accessible facility entrance. Where buildings have multiple accessible entrances with adjacent parking, the accessible parking spaces must be dispersed and located closest to the accessible entrances.

When accessible parking spaces are added in an existing parking lot, locate the spaces on the most level ground close to the accessible entrance. An accessible route must always be provided from the accessible parking to the accessible entrance. An accessible route never has curbs or stairs, must be at least 3-feet wide, and has a firm, stable, slip-resistant surface. The slope along the accessible route should not be greater than 1:12 in the direction of travel.

Accessible parking spaces may be clustered in one or more lots if equivalent or greater accessibility is provided in terms of distance from the accessible entrance, parking fees, and convenience. Van-accessible parking spaces located in parking garages may be clustered on one floor (to accommodate the 98-inch minimum vertical height requirement).

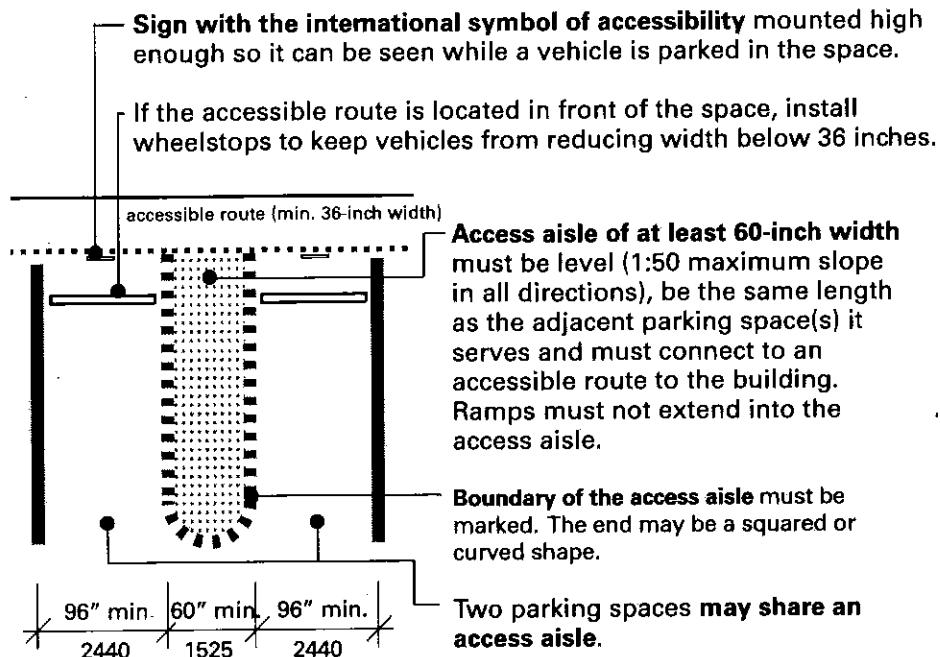
Free Technical Assistance

Answers to technical and general questions about restriping parking lots or other ADA requirements are available by telephone on weekdays. You may also order the ADA Standards for Accessible Design and other ADA publications, including regulations for private businesses, at any time day or night. Information about ADA-related IRS tax credits and deductions is also available from the ADA Information Line.

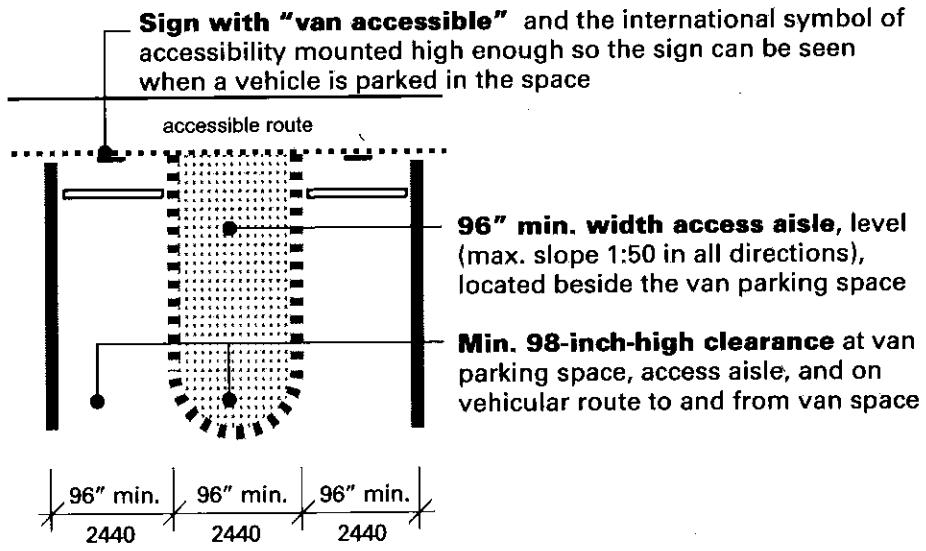
Department of Justice ADA Information Line

800-514-0301 (voice)
800-514-0383 (TTY)

Features of Accessible Parking Spaces for Cars



Three Additional Features for Van-Accessible Parking Spaces



ADA Website and ADA Business Connection

You may also view or download ADA information on the Department's ADA website at any time. The site provides access to the **ADA Business Connection** and the ADA design standards, ADA regulations, ADA policy letters, technical assistance materials, and general ADA information. It also provides links to other Federal agencies, and updates on new ADA requirements and enforcement efforts. www.usdoj.gov/crt/ada/adahom1.htm

Reference:

ADA Standards for Accessible Design (28 CFR Part 36):
§ 4.1.6 Alterations; § 4.1.2 Accessible Sites and Exterior Facilities: New Construction; § 4.6.1 Parking and Passenger Loading Zones, and
§ 4.3 Accessible Route.

Duplication is encouraged.

Attachment 1

From: Gillam, David <GillamD@romi.gov>
Sent: Thursday, April 25, 2019 5:42 PM
To: Johnson, Donald <DonJ@romi.gov>
Subject: RE: Handicapped Parking

Don,

I reviewed the 9th Circuit Court of Appeals decision in Fortyune v City of Lomita and it did involve a failure to provide accessible on-street diagonal parking.

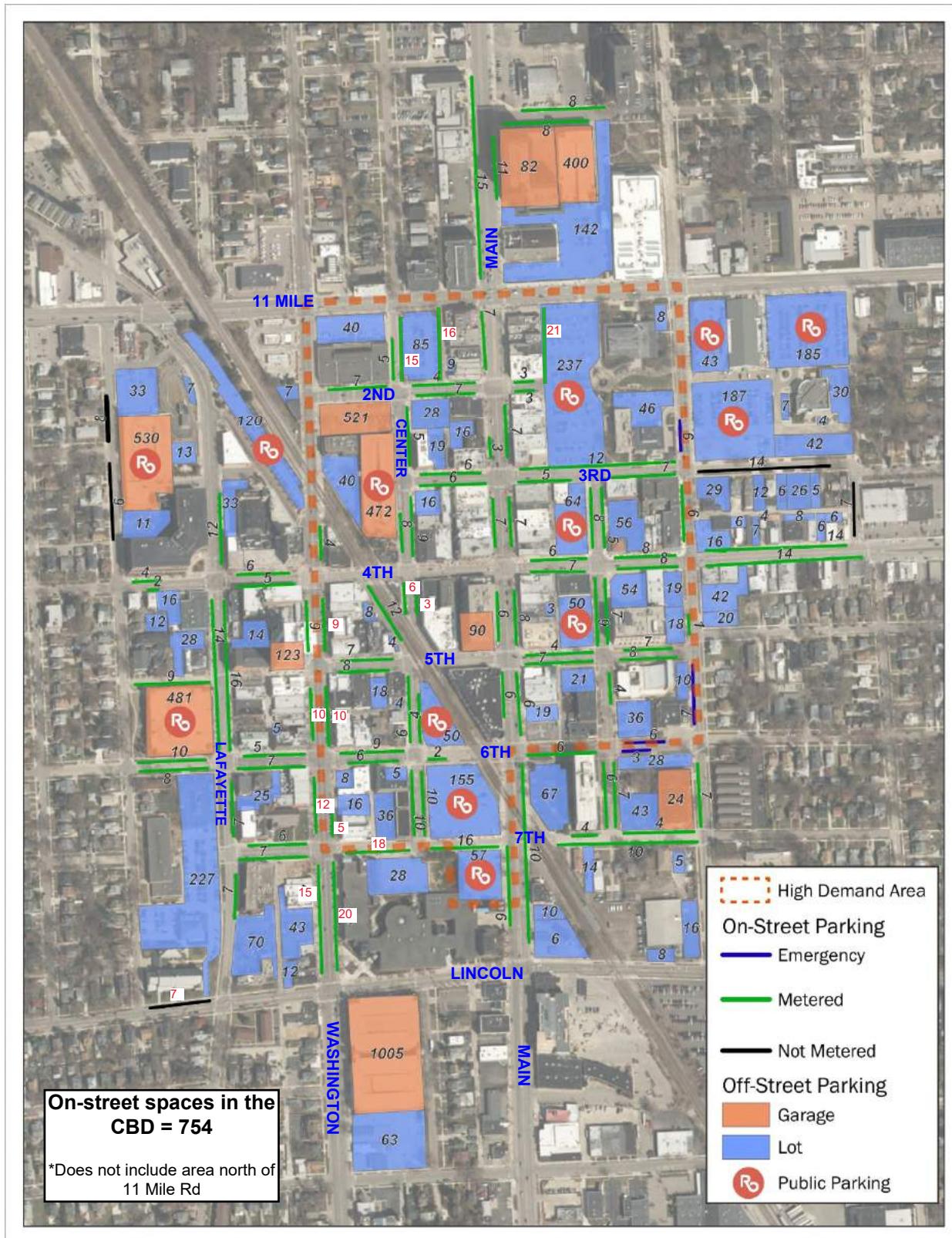
As we discussed, a decision from the 9th Circuit is not binding here in Michigan. However, based upon my research, the trend seems to be to recognize that federal law requires local governments to provide accessible on-street public parking in newly constructed or altered parking areas. I'm not certain how accessible on-street public parking can be provided in parallel parking areas, but the City should at least be considering it when future road improvements are being planned. At a minimum, I would recommend that the City plan to provide accessible on-street parking in the future in diagonal parking areas.

David W. Gillam
City Attorney

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PARKING SUPPLY

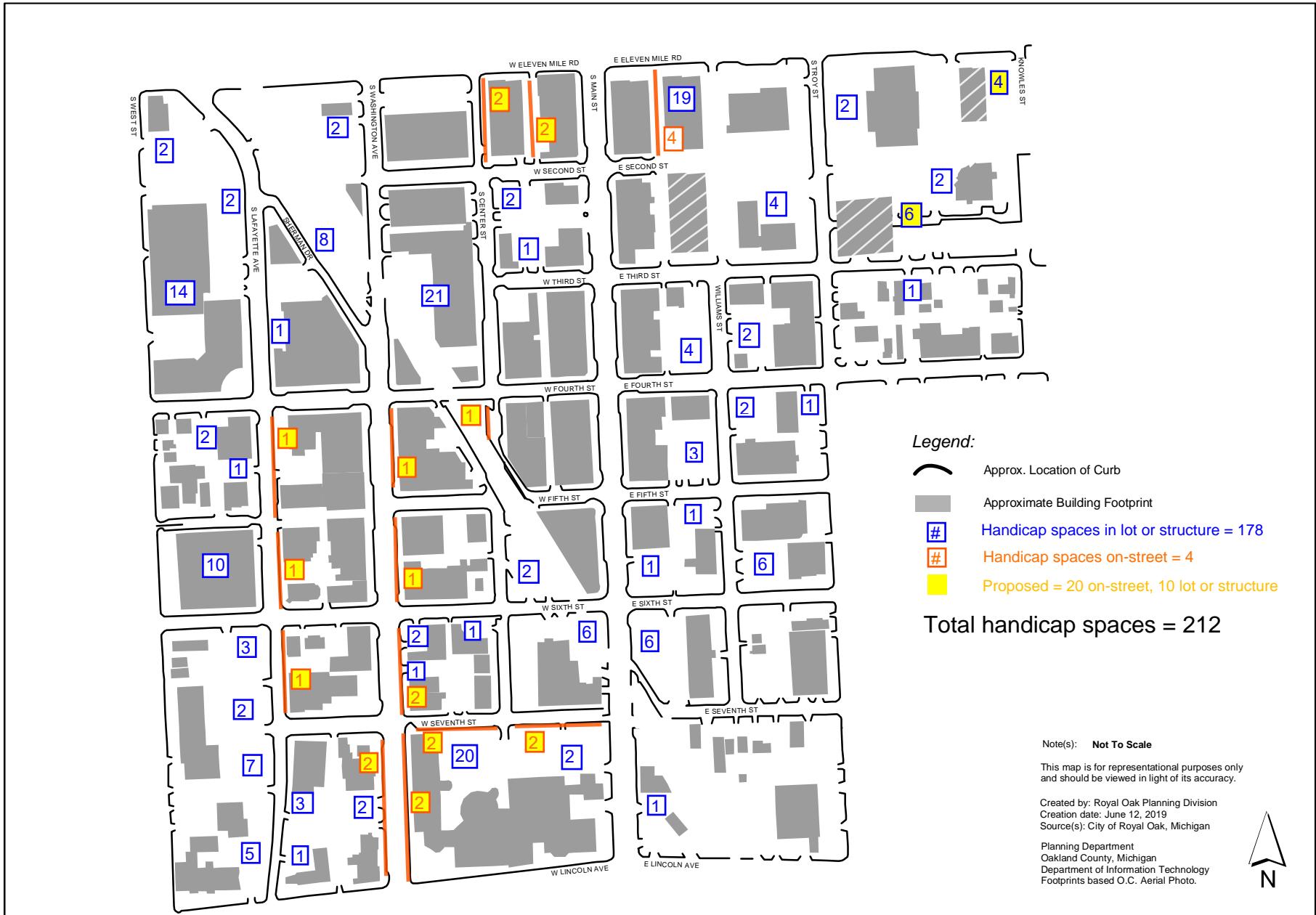


Modified from Rich & Associates map, produced in report dated April 2018.



CITY OF ROYAL OAK CENTRAL BUSINESS DISTRICT

CURRENT & PROPOSED HANDICAP PARKING SPACES





Attachment 4

City of Royal Oak Downtown Handicap Parking Options

The attached drawings show potential locations for handicap parking spaces within the angled parking zones of downtown Royal Oak. The proposed locations were selected to minimize the distance to the nearest ramp or dropped curb, and to provide a safe aisle adjacent to the parking space. Each drawing shows the route a handicap person would have to take to get from the vehicle to a dropped curb (either ramp or driveway entrance) in yellow.

It should be noted that these handicap spots are not necessarily ADA compliant as the roadway pavement may exceed 2% in some areas. However, for a retrofit of existing parking areas, the selected locations are appropriate. If the roadways are reconstructed in the future, some locations could be improved with closer handicap ramps.

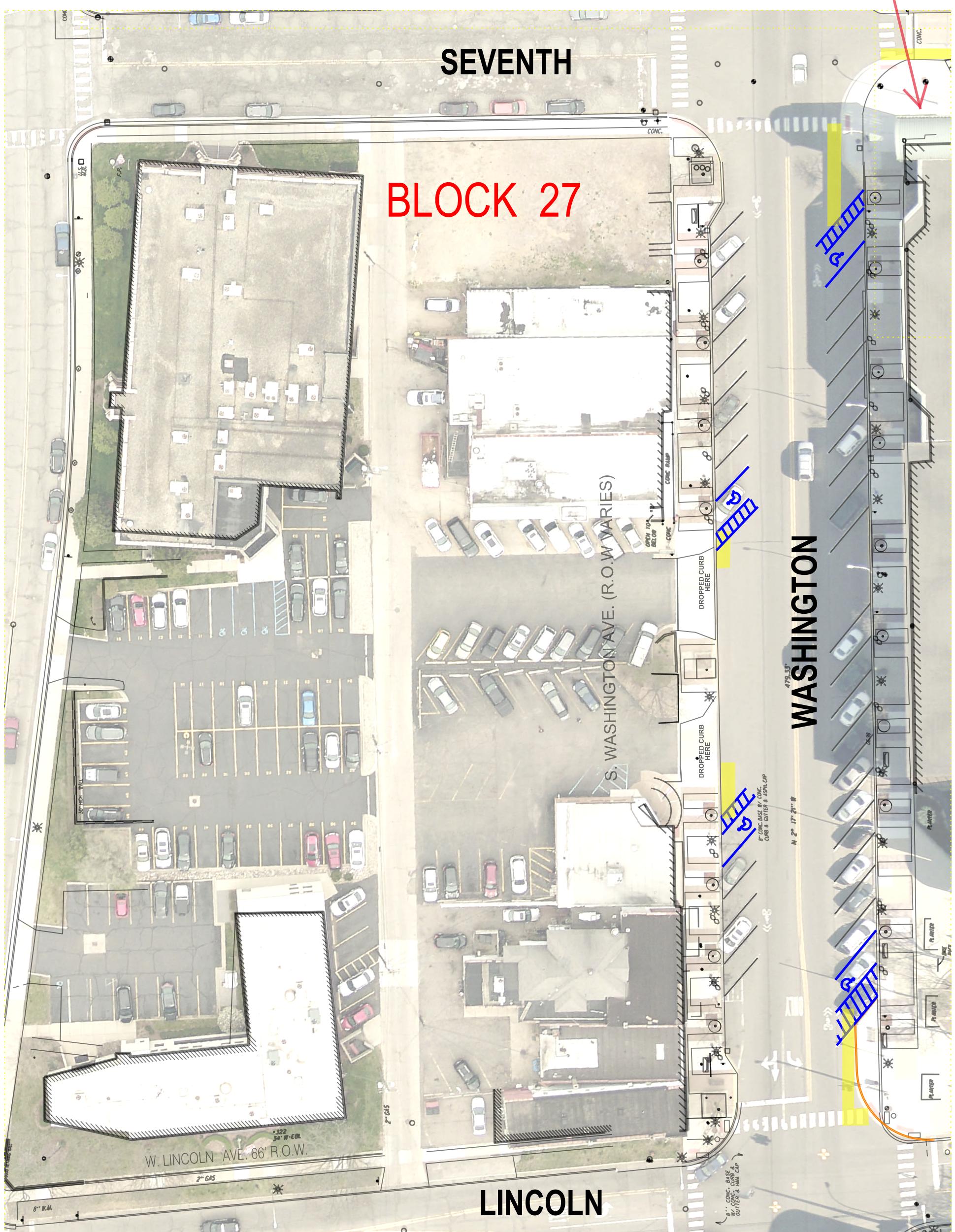
The table below summarizes each location. Some handicap spaces can be deleted from these options depending on the goals of the Planning Division.

Location:	S. Washington Ave.				S. Center St.		Public Alley	W. Seventh St.		Public Alley	Totals:
	Lincoln to Seventh	Seventh to Sixth	Sixth to Fifth	Fifth to Fourth	Fifth to Fourth	Second to 11 Mile		Washingt on to Center	Center to Main		
Total existing number of spaces	37	19	23	20	7	16	17	19	16	23	197
Lost spaces (for striped aisles)	1	2	2	1	1	1	1	1	0	2	12
Proposed handicap spaces	4	3	2	2	1	2	2	2	2	4	24
Remaining standard spaces	32	14	19	17	5	13	14	16	14	17	161

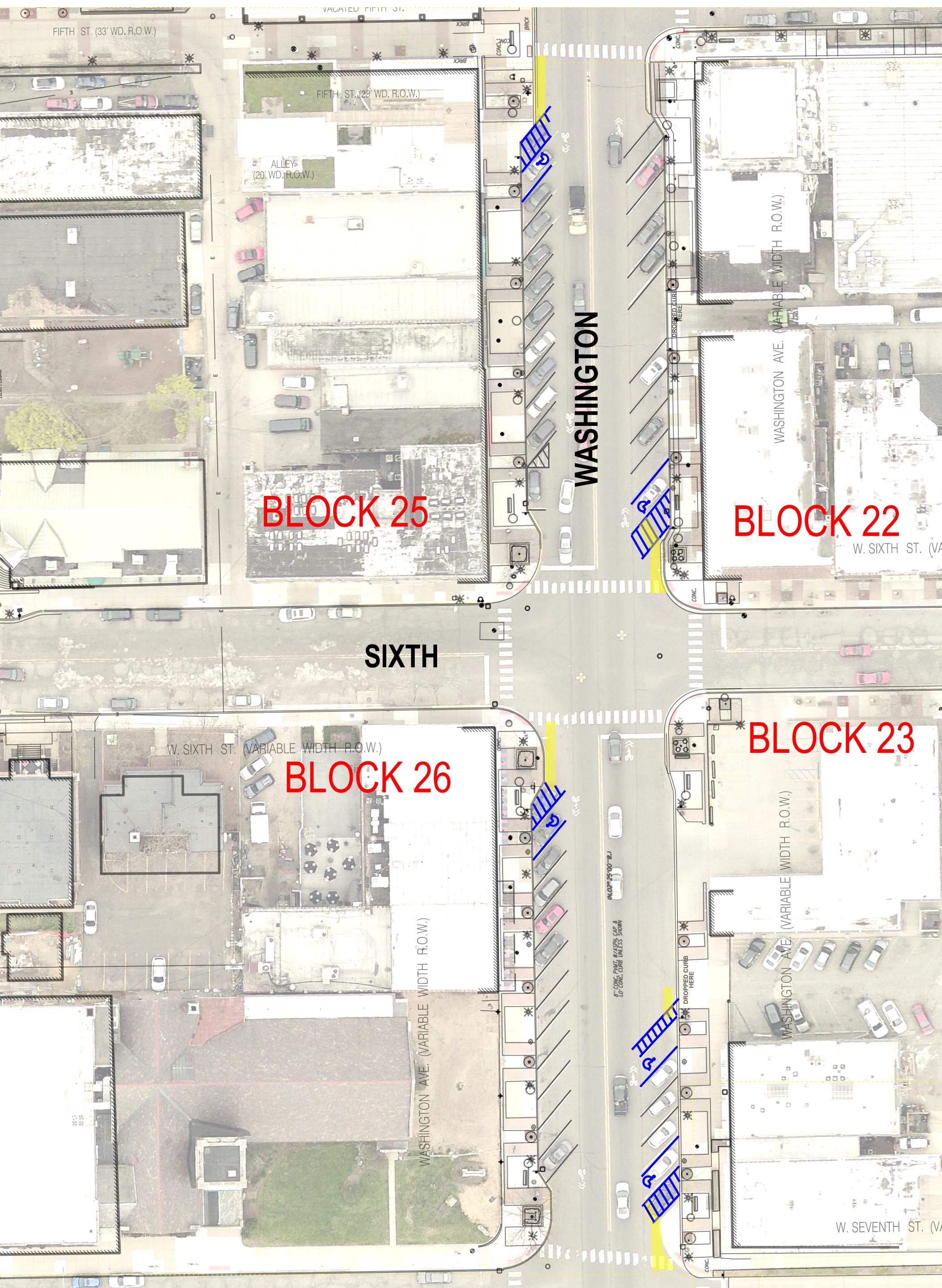
BLOCK 19

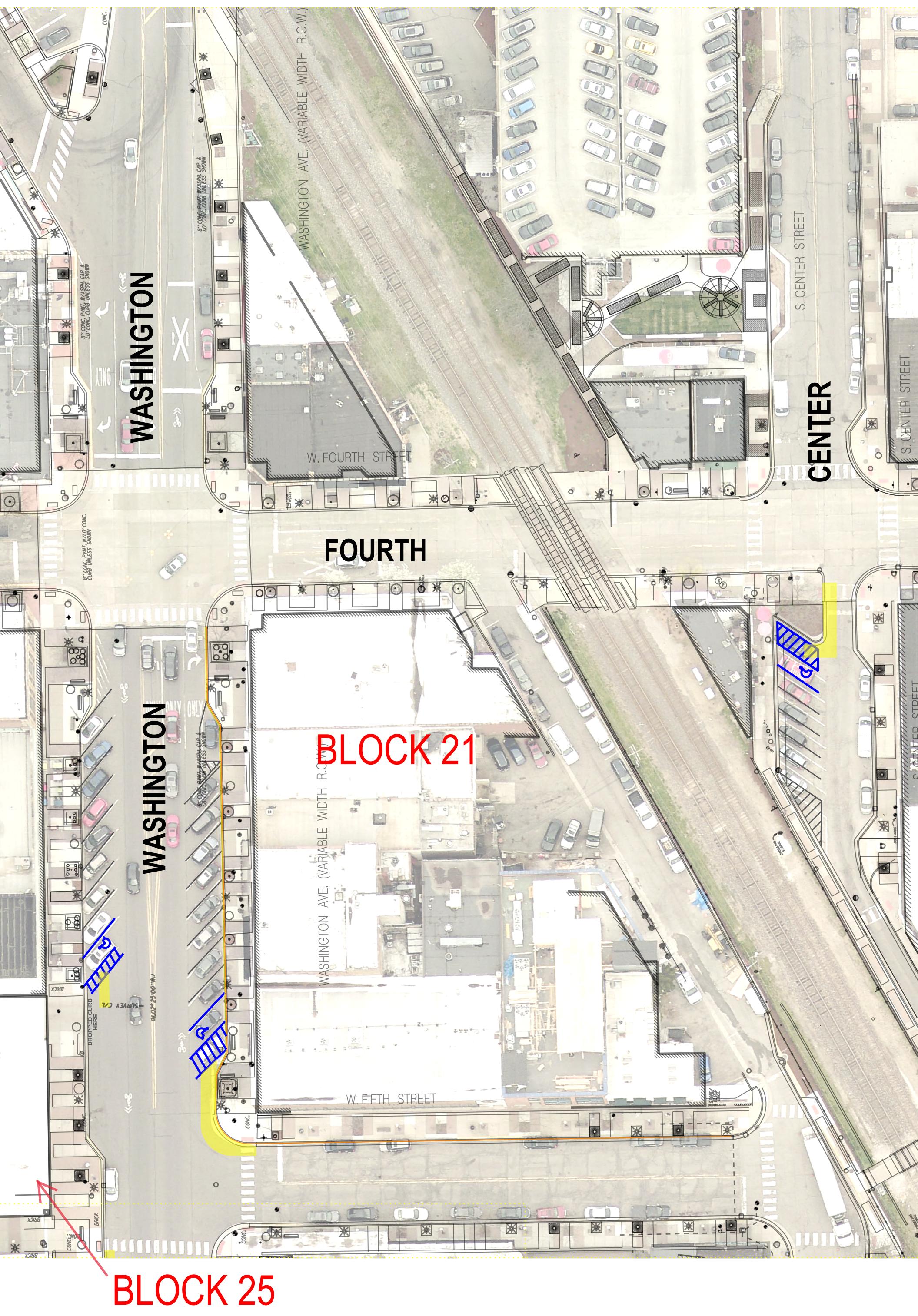
BLOCK 27

WASHINGTON

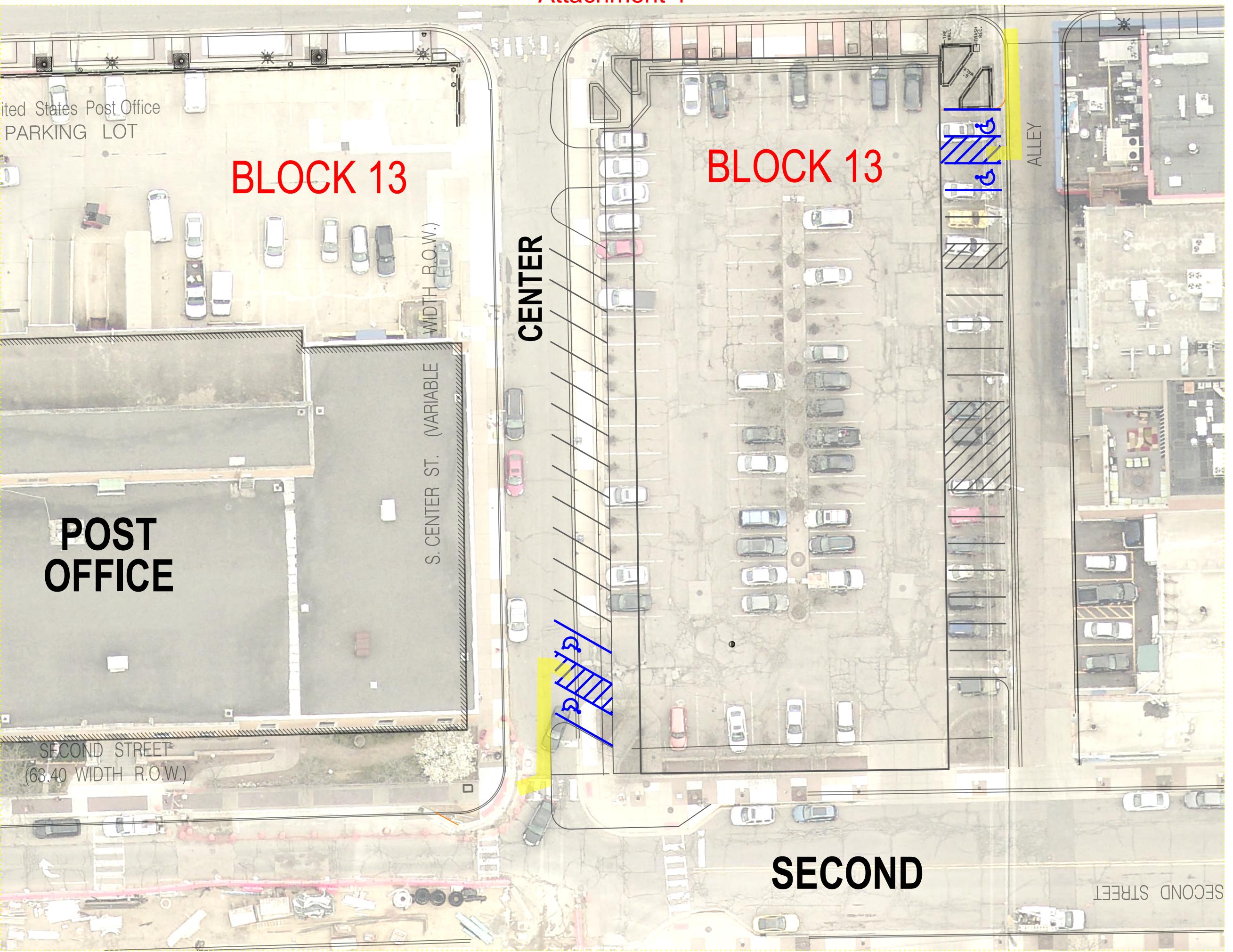


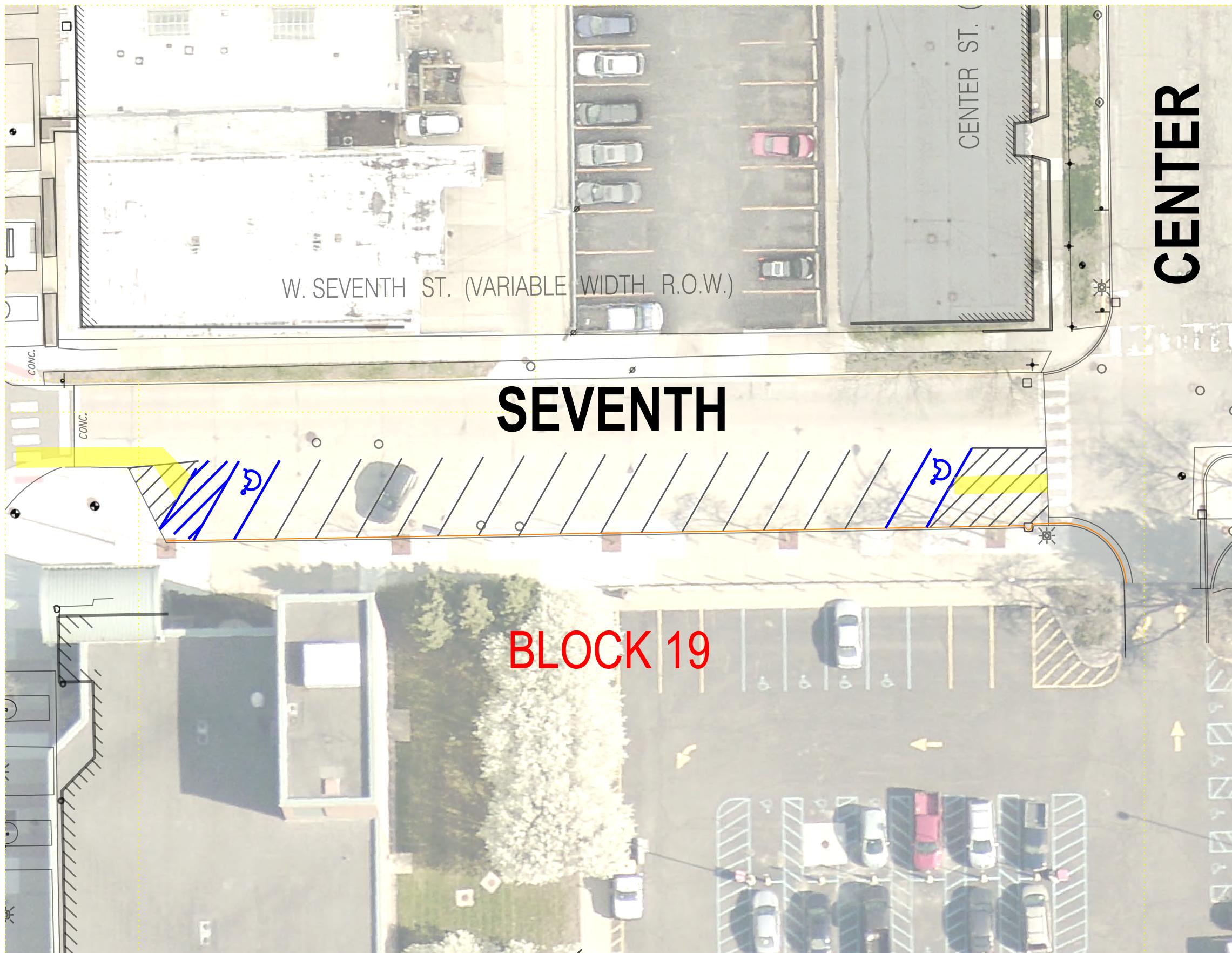
Attachment 4

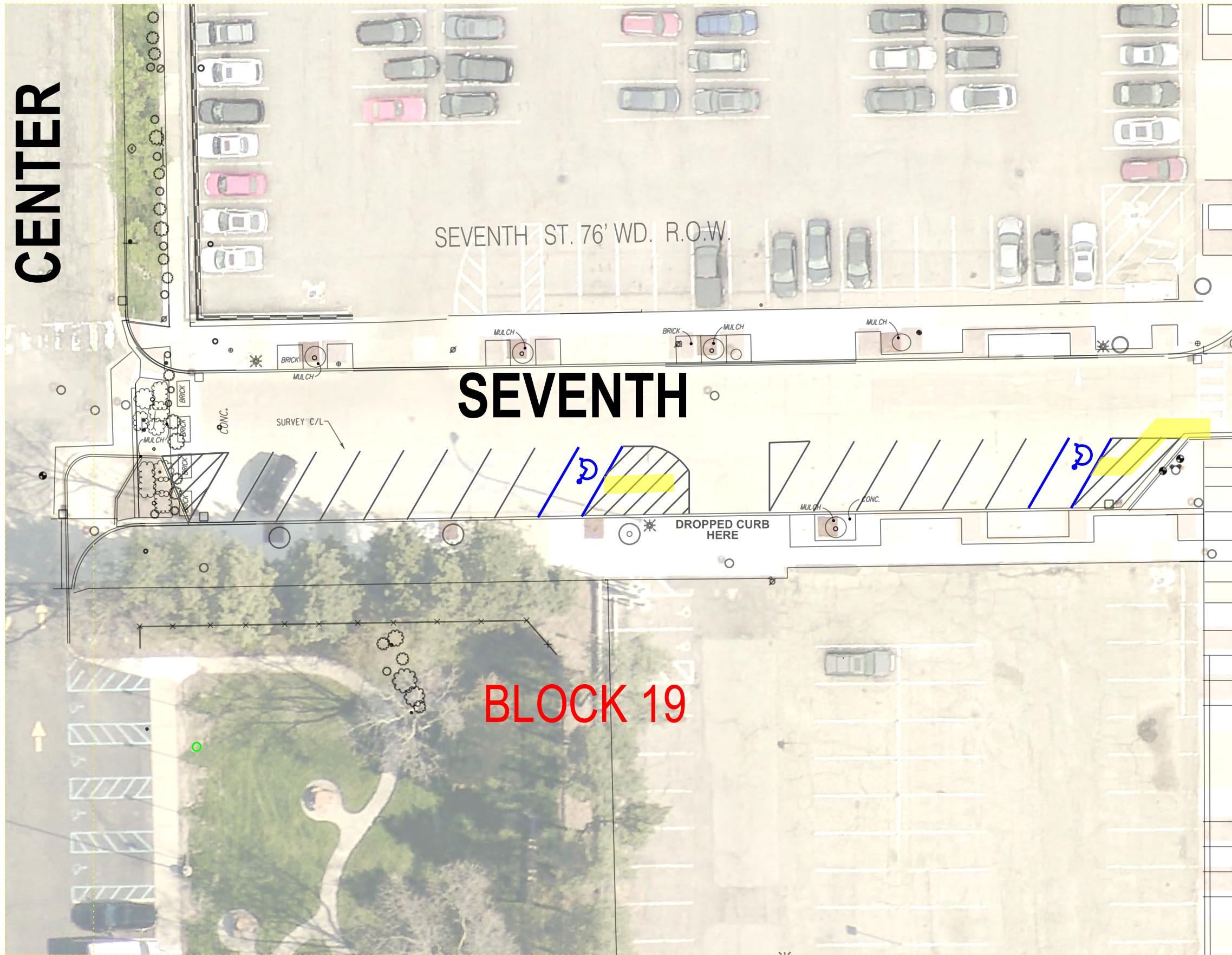


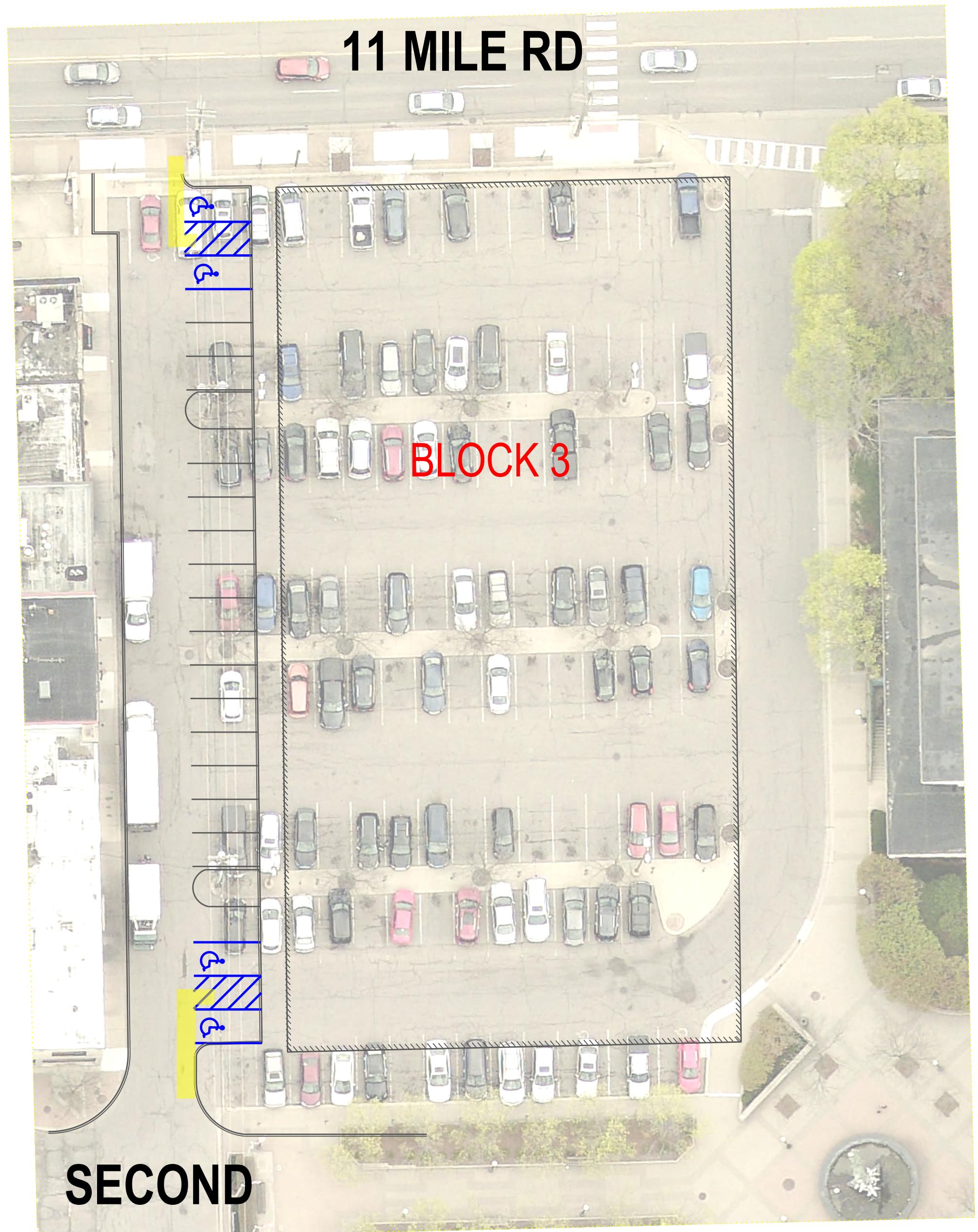


Attachment 4







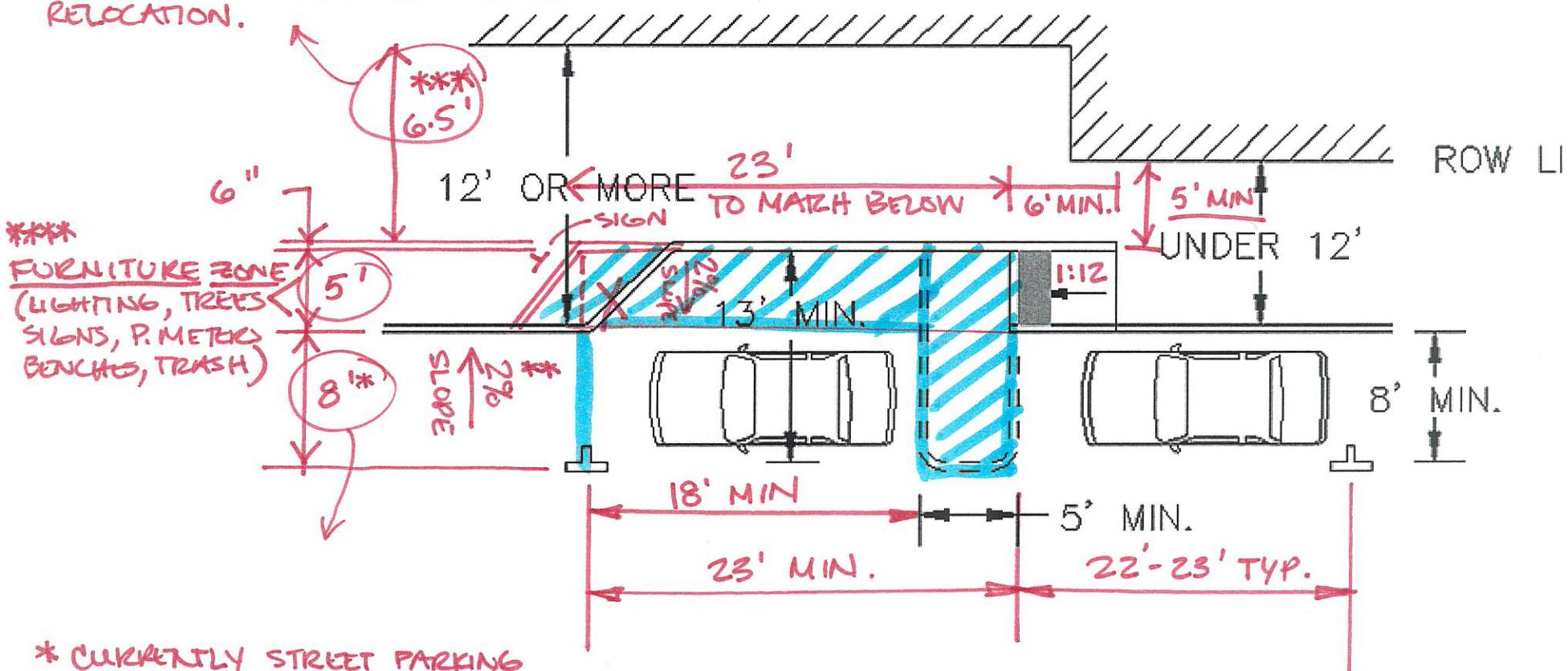


Attachment 5

Figure X02.6 B Parallel Parking Space without Access Aisle

*** PROVIDE 5' MIN CLEAR WALKWAY. THIS WOULD PROHIBIT SIDEWALK CAFES.

*** IN MOST INSTANCES, PARKING METERS, SIGNALS, A LIGHT OR TREE WOULD NEED ELIMINATION OR MOVE/RELOCATION.



* CURRENTLY STREET PARKING IS TYPICALLY 7.5' FROM F/C

** CURRENTLY PARKING AISLE GROSS SLOPES ARE 3% TO 5%

A single accessible parallel parking space with a 5' access aisle at the rear of the space. Dimensions depict the exception proposed in this report to not require the access aisle if there is less than 12' of available right of way from the normal curb line to the right of way line.

COST: ASSUME \$8K - \$10K / space