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& MENK**

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309 E 5th Street
Suite 202
Des Moines, IA 50309-1981

Ph: [515] 259-9190
Fax: [515] 233-4430
Bolton-Menk.com

MEMORANDUM

Date: September 25, 2019
To: Jim Edgmond, PE, City Engineer
Brian Stineman, Public Works Director
From: Jim Harbaugh, PLA
Principal Landscape Architect
Subject: Mississippi Drive
City of Muscatine
Project No.: A13.110401

Dear Mr. Edgmond and Mr. Stineman:

Thank you for reaching out to us regarding the question about accessible parking in the public right-of-way on Mississippi Drive between Iowa Avenue and Sycamore St. Our first goal with every project is to protect the safety of the public, including people of all abilities, on our projects. This includes faithfully adhering to applicable codes and guidelines related to safety and accessibility that have been established by experts throughout the country who have conducted extensive research to come to the conclusions presented in the published codes and guidelines.

PROWAG (Public Right-Of-Way Accessibility Guidelines), ADA (Americans with Disabilities Act) guidelines, and ABA (Architectural Barriers Act) accessibility guidelines have specific requirements related to accessible routes and on-street parking in the public right-of-way. These codes allow for curb ramps at pedestrian crossings to service accessible parking stalls, provided that the stalls are situated at the ends of a block near the pedestrian crossing. Please reference the following excerpts from PROWAG guidelines section "R309 On-street Parking Spaces":

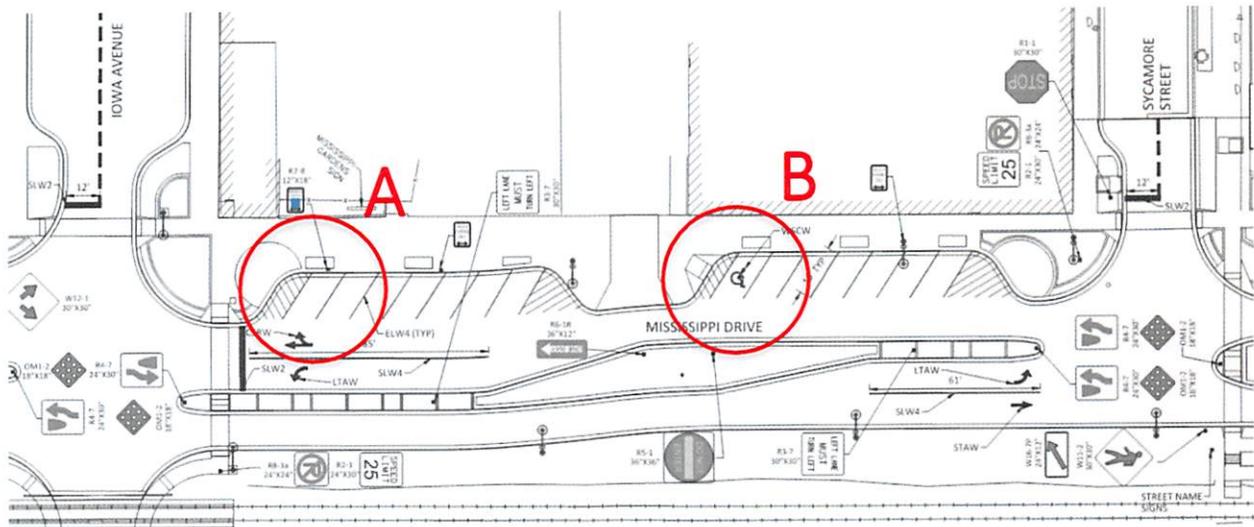
R309.3 Perpendicular or Angled Parking Spaces. Where perpendicular or angled parking is provided, an access aisle 2.4 m (8.0 ft) wide minimum shall be provided at street level the full length of the parking space and shall connect to a pedestrian access route. The access aisle shall comply with R302.7 and shall be marked so as to discourage parking in the access aisle. Two parking spaces are permitted to share a common access aisle.

and

Advisory R309.4 Curb Ramps or Blended Transitions. At parallel parking spaces, curb ramps and blended transitions should be located so that a van side-lift or ramp can be deployed to the sidewalk and the vehicle occupant can transfer to a wheelchair or scooter. Parking spaces at the end of the block face can be served by curb ramps or blended transitions at the pedestrian street crossing. Detectable warning surfaces are not required on curb ramps and blended transitions that connect the access aisle to the sidewalk, including where the sidewalk is at the same level as the parking spaces, unless the curb ramps and blended transitions also serve pedestrian street crossings (see R208).

Although the aforementioned parking stalls are in compliance, to provide some further clarification on this block there are a few things that can be done:

- Option 1: Remove the handicap parking stall sign at the stall closest to the intersection of Iowa Avenue and Mississippi Drive (noted as stall A below). The handicap stall quantities exceed the minimum requirements for this block. Verify that the other parking stall in this block (stall B below) is signed and striped for van accessibility.
- Option 2: Add additional striping upstream of the parking stall at the corner of Iowa Avenue and Mississippi Drive and provide an additional curb ramp connecting this to the sidewalk along Mississippi Drive.



Please reach out with any further questions. We are happy to help.

Sincerely,

Jim Harbaugh, PLA

Principal Landscape Architect