

PARKING SPACES

Where parking spaces are provided, accessible spaces for persons with mobility impairments should comply with the following table:

Total Number of Marked or Metered Parking Spaces on the Block Perimeter	Required Minimum Number 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 and over	4% of total

Source: Access Board Revised Draft Guidelines for Accessible Public Right of Way: Dated November 23, 2005.

Perpendicular or Angled Parking Spaces

Perpendicular or angled parking spaces along street are normally prohibited.* All off-street parking areas must include on-site maneuvering areas and aisles to permit vehicles to enter and exit the site in forward drive without hesitation.

Accessible parking spaces shall be at least 8 feet wide. Access aisles adjacent to accessible spaces shall be 8 feet wide minimum and shall be provided at street level the full length of the parking space and shall connect to a pedestrian access route serving the space. Access aisles shall be marked so as to discourage parking in them. Two accessible parking spaces may share a common access aisle (See Figure C-1-3).

The "Universal Parking Space Design" is an acceptable alternative to providing a percentage of spaces with a 5 feet wide aisle. Under this design all accessible spaces are a minimum of 11 feet wide with 5 feet wide access aisles. Since all spaces using this design are van accessible, no additional signage is needed to denote which spaces will accommodate vans. This design allows vehicles to park to one side or the other within the 11 feet space.

Accessible parking spaces for persons with mobility impairments are to be located and designed to provide the shortest possible route to rest area facilities. If there are curbs between the access aisle and parking perimeter, then curb cut ramps, Standard CG-12, are to be provided. The Location and Design Traffic Engineering Section Division and Environmental Division should be contacted to coordinate the signing and placement of curb cuts. Figure C-1-3 is to be used to provide ample space for the Accessible Parking and Passenger Loading Zones.

* Rev. 1/13