

## Moshup Beach

### Update on Progress on Implementation of the March 2024 Recommendations and Compliance with Accessibility Standards<sup>1</sup>

(March 2024 Recommendations in standard back font. Updated observations *in red italics*.)<sup>2</sup>

*Note: One of our February/March 2024 general recommendations to all municipal and non-profit beach operators was to provide an action plan as to how and when the necessary improvements would be made. To MVLB's credit, on April 1, 2024, MVLB furnished a "Universal Accessibility Projects and Timeline (hereinafter "Project timeline"). How MVLB has progressed relative to both their own project timeline and our recommendations are outlined below.*<sup>3</sup>

1. It is recommended that the east entrance become the primary accessible entrance. While it has some accessible features, to make it fully accessible it is recommended that:
  - a. Provide at least one designated accessible spot in the small parking area which appears to have a total capacity of three vehicles. Expanding it to allow 4-5 vehicles would be desirable so that up two to three accessible spaces could be designated.

The Project timeline calls for working with the Town in 2024 "to see if we can get [a] designated spot at the current drop off location." It is not known whether discussions have begun. The paved areas at or near this entrance still appear to be only for drop off. There are no designated accessible spots. It was also recommended based on the fact that this appears the most (or only) suitable entrance for people using wheelchairs or with significant physical or related disabilities, that having two to three designated accessible spaces would be most appropriate if not essential.<sup>4</sup> The drop of areas could be converted to a parking area. Both in terms of desirability and feasibility, the preferred alternative would be designating 2-3 accessible spaces in the already indented area on the east side of the entrance. A second alternative would be to use the indented area across the street for accessible parking. A third would be to make the area just to the west an accessible parking area. Some minimal widening/enlarging of the selected area chosen may be necessary. A cross walk would be needed for the second option, and should probably be created even if it remains solely a drop off area.

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<sup>1</sup> For standards specifications/dimensions for beaches, see the USDA's Forest Service *Accessibility Guidebook for Outdoor Recreation and Trails*, 8/2012 <https://www.fs.usda.gov/sites/default/files/Accessibility-Guide-Book.pdf>.

<sup>2</sup> The original recommendations were furnished in March 2024 and were based principally on June 2023 beach operators' self-surveys and September and October 2023 follow up on-site visits by Dukes County Assoc. Commissioner for Disabilities. This update is based on an 9/8/24 visit.

<sup>3</sup> The project timeline merely referenced years (e.g. 2024, 2025) as opposed to more specific dates for implementation/completion. While it has been presumed that this meant before the season begins in the year specified, clarification was requested.

<sup>4</sup> The problem with just keeping/classifying this area as a drop off area, is that an individual in a wheelchair driving to the beach alone or with non-driver passengers would not be able to park at or near this entrance and thus be effectively denied access to the beach. Even when accompanied by a friend, family member or support person who does the driving having this area as only a drop off area would require the driver to drop off the individual with a disability at this entrance leaving him/her alone while the person drive and parks at the main entrance, and then walks back the half mile to the entrance to assist the waiting individual to get to the beach.

- b. A sign should be installed indicating that this is an accessible entrance. A sign should also be installed at the primary entrance pointing to this accessible entrance. *Not done*
  - c. A beach mat should be extended to the high-water mark. During my visit in the Fall, I noted a rolled-up mat, and it did not appear long enough to reach the high-water mark and likely came up before the start of the beach. The current mat is 6.5 foot wide. An extended mat need only be 4 to 5 feet. All mats were rolled out and only came to the end of the path, but did not get to the HWM which is another 60 feet. Additional mat or accessible route to HWM not done. *Not done*
  - d. The short distance from the parking to the beginning of the mat be made accessible. *Not done*
  - e. For about 100 feet of the route between the parking and beach entrance there is an upgrade which likely exceeds 5% going both ways and therefore needs to be addressed through ramping or by reducing the grade of the slope. See attached resource sheet or link in footnote. *Not done, but it is in the Project timeline for 2025 wherein it states: "File with Con Com for ... mat extension."*
  - f. Consideration should be given to provide at least one beach wheelchair, and if lifeguards are present, a floating wheelchair, to be used water conditions permitting. *Not addressed in Project timeline, nor were any beach or floating wheelchairs present.*
2. As to the main (west) entrance, there are likely people with disabilities who could and would prefer the main entrance despite its .3-mile length e.g. seniors or persons of any age with less significant mobility impairments, individuals with significant visual impairments, power wheelchair or some manual wheelchair users. So the following more limited measures might be considered.
    - a. Add one more accessible parking space in addition the current one, making sure both are designated as such and that the route from both spaces to the beach trail entrance is accessible. Currently there are some barriers e.g. rocks in front the trail/path entrance on one side and an abrupt about three-inch rise on the other. Not addressed in Project timeline and not accomplished.
    - b. Parts of this main .4 three-mile trail are smooth and stable and mostly wide enough. Some small sections are not sufficiently smooth or stable. Consideration could be given to smoothing out the full route. *Not fully inspected. First part of trail which could be viewed is still not smooth and firm.*
  3. For an update on the progress made on the cross-cutting recommendations with respect to this beach and Aquinnah's other beaches, *see accompanying Progress report on those recommendations.*

Richard Cohen, Dukes County Associate Commissioner for Disabilities  
 October 31, 2024