

**Commission for Accessibility
Meeting Minutes
Monday, May 15, 2023**

Meeting Via Zoom

In Attendance: Christine Santori, Dave Choplinski, Maureen Culhane,
Michael Landrigan, Tony Phillips, Don Ciota

Attendees: John Agni

Call to Order: 5:00 PM

Public Comment

5:00 PM. Call to Order

Public Comment

ADA Handicapped Parking Space Requirements

The subject of handicapped parking spaces has been discussed numerous times over the years by the Commission. At this meeting the number of such spaces on Main Street was questioned, as was their locations. An additional topic was the use of “snow shelves” along some sections of the street.

This year the Connecticut Department of Transportation did an extensive redesign of the downtown area of Main Street. The redesign included the aforementioned snow shelves, which resemble narrow sidewalks, installed adjacent to curb-side parking spaces. These are a feature designed for the piling of snow which would be plowed from the street during a storm. Although they could be used as a sidewalk by non-disabled persons, they are too narrow to allow for a wheelchair or mobility device. Even though this does not appear to be a violation of

ADA accessibility mandates, it seemed to the commissioners an odd layout.

Further discussion centered on the number of handicapped spaces on the street itself. The Commission felt more spaces should have been designed into the plan, even though the total number of spaces the minimum requirements of the ADA.

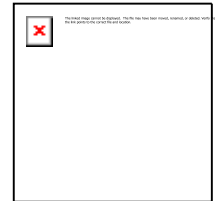
Members of the Commission shared experiences about handicapped spaces being misused, and otherwise blocked. Often these spaces are located by design in a prime location meant to facilitate access from a vehicle to a sidewalk or entrance to a building. Most drivers will not use such a space. But often, it will be the only unused spot, making it tempting place to pull into “for a quick errand,” or to “pick up a passenger.” Also, since these spaces are often the first space near a corner, a delivery van or service vehicle will usurp the space.

Persons with mobility disabilities do not have a practical way when driving up to a space to communicate their need for the space, nor should they have to. It can become discouraging to even attempt to drive into town under such conditions.

The parking lots behind the stores on Main Street, and those located throughout the town, were also a topic for the Commission. These do have handicapped-designated spaces and some lots have town signs regulating the amount of time allowed for parking. But whether these lots are on town property or private property, enforcement of handicapped parking regulations is within the jurisdiction of any local authority. Just as the town enforces speed limits, overtime parking, or handheld cell phone use while driving, handicapped parking violations should also be emphasized. Depriving a disabled person of access is a civil rights violation under ADA. Lack of enforcement itself, might also be considered a violation.

The information below is an outline of accessible parking space mandates by the U.S. Department of Justice. Paging through this data one can see the effort expended by the DOJ to fully cover this issue. It is the objective of this Commission to achieve a higher level of cooperation through education and public outreach.

U.S. Department of Justice
Civil Rights Division
Disability Rights Section



Accessible Parking Spaces

When a business or State or local government restripes parking spaces in a parking lot or parking structure (parking facilities), it must provide accessible parking spaces as required by the 2010 ADA Standards for Accessible Design (2010 Standards).

In addition, businesses or privately owned facilities that provide goods or services to the public have a continuing ADA obligation to remove barriers to access in existing parking facilities when it is readily achievable to do so. Because restriping is relatively inexpensive, it is readily achievable in most cases. State and local government facilities also have an ongoing ADA obligation to make their programs accessible, which can require providing accessible parking.

This compliance brief provides information about the features of accessible car and van parking spaces and how many accessible spaces are required when parking facilities are restriped.

**One of six accessible parking spaces,
but always at least one, must be van-accessible.**

The required number of accessible parking spaces must be calculated separately for each parking facility, not calculated based on the total number of parking spaces

provided on a site. One of six (or fraction of six) accessible parking spaces, but always at least one, must be van accessible.

Parking for hospital outpatient facilities, rehabilitation facilities, outpatient physical therapy facilities or residential facilities have substantially different requirements for accessibility (see 2010 Standards 208.2).

Minimum Number of Accessible Parking Spaces

2010 Standards (208.2)

Total Number of Parking Spaces Provided in Parking Facility (per facility)	(Column A) Minimum Number of Accessible Parking Spaces (car and van)	Minimum Number of Van-Accessible Parking Spaces (1 of six accessible spaces)
1 to 25	1	1
26 to 50	2	1
51 to 75	3	1
76 to 100	4	1
101 to 150	5	1
151 to 200	6	1
201 to 300	7	2
301 to 400	8	2
401 to 500	9	2
500 to 1000	2% of total parking provided in each lot or structure	1/6 of Column A*
1001 and over	20 plus 1 for each 100 over 1000	1/6 of Column A*

*one out of every 6 accessible spaces

Location

Accessible parking spaces must be located on the shortest accessible route of travel to an accessible facility entrance. Where buildings have multiple accessible entrances with adjacent parking, the accessible parking spaces must be dispersed and located closest to the accessible entrances.

When accessible parking spaces are added in an existing parking lot or structure, locate the spaces on the most level ground close to the accessible entrance. An accessible route must always be provided from the accessible parking to the accessible entrance. An accessible route never has curbs or stairs, must be at least 3 feet wide, and has a firm, stable, slip-resistant surface. The slope along the accessible route should not be greater than 1:12 in the direction of travel.

Accessible parking spaces may be clustered in one or more facilities if equivalent or greater accessibility is provided in terms of distance from the accessible entrance, parking fees, and convenience. Van-accessible parking spaces located in parking garages may be clustered on one floor (to accommodate the 98-inch minimum vertical height requirement).

Features of Accessible Parking Spaces



Accessible Parking Spaces with 60-inch Minimum Width Access Aisle for Cars

Notes:

1. Parking space identification sign with the international symbol of accessibility complying with 703.7.2.1 mounted 60 inches minimum above the ground surface measured to the bottom of the sign.
2. If the accessible route is located in front of the parking space, install wheel stops to keep vehicles from reducing the clear width of the accessible route below 36 inches.
3. Two parking spaces may share an access aisle except for angled parking spaces (see below).

Access aisle width is at least 60 inches, must be at the same level and the same length as the adjacent parking space(s) it serves, maximum slope in all directions is 1:48, and

access aisle must connect to an accessible route to the building. Ramps must not extend into the access aisle.

4. Parking space shall be 96 inches wide minimum, marked to define the width, and maximum slope in all directions is 1:48.

5. Boundary of the access aisle must be clearly marked so as to discourage parking in it. (State or local laws may address the color and manner that parking spaces and access aisles are marked.)

Additional Notes:

Where parking spaces are marked with lines, width measurements of parking spaces and access aisles are to centerlines, except for the end space which may include the full width of the line.

Access aisles may be located on either side of the parking space except for angled van parking spaces which must have access aisles located on the passenger side of the parking spaces.

Additional Features of Van-Accessible Parking Spaces

Van-accessible parking spaces incorporate the features of accessible parking spaces on the previous page and require the following additional features: a "van accessible" designation on the sign; different widths for the van parking space or the access aisle; and at least 98 inches of vertical clearance for the van parking space, access aisle, and vehicular route to and from the van-accessible space. The first image below shows a van-accessible space with a 60-inch minimum width access aisle. The second image shows a van-accessible space with a 96-inch minimum width access aisle. Both configurations are permitted and requirements for van-accessible signage and vertical clearance apply to both configurations.



**Van-Accessible Parking Space with
60-inch Minimum Width Access Aisle**

Notes (for illustrations above and below):

1. Parking space identification sign with the international symbol of accessibility and designation, "van accessible." Note, where four or fewer parking spaces are provided on a site, a sign identifying the accessible space, which must be van-accessible, is not required.

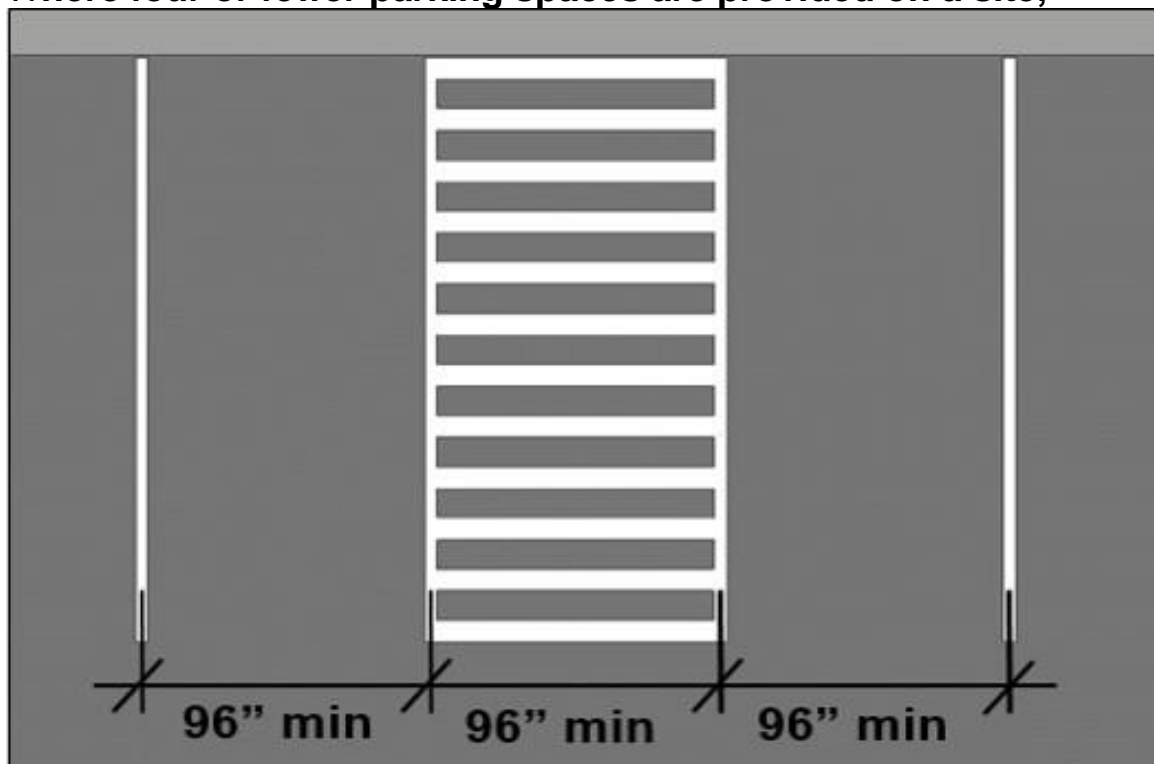
2. Vertical clearance of 98 inches minimum to accommodate van height at the vehicle parking space, the adjacent access aisle, and on the vehicular route to and from the van-accessible space.

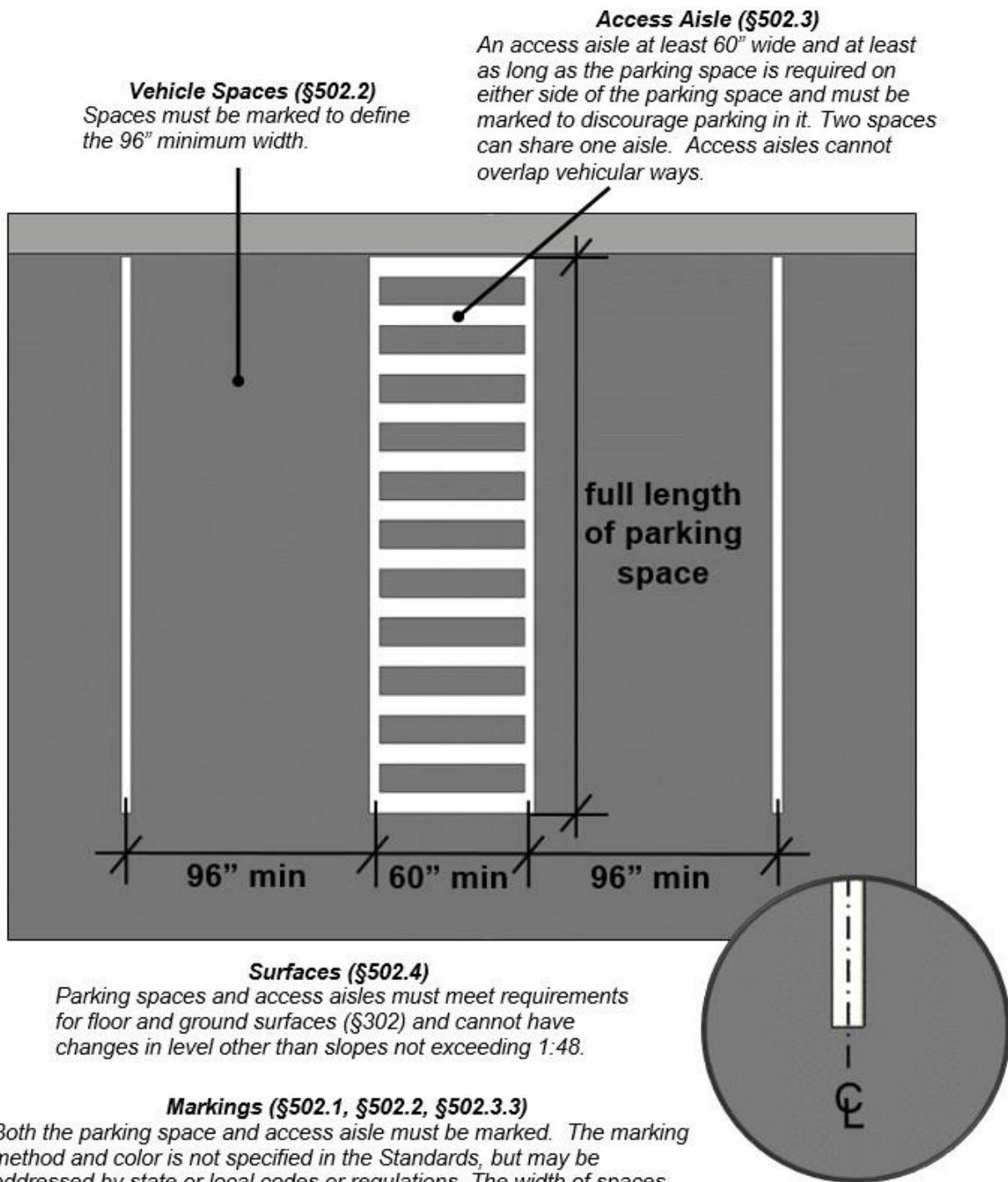
3. Van parking space must be 132 inches wide minimum with an adjacent 60-inch wide minimum access aisle. A van parking space of 96 inches wide minimum with an adjacent 96-inch wide minimum access aisle is also permitted (see below).



Van-Accessible Parking Space with 96-inch Minimum Width Access Aisle

Where four or fewer parking spaces are provided on a site,





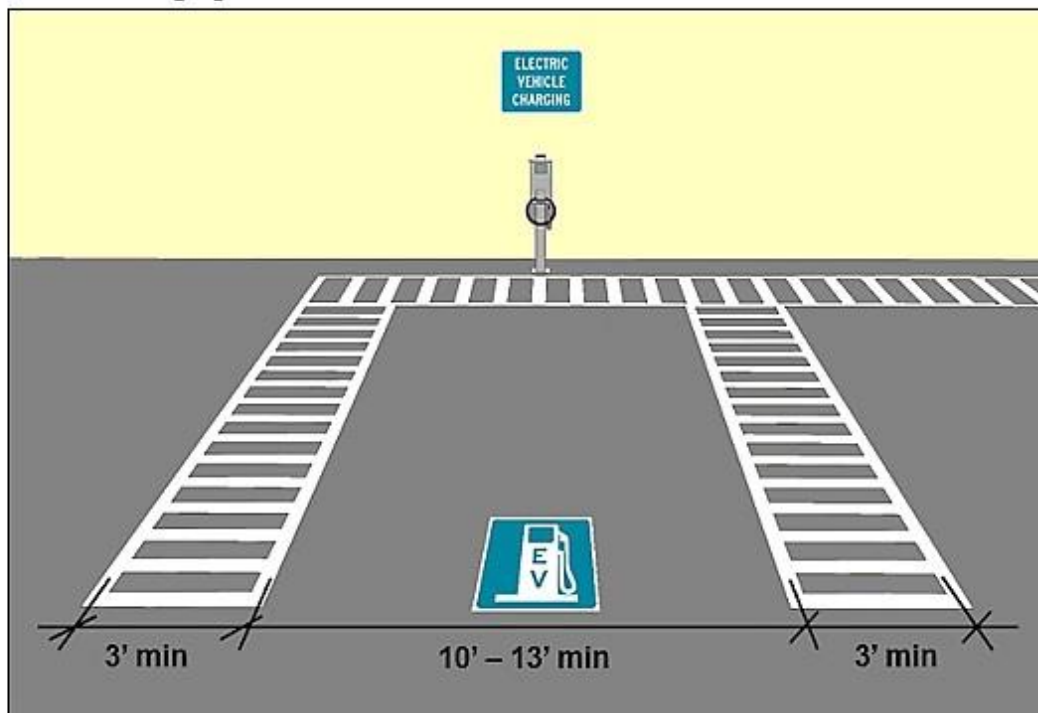


Recommendations: Provide access to a reasonable number of spaces serving EV charging stations or use the scoping table in §208.2 to determine an appropriate number. (The number of accessible spaces serving EV charging stations must be determined separately from the required number of car and van parking spaces.)

Accessible EV Charging Stations

Accessible Route

Provide an accessible route on both sides of the vehicle space that connects to the charging station for easier access.



Vehicle Space

A vehicle space at least 10' – 13' wide is advisable. A 10' width offers an extra 2' that effectively provides a 5' aisle on one side when paired with the accessible route; a 13' wide space will allow an 8' aisle. This flexibility is helpful since the parking direction is determined by the location of the charging station and the vehicle connection. Use the International Symbol of Accessibility only where spaces are reserved exclusively for people with disabilities.

**VIOLATORS WILL
BE FINED MIN \$150**



**RESERVED
PARKING
PERMIT
REQUIRED**





Adjourn. 5:50 PM

2023 Meeting Dates: (Mondays at 5:00PM)

Jul --	Aug--	Jun 12
Oct 16	Nov 13	Sep 11
		Dec 11

Until further notice these meetings will continue via Zoom.

Minutes prepared by Don Ciota, Chairman