

# 6.1

## PROPOSED PARKING

### PARKING BENEFITS

“We showed conclusively that drivers tended to travel at significantly slower speeds in the presence of features such as on-street parking and small building setbacks. Slower vehicle speeds provide pedestrians, cyclists and drivers more time to react, and when a crash does occur, the chance of it being life-threatening is greatly reduced. In short, on-street parking can help to create a safer environment.”

***What Street Parking Can Do for Downtowns,  
Norman W. Garrick in The Hartford Courant***

*“Each on-street parking spot that is lost costs an adjacent business about \$10,000 a year in sales.”*

***National Main Street Program***

### PARKING CONSIDERATIONS

1. Maximize on street parking in the Central Business District.
2. Provide and maintain parking (angled and parallel in the Central Business District.
3. Provide parking to create a buffer between the cart path and pedestrian realm.
4. Incorporate parking for parallel parking, accessible parking, green parking, flexible parking.
5. Parallel parking stalls to be 8'-0" wide by 22'-0" long.
6. Angled parking stalls to be 60 degrees - 9' x 18'-6" long.

### ACCESSIBLE PARKING CONSIDERATIONS

1. Maximized parking spaces must have space for the vehicle and additional space to accommodate an access aisle.
2. Should be the closest space to an accessible entrance or access point.
3. A clearly defined accessible route must be provided.
4. One accessible parking stall for every 25 parking stalls based on both sides of the block.
5. Sets a new standard that incorporates best practices.

### ACCESSIBLE RAMP CONSIDERATIONS

1. Meets all federal, state, and local titles, acts and guidelines.
2. Landing minimum of 36" with 48" as best practice.
3. Ramp and flare have a 1:12 maximum slope. Free from obstruction, pull boxes.
4. Detectable warning of 24" is incorporated into the design.
5. Ramp and gutter are flush.
6. Each ramp is designed to site specific grades and conditions.

