



This parking lot at a Giant Eagle grocery store in Columbus has both a van-access aisle (middle) and a regular access aisle (left). Although this design gives each parking space an access aisle, federal standards allow two parking spaces to share one aisle. Additionally, the blue painted symbols are not required by federal standards, but may be required by local code.

Accessibility Bits

Access to buildings critical for job success

Accessible parking must be among first priorities

By Marilyn Sydow, RSC facility planner

An accessibility-friendly building begins outside the structure itself. For people with disabilities who drive, equal access starts with the parking lot. Providing accessible parking and necessary curb ramps is considered “barrier removal” and will qualify for federal tax incentives. Both credits and deductions can be used annually by small and large businesses.



Sydow

Title III of the Americans with Disabilities Act (ADA) covers Public Accommodations. The *ADA Checklist for Existing Facilities version 2.1* is based on the four priorities recommended by Title III regulations for planning readily achievable barrier removal:

1. accessible approach and entrance,
2. access to goods and services,
3. access to restrooms, and
4. any other measures necessary.

Accessible parking is a part of priority number one. Following are the requirements as described under the ADA Standards for Accessible Design (ADAAG) in Section 4.6 *Parking and Passenger Loading Zones*:

- Accessible parking must be located on the shortest accessible route of

travel from the adjacent parking area to an accessible entrance.

- If the building has multiple accessible entrances, the required number of accessible parking spaces should be distributed to provide accessible parking near **each** entrance.

- The parking space must be a minimum of eight feet wide, center line to center line.

- Accessible parking must include an access aisle directly adjacent to it; however, this aisle can be shared with another accessible parking space. The aisle provides for a car door to be opened fully so that a person with a disability will have space to get in or out with a wheelchair or mobility aid.

- One of every eight accessible spaces must have a van-accessible access aisle that is a minimum of eight feet wide, center line to centerline, starting with the first space. The remaining access aisles must be a minimum of five feet wide, center line to center line.

Although the van-accessible space is required, it is not restricted to parking of vans only, but may be used by other vehicles (with handicap plates or placards) as well.

- The entire length and width of accessible parking spaces and access aisles **must be level and free of all obstructions**, with a surface slope not greater than 1:50 (two percent) for water runoff. A level area prevents people who use wheelchairs from rolling backward as they transfer from a vehicle to the chair. Built-up curb ramps that protrude into the access aisle space are not permitted, because they restrict the deployment of van lifts. A flared-side ramp that is installed into the adjacent sidewalk is



the proper type to be utilized if a curb ramp is needed. (Visit www.ohioworkforce.org to view past “Accessibility Bits” columns, including one on curb ramps).

- Upright signage must be included, designating that the space is reserved by displaying the international symbol of accessibility. A “van-accessible” sign must be included with the van-accessible parking. In Ohio (pursuant to Ohio Revised Code 4511.99) signage that states the fine imposed for illegally parking in an accessible space – such as “Fine \$250 to \$500” – is also required and should be attached with the other signage. (See photo at left)

The proposed 2004 ADA/ABA

Guidelines requires that the “van-accessible” sign be mounted a minimum of 60 inches from the ground surface to the bottom of the sign. Current standards simply state that signage should be located so that it cannot be obscured by a vehicle parked in the space. The federal guidelines do not require that the international symbol of accessibility be painted onto the asphalt or painted in a certain color. However, local codes may require these additions.

- A minimum vertical clearance of 114 inches (nine and one-half feet) must be provided for access to parking garages so that high-top vans can be accommodated.



This picture depicts a common problem: a built-up curb ramp located within the access aisle. In addition, although the aisle is eight feet wide, the signage doesn't identify the space as “van-accessible.”

Minimum Number of Accessible Parking Spaces

ADA Standards for Accessible Design 4.1.2(5)

Total Number of Parking Spaces Provided (per lot)	Total Minimum Number of Accessible Parking Spaces (60" & 96" aisles)	Van Accessible Parking Spaces with min. 96" wide access aisle	Accessible Parking Spaces with min. 60" wide access aisle
	Column A		
1 - 25	1	1	0
26 - 50	2	1	1
51 - 75	3	1	2
76 - 100	4	1	3
101 - 150	5	1	4
151 - 200	6	1	5
201 - 300	7	1	6
301 - 400	8	1	7
401 - 500	9	2	7
501 - 1000	2% of total parking provided in each lot	1/8 of Column A*	7/8 of Column A**
1001 and over	20 plus 1 for each 100 over 1000	1/8 of Column A*	7/8 of Column A**

*one out of every 8 accessible spaces

**7 out of every 8 accessible parking spaces