



How to Design an Accessible Parking Space

Federal and State of Hawaii requirements combined

Disability and Communication Access Board

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**RESERVED
PARKING**



**PLACARD OR SPECIAL
LICENSE PLATES
REQUIRED
MAXIMUM FINE \$500**



Required Number of Spaces

Number of accessible spaces required

(2010 Standards Section 208.2)

The 2010 ADA Standards for Accessible Design (2010 Standards) require a minimum number of accessible parking spaces based on a percentage of the total number of spaces in a parking facility.

If a facility has multiple lots, each lot must be calculated separately.

One of every six (1 of every 6) accessible spaces, or fraction thereof, must be van-accessible.

Ex: A parking lot with four hundred (400) total spaces needs eight (8) accessible spaces, and two of those eight (2 of those 8) accessible spaces must be van-accessible.

Ex: A parking lot with two thousand (2,000) total spaces needs thirty (30) accessible spaces, and five of those thirty (5 of those 30) must be van-accessible.

Additional requirements for medical facilities

(2010 Standards Section 208.2)

Certain types of medical facilities require more accessible parking.

- Hospital outpatient facilities need ten percent (10%) of patient/visitor spaces to be accessible.
- Rehabilitation facilities that specialize in treating mobility-related conditions and outpatient physical therapy facilities need twenty percent (20%) of patient/visitor spaces to be accessible.

The number of van-accessible spaces is still one of every six (1 of every 6) accessible parking spaces, or fraction thereof.

Ex: An outpatient physical therapy facility has a parking lot with two hundred (200) spaces for patients and visitors. This lot will need forty (40) accessible spaces, seven (7) of which must be van-accessible.

Parking Spaces

(2010 Standards Table 208.2)

Total Number of Parking Spaces in Parking Facility	Minimum Number of Required Accessible Spaces
1 to 25	1
26 to 50	2
51 to 75	3
76 to 100	4
101 to 150	5
151 to 200	6
201 to 300	7
301 to 400	8
401 to 500	9
501 to 1000	2 percent of total
1001 and more	20, plus 1 for each 100, or fraction thereof, over 100

Accessible Parking Spaces and Access Aisles – Design

Minimum Dimensions

(2010 Standards Section 502.2 and 502.3)

- Accessible parking spaces are eight feet (8') wide.
- Van-accessible spaces are eleven feet (11') wide.
- Access aisles for either type of space are five feet (5') wide.
- An alternate design allows a van-accessible space to be eight feet (8') wide if the adjacent access aisle is also eight feet (8') wide.

Adjacent aisles, which can be shared between two (2) spaces, provide room to deploy vehicle-mounted lifts and/or use mobility devices such as wheelchairs, walkers, etc. Access aisles can be placed on either side of the accessible parking space except for angled van-accessible parking spaces, which must have access aisles on the passenger side of the parking space, because wheelchair lifts are typically on the passenger side of vans.

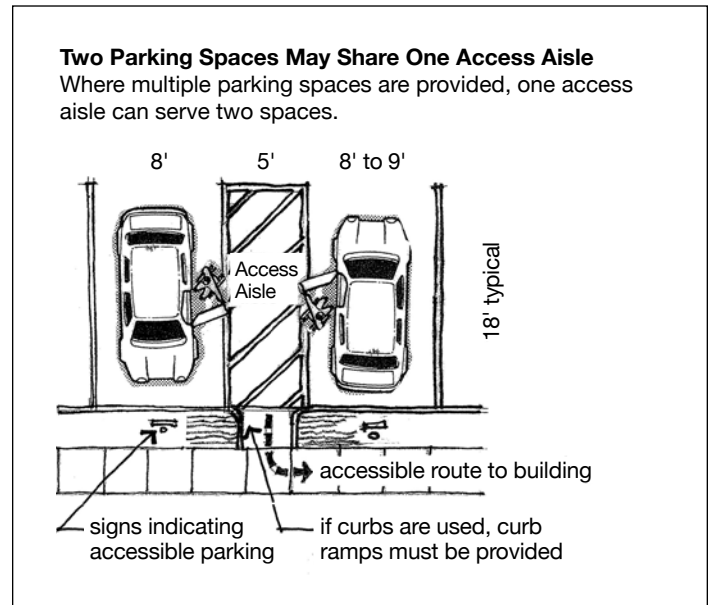
Markings and Surface

(2010 Standards Section 502.3 and 502.4 and HAR Section 11-219-14)

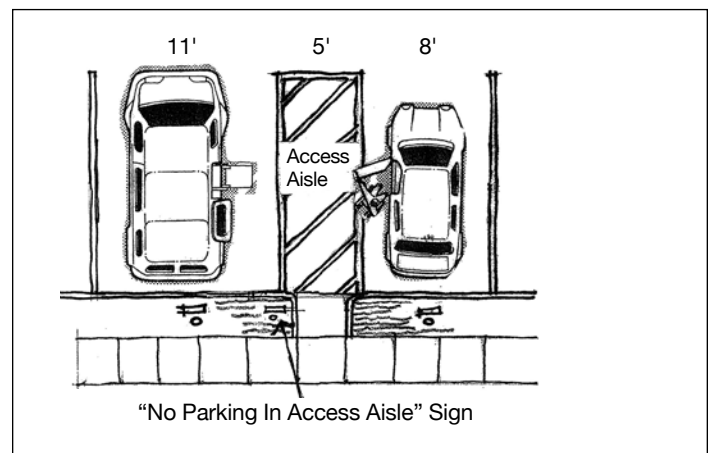
Access aisles must be marked so as to discourage parking in them. This is especially important where the alternate design is used and an access aisle at a van-accessible space is the same size as the space. The 2010 Standards do not specify how to mark the access aisle. However, Hawaii Administrative Rules (HAR) provide the specifications for both the parking space and the access aisle:

- The parking space must be outlined on both sides with a four inch (4") wide line. There is no color requirement, although the striping must be clearly visible in contrast to the parking surface. Blue or white is preferred.
- Access aisles must be outlined except on the curbside of the space and shall be diagonally striped within the outline. The outline and diagonal striping shall be four inches (4") in width. The diagonal striping shall be at a forty-five (45) degree angle to the outline. There is no color requirement, although the striping must be clearly visible in contrast to the parking surface. Blue or white is preferred.

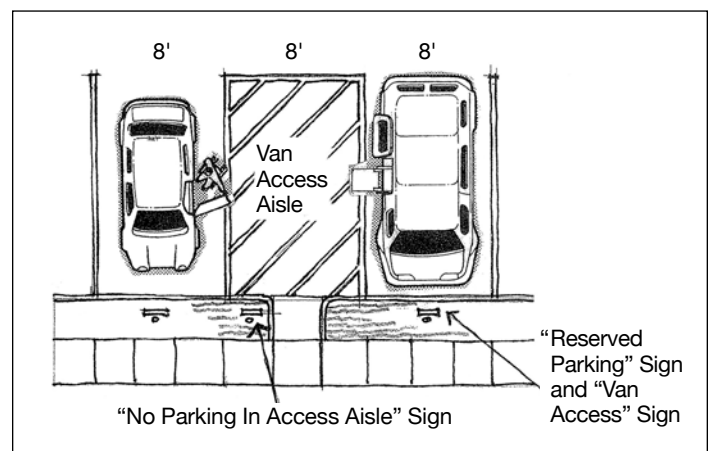
The surface of accessible spaces and access aisles must be stable, firm, slip-resistant, and virtually level in all directions (maximum 1:48 slope). There is no requirement to paint the International Symbol of Accessibility on the ground. The Disability and Communication Access Board (DCAB) recommends against painting the entire surface of the parking space or access aisle a solid color because it creates a slippery surface.



Accessible Parking Spaces



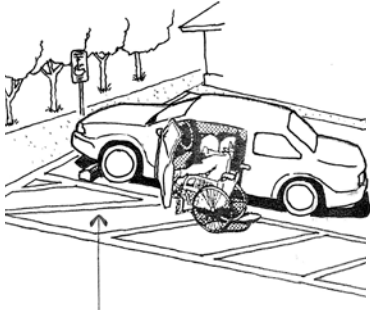
Van-Accessible Space



Alternate Design Van-Accessible Space

Level Parking Spaces Are Required

If slope is too steep, it is impossible for some people with disabilities to safely get to the space as well as in or out of their car.

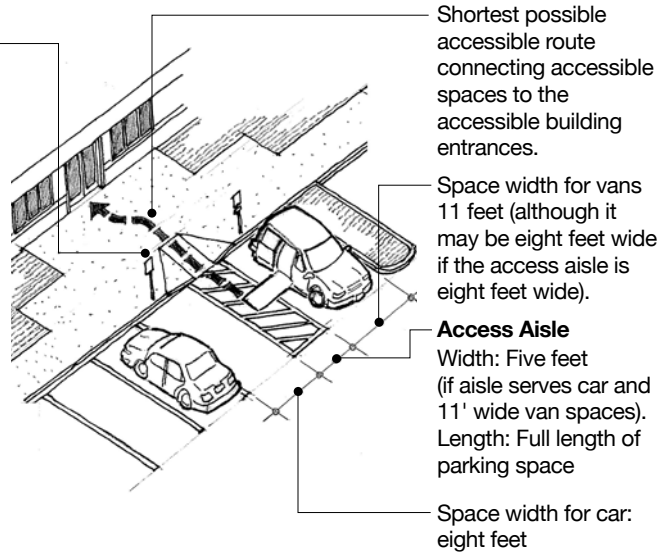


Slope shall not exceed 1" in 48".

Signage: International symbol of accessibility placed in front of the parking space mounted at least five feet above the ground, measured to the bottom of the sign. Van accessible spaces include the designation "van accessible".

Van Accessible Spaces

2010 Standards— one for every six accessible standards



Location

(2010 Standards Section 208.3.1)

Accessible spaces must connect to the shortest possible accessible route to the accessible building entrance or facility they serve.

Where a parking facility serves multiple buildings or accessible entrances, accessible parking spaces shall be dispersed to enable people to park near as many accessible entrances as possible.

Ex: A mall has fifteen (15) stores, each with a separate entrance. There is one parking lot with one thousand (1000) spaces. The twenty (20) accessible parking spaces shall be dispersed to provide options for people to park close to the different stores.

Where separate parking facilities serve the same building or entrance, accessible spaces may be grouped together, as long as the number of spaces provided is determined according to each of the separate parking facilities and if substantially equivalent or greater accessibility is provided in terms of distance from an accessible entrance or entrances, parking fee, and user convenience.

Ex: A sports stadium has an adjacent parking lot with one thousand (1000) spaces and a separate parking lot several blocks away with an additional one thousand five hundred (1500) spaces. The adjacent lot needs twenty (20) accessible spaces (four of which need to be van-accessible), and the remote lot needs twenty-five (25) accessible spaces (five of which need to be van-accessible). The forty five (45) accessible spaces (including nine van-accessible) can be located in the lot adjacent to the stadium.

All van accessible parking spaces are permitted to be grouped on one level within a multi-level parking facility.

Vertical Clearance

(2010 Standards Section 502.5)

Additionally, van-accessible spaces, their associated access aisles, and the vehicular routes serving them must provide vertical clearance of at least ninety-eight inches (98") to allow for the height of typical wheelchair lift-equipped vehicles.

Signage (2010 Standards Section 216.5 and 502.6 and HAR Section 11-219-14)

The 2010 Standards require that parking spaces be identified with signage that includes the International Symbol of Accessibility and that van-accessible parking spaces contain the designation "van accessible." Signs must be mounted sixty inches (60") minimum above the finished floor.

HAR provide more detail for the signs on the accessible parking stalls, the van-accessible stalls, and the access aisle as follows:

Accessible parking stalls must have a sign that states:

- (1) the words "Reserved Parking,"
- (2) the International Symbol of Accessibility,
- (3) the words "Maximum Fine \$500," and
- (4) the words "Placard or Special License Plate Required."

If the parking space is required to be van-accessible, a "Van Accessible" sign shall be mounted immediately below the "Reserved Parking" sign.

Access aisles for van designed accessible spaces must have a "No Parking in Access Aisle" sign posted. The sign shall not be placed in the access aisle of the parking space.

All signs shall be mounted at minimum sixty inches (60")

above the ground to the bottom of the sign, unless technically infeasible because of low ceiling height, in which case the sign shall be mounted at the highest point above the ground. The sign shall be mounted on a freestanding pole, on a wall, or suspended overhead. The sign shall not be mounted so as to obstruct ingress to, or egress from, a vehicle parked in the parking space.

In parallel street parking spaces, the sign may be posted on the curbside of the access aisle.

Exceptions to the signage requirements for the vehicle stall

Parking lots that have four (4) or fewer total spaces do not need to designate the accessible space with a sign. This means that anyone, with or without a disability can park in the accessible space. This is intended to excuse very small entities from having to reserve twenty five to one hundred percent (25% to 100%) of their available parking for individuals with disabilities.

Note that accessible parking spaces must still be provided in appropriate numbers and with other required features (minimum width, etc.) and the van access aisle must still have a "No Parking" sign.



Unique Situations and Settings

Residential Settings

(2010 Standards Section 208.2.3)

Public residential housing projects are required to comply with the 2010 Standards. Where at least one (1) parking space is provided for each dwelling unit, the 2010 Standards requires at least one (1) accessible parking space for each residential dwelling unit with mobility features. If more than one (1) parking space is provided per dwelling unit, then an additional two percent (2%) of the spaces must be accessible and dispersed throughout the types of parking provided for residents. Accessible parking spaces must be located on the shortest accessible route to the residential dwelling unit entrance they serve. Parking for guests, employees, and other non-residents must comply with the 2010 Standards basic scoping requirements. Residential facilities where parking spaces are assigned to specific dwelling units are also exempt from the requirement to post signs at accessible spaces.

Private single-family residential homes are not required to comply with the 2010 Standards or the HAR on parking.

Public and private multi-family dwelling units (ex. condominiums, apartment buildings) are required to comply with the Fair Housing Act's design and construction requirements. The Department of Housing and Urban Development (HUD) recognizes ten (10) safe harbors for compliance with the Fair Housing Act's design and construction requirements. Each safe harbor has specific requirements for accessible parking. More information about each safe harbor is available from Fair Housing Accessibility First (www.fairhousingfirst.org).

Vacation Rental Homes

A vacation rental home is covered if it meets the definition of a place of lodging. This should be determined on a case-by-case basis.

The regulations specifically exclude from coverage “an establishment located within a facility that contains not more than five rooms for rest or hire and that actually is occupied by the proprietor of the establishment as the residence of the proprietor.”

Public Accommodations Within a Residential Facility

Anything that would meet the definition of a place of public accommodation, even if it's located within a residential facility, must comply with the 2010 Standards.

Ex: If a leasing office of an apartment complex is generally open to the public, it must be accessible. This would include an accessible parking space, if public parking is provided. Likewise, if a residential community rents out its meeting or fitness rooms, they become places of public accommodation.

Areas Reserved For Special Vehicles (Buses, Delivery, Law Enforcement)

(2010 Standards Section 208.1)

Parking facilities that are used exclusively for buses, trucks, delivery vehicles, law enforcement vehicles, and vehicular impound are not required to include accessible spaces, however if such lots are accessed by the public (e.g., impounded vehicle retrieval) then an accessible passenger loading zone must be provided.

Valet Facilities

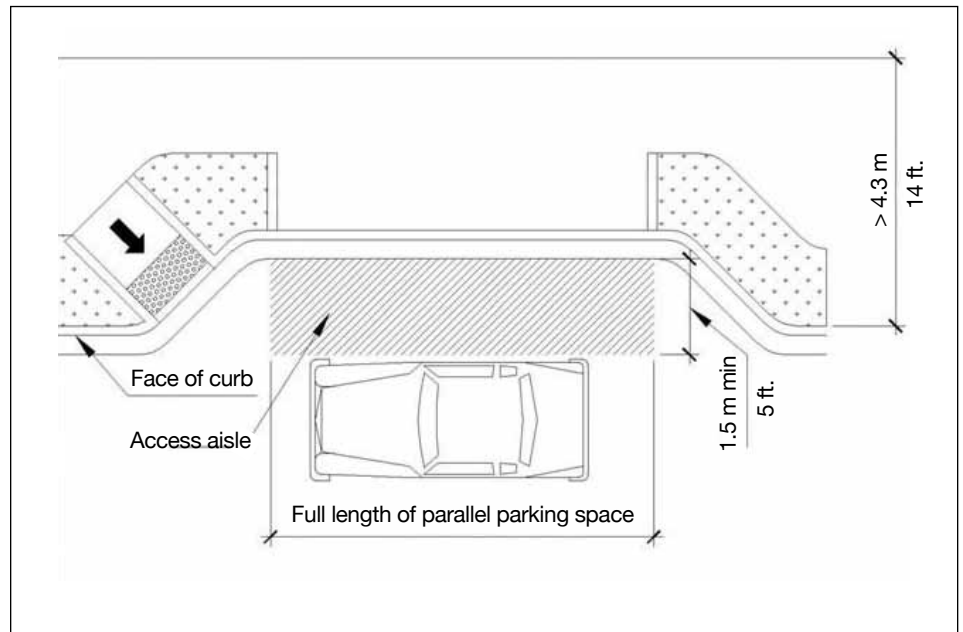
The new standards require accessible spaces in valet facilities because valet employees experienced difficulty driving customized vehicles. In that case, permitting the individual with a disability to self-park may be a required reasonable modification of policy by a covered entity, according to the U.S. Department of Justice.

Electric Vehicle (EV) Charging Stations and Adjacent Parking Spaces

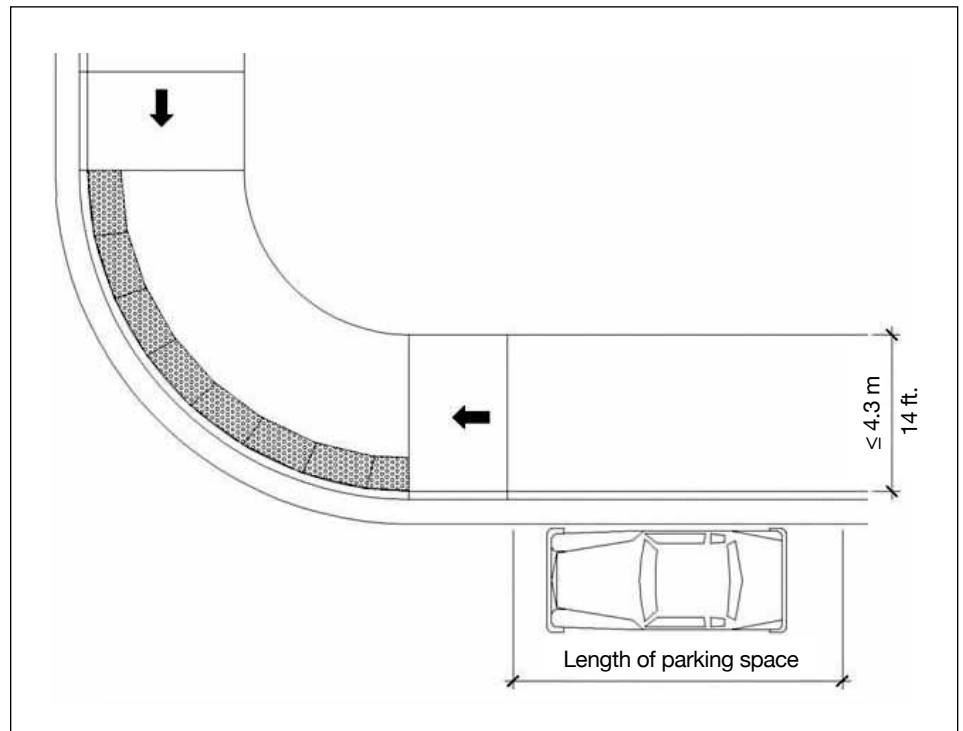
EV charging stations, including the parking space serving the station, are required to be accessible to and usable by persons with disabilities when located at a facility covered under the ADA. Since the 2010 Standards do not contain specific requirements for accessible EV charging stations, DCAB issued interpretive opinion DCAB 2012-01. DCAB 2012-01 contains scoping and technical requirements for accessible EV charging stations located at public facilities. This requires five percent (5%), or at least one of each type, of EV charging stations and parking spaces to be accessible. DCAB 2012-01 also provides the technical specifications for the adjacent parking spaces. EV charging stations located at private facilities should comply with the accessibility requirements specified in DCAB 2012-01. DCAB 2012-01 is available from DCAB's web site (www.hawaii.gov/health/dcab/interpretiveops/).

On-Street Parking

Where on-street parking spaces are provided in the public right-of-way (PROW), parking must be accessible to and usable by persons with disabilities. DCAB issued interpretive opinion DCAB 2011-01 to address the unique scoping and technical challenges of providing accessible on-street parking in the PROW, such as space limitations. This interpretive opinion only covers newly designed and constructed PROW's with marked on-street parking. Alterations to existing on-street parking should comply with DCAB 2011-01 to the maximum extent feasible. DCAB 2011-01 is available from DCAB's web site (www.hawaii.gov/health/dcab/interpretiveops/).



Accessible Parallel Parking at Wide Sidewalk



Accessible Parallel Parking at Narrow Sidewalk

Other Useful Information

Vehicle Tow Away

Towing of vehicles illegally parking in a space reserved for a person with a disability is not required. However, if a parking lot provides for towing, it must comply with the requirements set forth in Section 290-11, Hawaii Revised Statutes.

Penalties and Enforcement

A private entity is subject to a minimum fine of \$250 up to a maximum of \$500 for each day of noncompliance per violation for noncompliance with the design and signage requirements of the state law and rules.

Police officers and volunteer parking enforcement officers do not issue citations for noncompliance with the design and signage requirements of the rules. Only a court can issue a penalty for noncompliance in response to a private right-of-action. Police are able to ticket for illegal parking but not for design noncompliance.

Reference

A full copy of the 2010 Standards is on the U.S. Department of Justice web site at: www.ada.gov/. Click on the *2010 Standards for Accessible Design* link and then on html or pdf format link. Contact the U.S. Department of Justice toll free at (800) 514-0301 voice or (800) 514-0383 TTY (Eastern time) to order a printed copy.

A full copy of the State of Hawaii *Parking for Persons with Disabilities* rules is on the DCAB web site at: www.hawaii.gov/health/dcab/. Click the *Administrative Rules* link and then the *Parking for Persons with Disabilities* link. The parking space signage and design requirements are in Section 11-219-14 of the rules. Click on the signage exhibits separately.

This document also available in large print.