



## DISABILITY AND COMMUNICATION ACCESS BOARD

1010 Richards Street, Room 118 • Honolulu, Hawaii 96813  
Ph. (808) 586-8121 (V) • TTY (808) 586-8162 • Fax (808) 586-8129

### INTERPRETIVE OPINION

Pursuant to §103-50, Hawaii Revised Statutes (HRS), all public buildings, facilities and sites constructed by, or on behalf of the State or any county, shall conform to the 2004 Americans with Disabilities Act Accessibility Guidelines (2004 ADAAG) and amendments. In accordance to HRS §103-50 and Chapter 11-216, Hawaii Administrative Rules, the Disability and Communication Access Board has authority to issue interpretive opinions to HRS §103-50 design standards.

**Docket: DCAB 2022-01 What are the accessibility requirements for accessible on-street parking adjacent to bike lanes? When a buffer zone is provided between the parking stall and bike lane and delineators are used, is there a minimum clear width requirement for user passage?**

**Summary:** Interpretive Opinion 2011-01 delineates the requirements for typical marked or metered on-street parallel parking that is provided adjacent to a sidewalk. However, there are conditions where a vehicular lane for moving traffic is converted to bike lane(s) and on-street parking occurs in the adjacent lane. At these conditions, the on-street parking is no longer adjacent to a sidewalk and depending on the time of day, the on-street parking lane becomes “no parking” and is used for vehicular traffic.

These conditions are relatively new and thus there are no requirements that specifically cover these conditions. Per feedback from the City & County of Honolulu, a bike lane buffer zone is required adjacent to on-street parking. Fixed delineators are typically installed to prevent vehicles from parking within the bike lane or buffer zone and to provide separation during the “no parking” hours when the lane is used for vehicular traffic instead of parking.

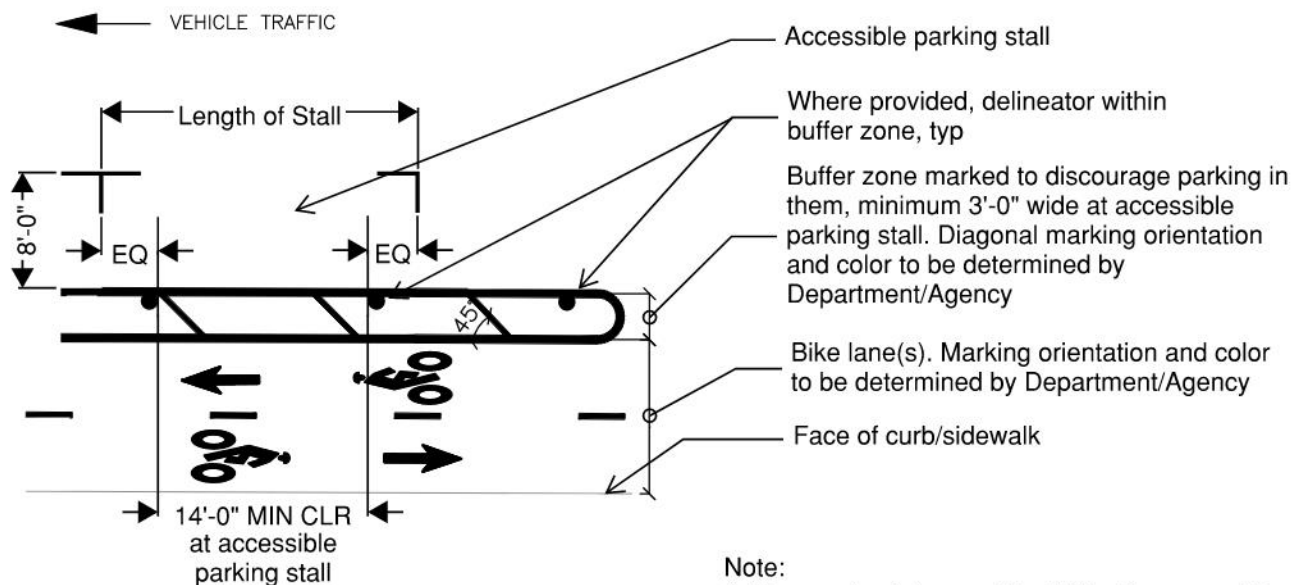
Neither the 2004 ADAAG or proposed PROWAG (Public Rights-of-Way Accessibility Guidelines) explicitly address elements (e.g., delineators) adjacent to on-street parallel parking stall that would interfere with the deployment of a ramp or lift.

Ruling: For buildings or facilities subject to HRS §103-50,

### ADAAG Section 208 Parking and 502 Parking Spaces

Where new or altered marked or metered on-street parallel parking is provided, accessible parking complying with ADAAG Section 208 shall be provided. On-street parallel parking shall not be required to comply with 208.2.4. Within the public right-of-way, a block perimeter shall be considered a 'parking facility'. The number of parking spaces required to be accessible shall be calculated separately for each parking facility

- 1) **Bike Lanes.** Where accessible on-street parallel parking is provided adjacent to a bike lane, an access aisle is not required. When an access aisle is not provided:
  1. The accessible parking spaces shall be located at the end of the block face, or
  2. Adjacent to a mid-block curb ramp rather than at the end of the block face if greater accessibility is provided.
  3. A marked minimum 3'-0" wide buffer zone shall be provided between the parking stall and bike lane.
  4. Where delineators are provided in the buffer zone, at least one 14'-0" minimum clearance between delineators, centered in the stall length shall be provided.
  5. The required signage per ADAAG 216.5 identifying the accessible parking stall may be located within the buffer zone or on the sidewalk adjacent to the bike lane.



Note:  
1. The required signage identifying the accessible parking space may be located within the buffer zone or on the sidewalk adjacent to the bike lane.

[Rul: 05/02/2022] (Auth and Imp: HRS §103-50)

If you have any questions or comments regarding this ruling, please call us at 586-8121.

DISABILITY AND COMMUNICATION ACCESS BOARD