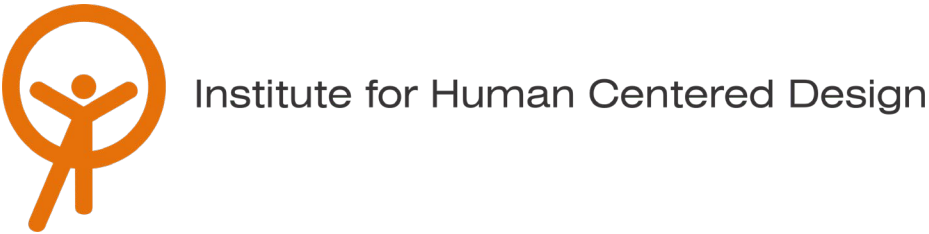


# West Island Beach



## Town of Fairhaven ADA Transition Plan

November 2024



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### Background

West Island Beach is a bay facing beach located on Fir Street. Programs include a public beach and an unpaved parking lot.

Exterior locations surveyed included the parking lot, a beach access point at the northeast side of the parking lot and route to the beach, and a second beach access point and route to the beach starting at the southeast portion of the parking lot.

**Note:** The Town of Fairhaven should consider the provided information in the survey catalog relating to both surveyed beach access points and routes to the beach to determine which route could more easily be made accessible.

### Key Accessibility Issues

#### Beach Access Routes

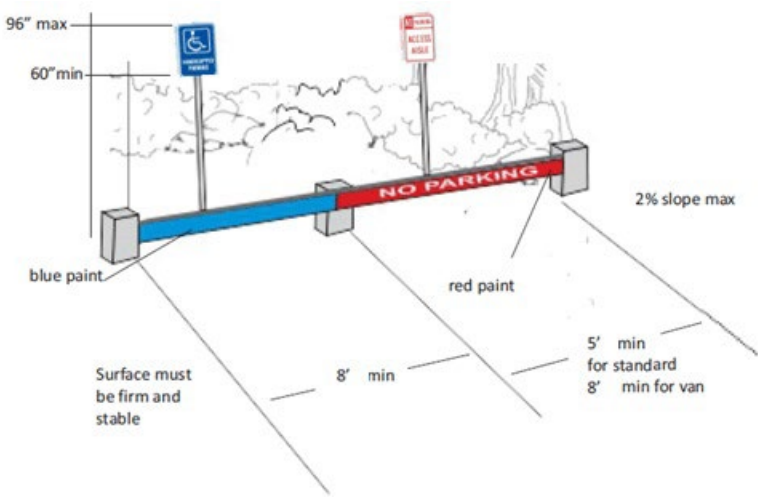
Accessibility issues starting from the beach access point starting on the northeast side of the parking lot include openings in the barrier at the parking lot that are narrower than allowed, areas of the boardwalk with running and cross slopes greater than allowed, surface openings in the boardwalk that are greater than allowed, and areas that are not firm and stable extending to the high tide level. Accessibility issues starting at the beach entry point at the at the southeast portion of the parking lot include lack of a stable and firm surface extending from the parking lot to the high tide level.

#### Parking

Accessibility issues include lack of one (1) van and two (2) car accessible parking spaces with marked access aisles.

**Note:** IHCD team has estimated a lot parking capacity of 60 cars. If the parking lot capacity differs from this estimate, ensure that the provided accessible parking complies with Table 208.2 Parking Spaces from the 2010 Standards for Accessible Design

The following illustration demonstrates one way to incorporate an accessible parking space with a marked access aisle in an unpaved parking lot in Massachusetts:



Unpaved Parking Lots

### Order of Magnitude Cost Estimates

- Renovate parking (cost for accessible parking signs): \$1,500





**Total: \$1,500\***

**\*Note:** IHCD is not providing costs for some exterior issues such as estimating the cost to repair or provide accessible exterior routes including accessible beach access routes.

### 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 a beach mat that is 60" wide min. extending from the entry point to the beach access route that is made accessible and continuing over all parts of the beach access route that are not firm and stable until the high tide level is reached.
- Recommend providing a directional sign at the entrance to the accessible beach access route once the Town of Fairhaven determines which beach access route to make accessible.




ID	Location	Floor	Room	Element	Type	Photo	Issues	Current Measure	Recommendations	Quantity	Price	Cost Estimation
Approach and Entrance												
Exterior Access Route												
1	Route to Beach From Northeast Side of Parking Lot			Exterior Access Route	Walkway		Accessible route not provided	-	Ensure an accessible route is provided that is stable and firm and at least 48" wide at one or both openings at the start of the route to the beach.	1	-	-
Off-Street Parking Lot or Garage												
2	Northeast Side Of Parking Lot			Off-Street Parking Lot or Garage	Visitor		Total # of parking Total # of designated car accessible parking spaces Total # of designated van accessible spaces	60 0 0	Provide 1 van accessible space, and 2 car accessible spaces. (IHCD estimated room for 60 cars. Ensure the number of accessible spaces complies with Table 208.2 Parking Spaces from the 2010 Standards for Accessible Design Recommend locating accessible van and car parking spaces on the shortest accessible route to the beach access route at the northeast side of the parking lot. Note: Cost is for 3 signs.	1	1500	\$1500
3	Parking Lot			Off-Street Parking Lot or Garage	Visitor		Surface not stable, firm, and slip-resistant Route not maintained in operable working condition	-	Where the accessible parking spaces will be provided, ensure the accessible spaces and access aisles have a slope no greater than 2% in all directions. Note: See the report narrative for more information about one way to provide accessible parking spaces in an unpaved parking lot.	1	-	-
Beach Access Routes												
4	Route to Beach From Northeast Side of Parking Lot			Beach Access Routes	N/A		Surface is not firm and stable Clear beach access route < 60" min.	- - -	Ensure surface at the accessible route is firm and stable. If the surface is not firm and stable, recommend providing a 60" wide min. beach mat extending to the start of the boardwalk. Ensure there is a clear beach access route that is at least 60" wide. If the beach access route is less than 60" wide, provide a 60" wide min. passing zone and resting interval every 200 feet.	1	-	-



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ID	Location	Floor	Room	Element	Type	Photo	Issues	Current Measure	Recommendations	Quantity	Price	Cost Estimation
5	Boardwalk/ Route to Beach From Northeast Side of Parking Lot			Beach Access Routes	Permanent		Surface openings > 1/2"	1.25"	Replace or reposition so that openings are 1/2" max. and the long opening dimension is perpendicular to the dominant direction of travel.  Issues exists throughout the boardwalk.	1	-	-
6	Boardwalk/ Route to Beach From Northeast Side of Parking Lot			Beach Access Routes	Permanent		Cross slope > 1:50 (2.00%)	3.2%	Reduce cross slope at all areas of the boardwalk to be no steeper than 1:50 (2.00%) on surfaces with asphalt, concrete or boards. (Repair or replace uneven parts of boardwalk as needed. If boardwalk is replaced by a new boardwalk or beach mat, recommend making the route 60" wide min.)	1	-	-
7	Boardwalk/ Route to Beach From Northeast Side of Parking Lot			Beach Access Routes	Permanent		Beach route not provided	22%	Reduce running slope to 10% max.	1	-	-
8	Boardwalk/ Route to Beach From Northeast Side of Parking Lot			Beach Access Routes	Permanent		Surface is not firm and stable	-	Recommend establishing a maintenance procedure to periodically remove sand and loose gravel from the boardwalk surface as needed.  Applies to all areas of the boardwalk in this condition.	1	-	-
<div>Best Practice</div>												
<div>Beach Mat</div>												
9	Route to Beach From Northeast Side of Parking Lot			Beach Mat	N/A				Recommend providing a beach mat that is 60" wide min. extending from the entry point to the beach access route that is made accessible and continuing over all parts of the beach access route that are not firm and stable until the high tide level is reached.	1	-	-

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ID	Location	Floor	Room	Element	Type	Photo	Issues	Current Measure	Recommendations	Quantity	Price	Cost Estimation	
10	End of Boardwalk at Beach	Ext.		Beach Mat	N/A				Recommend providing a beach mat that is 60" wide min. from the end of the boardwalk to the high tide level at the ocean. Note: Image is from Google Maps	1	Labor	Labor	
11	Beach Access Route from Southwest Portion of Parking Lot	Ext.		Beach Mat	N/A				IHCD team noticed a second beach access route at the southwest portion of the parking lot. Recommend evaluating this beach access route. If it is shorter and more accessible than the other route, recommend providing a beach mat at this location that is 60" wide min. extending from the parking lot to the high tide level at the ocean. Note: Image is from Google Maps.	1	Labor	Labor	
Signage													
12	Beach Access Route From Parking Lot			Signage	N/A				Recommend providing a directional sign at the entrance to the accessible beach access route once the Town of Fairhaven determines which beach access route to make accessible. Note: Image is from Google Maps.	1	-	-	