

# Cyril M. Angell Park



City of Attleboro  
ADA Transition Plan

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Institute for Human Centered Design

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## Background

Cyril M. Angell Park is named in honor Cyril M. Angell who was a Second Lieutenant in the United States Air Services when he died in action on May 14<sup>th</sup>, 1918 in Boucanville, France. He was the first officer from Attleboro to die during World War I.

The park is located at approximately 256 Park Street. Park Street runs along its north border, Route 118 along its south border, Emory Street is at the east end and Torrey Street at the west end.

Angell Park is a small oval-shaped park located in a residential area. It is about 460 feet long and 70 feet wide at its widest point. A sidewalk encircles the park and crosswalks traverse both Park Street and Route 118. Amenities include benches, picnic tables, trash receptacles, a bike rack, a playground with a swing set and other play components, grass and trees.

## Key Accessibility Issues

### Playground

Accessibility issues include lack of an accessible route to and around the playground and lack of an impact-attenuating accessible surface to, under and around the play elements within the playground.

**Note:** The Massachusetts Architectural Access Board (MAAB) does not consider engineered wood fiber (EWF) to comply with its regulation requiring an accessible route to each play component and around the playground.

### Picnic Table

Lack of an accessible picnic table located on an accessible route.

### Curb Ramp

Lack of a curb ramp at two locations and one curb ramp has a transition to the street that is a greater height than allowed.

## Additional Accessibility Issues

- Lack of a bench located on an accessible route.

## Order of Magnitude Cost Estimates

- Renovate and provide curb ramps: \$5,770
- Provide an accessible route to and around the playground: \$1,920
- Provide an impact-attenuating accessible surface to, under and around the play elements in the playground (poured-in-place rubber): \$2,520
- Miscellaneous corrective actions (accessible picnic table, accessible route to bench and accessible picnic table, etc.): \$2,168

**Total: \$12,378**

## 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.

- IHCD strongly recommends exploring the possibility of an alternative surface to engineered wood fiber (EWF). Over time, EWF requires continuous maintenance to ensure the surface is maintained in operable working condition (stable, firm and slip-resistant). In addition, when used in combination with other surfaces required for accessible routes to play components in Massachusetts, it will present a challenge to prevent level changes at the transition points between EWF and other surfaces, and to keep the accessible routes clear of EWF.
- Recommend providing a 36" by 48" firm, stable and slip resistant clear floor space at the end of at least one bench that is located on an accessible route positioned so that someone using a wheeled mobility device can sit alongside someone on the bench with their shoulders aligned. Recommend the surface be stone dust, asphalt or concrete.





## Cyril M. Angell Park

- Recommend providing a 48" wide min. firm, stable and slip resistant surface around at least one accessible picnic table located on an accessible route. Recommend the surface be stone dust, asphalt or concrete.

**City of Attleboro  
Cyril M. Angell Park**

ID	Location	Floor	Room	Element	Type	Photo	Issues	Current Measure	Recommendations	Quantity	Price	Cost Estimation
<b>Approach and Entrance</b>												
<b>Curb Ramp</b>												
1	Northeast End of Park by Intersection of Emory and Park Streets	Ext.		Curb Ramp	N/A		Curb ramp not provided	-	Provide a curb ramp where the crosswalk meets the curb.  (Cost estimate for a concrete curb ramp.)	1	2800	\$2800
2	Crosswalk, Single Curb Ramp and Detectible Warning	Ext.		Curb Ramp	N/A		Curb ramp not provided	-	Provide a curb ramp at the far side of the street.	1	2800	\$2800
3	At Crosswalk to the Left of the Angell Park Sign	Ext.		Curb Ramp	N/A		Transition from curb ramp to street not flush	1"	Ensure transition from curb ramp to street is flush or free of changes in level.	1	170	\$170
<b>Access to Goods and Services</b>												
<b>Picnic Tables</b>												
4	Tables at Park	Ext.		Picnic Tables	N/A		Toe or knee clearance at table not provided Picnic table not on an accessible route	- -	Provide at least one picnic table with top between 28"- 34" above the ground and 27" clear height underneath. Ensure that the dining surface is connected to an accessible route.  (Cost based on an accessible picnic table and a 4' wide min. x 6' long asphalt route from the sidewalk to the accessible picnic table.)	1	1784	\$1784

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Cyril M. Angell Park**

ID	Location	Floor	Room	Element	Type	Photo	Issues	Current Measure	Recommendations	Quantity	Price	Cost Estimation
<b>Benches</b>												
5	Benches Near Tables at Park	Ext.		Benches	N/A		No accessible route to one bench in this area	-	Provide an accessible route to at least one bench in this area.  (Cost based on a 4' wide min. x 6' long concrete route to the bench.)	1	384	\$384
<b>Play and Sport Areas</b>												
<b>Play Areas</b>												
6	Swings	Ext.		Play Areas	N/A		Accessible route not provided around playground Not connected to an accessible route	- 1"	Install an accessible route to and around the playground. Provide an accessible route to play area. Ensure there is an accessible route from the sidewalk into the playground that is firm, stable and slip resistant, 4' wide min. and with a change in level at the playground border no greater than 1/2" beveled. (Cost estimate for a 4' wide min. 60' long stone dust path.)	1	1920	\$1920
7	Playground	Ext.		Play Areas	N/A		Accessible route not provided at play components	-	Provide a compliant impact-attenuating surface under and around the play components.  (Cost estimate for 180 sq. ft. of poured in place rubber surface.)	1	2520	\$2520
<b>Best Practice</b>												
<b>Marked Crossing</b>												
8	Crosswalk, Single Curb Ramp and Detectible Warning	Ext.		Marked Crossing	N/A				Recommend locating the marked street crossing at the curb ramp and detectible warning. (Note: The need for a compliant curb ramp on the far side of the street is mentioned in another record in this catalog.)	1		\$0