

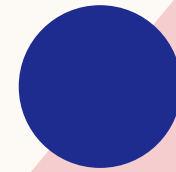
# **STARR LIBRARY PARKING LOT**

Jaclyn Savolainen,  
Starr Library Director

# PARKING PROBLEMS

1. Accessibility
2. Too few spaces
3. “Moat” effect

**What does the  
Planning Board need  
to weigh in on?**



# PROBLEM 1: ACCESSIBILITY

- 1.** Sidewalk grade is too steep near the front ADA spots.  
*Difficult to maneuver a non-motorized wheelchair without sliding backwards.*
- 2.** Curb is very high where the entry path meets the driveway.  
*Presents falling risk and hard to step down.*
- 3.** Sidewalk has settled more than the curb, leaving a lip.  
*Tripping hazard.*
- 4.** There is a gap between back ADA spots and sidewalk.  
Pavement is buckled, poor drainage has worn away the edge near the sidewalk.  
*Gap makes it difficult to wheel onto sidewalk.*

# SOLUTIONS: ACCESSIBILITY

1. Keep ADA spaces in same location, fix sidewalk slope, add railing  
**OR**
2. Move ADA spaces directly across driveway from entry path  
**AND**
  - a. Create a curb cut-out     **OR**
  - b. Raise pavement to meet top of curb
    - Need to provide drainage pipe
    - Still need to fix curb lip
    - Spread out pavement across a wide area
    - Easier to reach book drop from a car
3. Grind down concrete at sidewalk/curb lip
4. Fill in pavement gap at back ADA spots with pavement
  - Optional fix drainage issue that caused problem



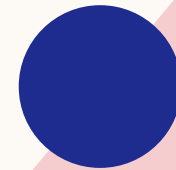


# CONSIDERATIONS

- Unsure which solution is less complex/expensive: fixing sidewalk grade or raising the pavement?
- ADA parking should ideally be as close as possible to main entrance, rather than across the driveway
- Curb height problem should be addressed even if ADA spots remain in current location

## **PROBLEM 2: TOO FEW SPACES**

1. During popular events, people park on grass
2. Resistance to parking by the pool
3. Some people leave if no spots are open

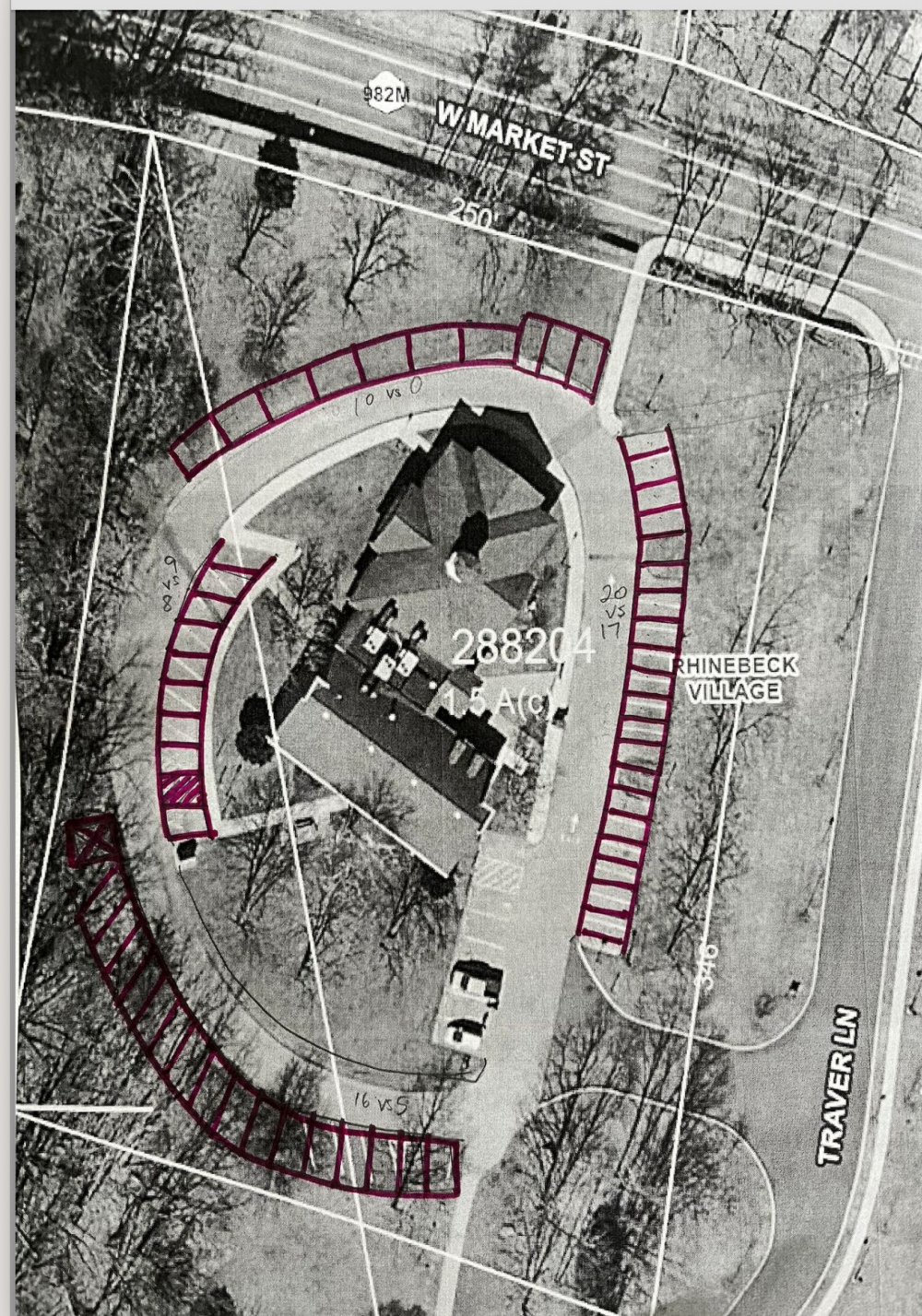




# **SOLUTIONS: ADD SPACES**

- 1.** Pave over grassy gaps along east side: gain 3-4
- 2.** Change striping angle near EV: gain 2-3
  - Requires back-in parking
  - Use for staff and local history, plus EV
- 3.** Add angled spots along south edge: gain 10-11
- 4.** Add parallel or angled spots along northwest: gain 8-10

**TOTAL POSSIBLE NEW SPOTS: 28**



# CONSIDERATIONS

- Proposed new parking spots are in both Town & Village jurisdiction
- Back-in parking may be confusing
- Cost may prohibit doing all at once

## **PROBLEM 3: MOAT EFFECT**

- Some people dislike the circular one-way drive
- Compared to a fast-food drive-thru
- Annoying to have to drive around to exit
- Impacts view from Market Street



## **SOLUTION: CHANGE TRAFFIC FLOW**

1. Add entry drive close to start of Traver Lane
2. Widen driveway around southwest quadrant
3. Add a turn-around near the back stairs
4. Get rid of driveway pavement in northwest quadrant
5. Potentially add second row of parking along curb of main entrance





Thanks to John Clarke for this drawing and ideas

# CONSIDERATIONS

## Pros

- Not a “moat”
- Creates potential for a more usable car-free space in northwest quadrant by adding a reading garden and/or amphitheater

## Cons

- More confusing to navigate
- Narrow space for 2-way traffic
- Higher risk for accidents
- Trash collection is problematic
- Would need to reconfigure library to connect outdoors to indoors
- New garden area would have noise from W. Market St. traffic
- Adding parking along curb may feel like a shopping center and disrupts view of entrance