



Agenda

DATE 4/10/11 TIME 1:00 PM
SERVED BY Joe Lujan
RECEIVED BY [Signature]

MAYOR'S COMMITTEE ON DISABILITY
THURSDAY, APRIL 18, 2013
10:00 A.M.
GENOVEVA CHAVEZ COMMUNITY CENTER
3221 RODEO RD.
CLASSROOM 1

1. CALL TO ORDER
2. ROLL CALL
3. APPROVAL OF THE AGENDA
4. APPROVAL OF MINUTES: MARCH 21, 2013
5. PUBLIC COMMENTS (15 MIN. TOTAL)
6. OLD BUSINESS
 - a) MCD SUB-COMMITTEE REPORTS
 - b) TELE-COIL LOOP SYSTEMS WITH REGARDS TO ELECTRO-MAGNETIC'S - JOE LUJAN
 - c) CONSIDERATION FOR PURCHASE & INSTALLATION OF TELE-COIL ASSISTIVE LISTENING SYSTEM FOR CITY COUNCIL CHAMBERS - JOE LUJAN
7. NEW BUSINESS
 - a) MCD OFFICER ELECTIONS & SUB-COMMITTEE APPOINTMENTS - MARCIA BOWMAN
 - b) ACCESSIBLE PARKING SIGNAGE DISCUSSION-ANTHONY ALARID/JOE LUJAN
 - c) COMMUNITY DAYS PREPARATION - MARCIA BOWMAN
8. ITEMS FROM MEMBERS AND STAFF (3 MINUTES)
9. ADJOURN

NEXT MEETING MAY 16, 2013

PERSONS WITH DISABILITIES IN NEED OF ACCOMMODATIONS, CONTACT THE CITY CLERK'S OFFICE AT 955-6520, FIVE (5) WORKING DAYS PRIOR TO MEETING DATE.

THIS IS A FRAGRANCE FREE MEETING

****Please notify Marcia Bowman, Interim Chair at 438-4382 and/or Joe Lujan, ADA Coordinator/Liaison, at 955-4021 if you are unable to attend.**

**SUMMARY INDEX
CITY OF SANTA FE
MAYOR'S COMMITTEE ON DISABILITY**

APRIL 18, 2013

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CALL TO ORDER		
ROLL CALL	Quorum	1
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OLD BUSINESS		
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MINUTES OF THE
MAYOR'S COMMITTEE ON DISABILITY
SANTA FE, NEW MEXICO

April 18, 2013

A scheduled meeting of the Mayor's Committee on Disability was called to order by Marcia Bowman, Vice-Chair on this date at approximately 10:00 a.m. at Genoveva Community Center, 3221 Rodeo Road, Classroom 1, Santa Fe, New Mexico.

Roll call indicated a quorum as follows:

Members Present:

Marcia Bowman, Interim Chair
Ron Ortiz Dinkel
Roberta Hunt
Meriam Jawhar (arrived later)
Charles Maynard
Dave McQuarie
Mary McGinnis

Members Excused:

Nancy Pieters

Members Absent:

Courtney Asprodites (resigned)

Staff Present:

Joe Lujan, ADA Coordinator

Others Present:

Anthony Alarid, Governor's Commission on Disability (GCD)
Elaine Almquist, Tele-Coil Loop
Charmaine Clair, Stenographer

Chair Bowman, said that Ms. Asprodites has moved outside the City limits and has submitted her resignation.

APPROVAL OF AGENDA:

Mr. McQuarie moved to approve the Agenda as published. Mr. Ortiz Dinkel seconded the motion and it passed by unanimous voice vote.

APPROVAL OF MINUTES: March 19, 2013

Ms. Barbara Fix should be added under *Others Present*.

The last paragraph under the approval of the minutes was corrected to be Ms. Villa not Ms. *Villareal*.

Page 2, last paragraph under Plan Review, second sentence: "he said the plan review had an unusual expense" was asked to be changed to: "did not comply with ADA regulations."

Page 9, the fifth paragraph, last word of the sentence: "the mitigation was due in *February* ..." was corrected to November.

The third paragraph under Items: "the City Manager *signed* the directive" was asked to be changed to issued.

The last paragraph under Items should indicate the two bridges were the Guadalupe and Defouri Bridge.

Mr. Maynard moved to approve the Minutes of March 19, 2013 as amended. Mr. McQuarie seconded the motion and the motion passed by unanimous voice vote.

PUBLIC COMMENTS - None

OLD BUSINESS

a) MCD Sub-Committee Reports

◦ Transportation Report- Ms. McGinnis

Ms. McGinnis said she reviewed the training manual and agreed with Mr. McQuarie that the customer relations part was strong. She liked the statement "passengers should never have to ask for assistance because a driver failed to offer it."

She said the manual states that drivers must get out of their seat if someone is injured and emphasizes drivers should ask for direction before working with someone. She said the paragraph on different disabilities was thorough and the advice on securing a person was interesting because some of it was common sense.

Ms. McGinnis said she talked with a driver on the way to the meeting who has driven both school and city buses and now drives for Santa Fe Ride. The driver said there has not been hands-on training for a long time, but there is supposed to be training every month. She said there is a meeting about basic things like filling out the paperwork etc.

Ms. McGinnis said the driver said she feels confident working with people with wheelchairs, but is concerned that new drivers do not get the training she received; new drivers ride with the drivers who have been driving a long time. She said that could be something to bring up at the next TAB meeting.

She said a complaint was addressed at the last TAB meeting, and she thought took a long time [to answer], but Jon Bulthuis did follow through. She said the person making the complaint said some things that were inaccurate.

Ms. McGinnis said that is another problem. The letters that customers receive come long after the incident and the person may not remember the details. She said she wonders if there are no appeals for issues like a canceled subscription or whether people are not filing appeals.

Ms. Jawhar entered the meeting at this time.

Ms. McGinnis said she would be comfortable informing TAB about the lack of training on hands-on strap downs on behalf of the Committee. She said the booklet emphasizes how important it is for drivers to practice; a rodeo is held for drivers. She said drivers practice in an obstacle course, but apparently Santa Fe drivers don't get a lot of practice.

She said she was also told by the Santa Fe Ride driver that some of the straps are confusing with the new vehicles. Ms. McGinnis said she would report back to the Committee next month.

Chair Bowman asked Ms. McGinnis to also keep the Committee apprised of the disability subcommittee.

Chair Bowman welcomed new member Miriam Jawhar. Introductions were made at this time.

- Plan Review - Dave McQuarie

Mr. McQuarie said two reports were in the Committee packets; the Santa Fe River channel report doesn't involve activity. He said the second report was similar but he is concerned with the landscaping of the safety islands on Airport Road. He said he reviewed the overlay project, which includes curb cuts and the islands are the only worry if the landscaping encroaches on the existing access to an intersection.

- Media- Marcia Bowman –No Report

- b) Tele-Coil Loop Systems & Electro-Magnetics-Joe Lujan

Mr. Lujan said the Committee has information in their packet on electromagnetics in general and specifically about the Loop system. He said Ms. Almquist was asked to do research last month and her documentation is included.

Mr. Lujan introduced Samuel Castillo from ATS Resources. He said he has worked with Mr. Castillo with regards to estimates and invited him to the meeting in case members had questions. He asked Ms. Almquist to speak on her findings.

Ms. Almquist said the most weighted information was from Ampetronic, one of the manufacturers. She said the company provided a general specification for audio reduction width systems and specifications, to meet standards based on international guidelines for Loops. She said she found the numbers meaningless without a reference to compare to.

She learned that the magnetic strength of the Loop is less strong than the magnetic field of the earth and weaker than a refrigerator magnet. She included in the packet, health concerns based on specifications and conversions, as well as an article published by the British Journal of Audiology. The Journal has similar conclusions that there is not enough of the magnetic field to cause any electromagnetic sensitivity (EMS.)

Chair Bowman added that the Council Chambers already has Wi-Fi and an FM system. She thought the addition of the Loop would be negligible. Ms. Almquist agreed.

Ms. McGinnis said she received a call from Arthur Furstenberg, the main advocate for those with EMS. He knows the Committee is considering the Loop system and didn't come because he thought he wouldn't be given reasonable accommodation.

Ms. McGinnis said Mr. Furstenberg said the installation of the Loop would increase EMF (electromagnetic field) and she feels she should respond.

Ms. Hunt said Mr. Furstenberg could be told that the Committee could only consider the research available and research has determined levels are well below any concerns. She said she understands this is a complicated issue, but unless there is government or global recognition of sensitivity, by law the Committee has nothing to accommodate.

She said it is important for the Committee to acknowledge EMS as an issue and MCD looked at the current research. The research shows this level is not considered a disability, sensitivity or impairment.

Ms. Almquist said she included the World Health Organization website link on EMF standards and guidelines. She said the World Health documents show electromagnetic exposure levels begin around 100 micro teslas and is equal to 100 million nano teslas. The strength of the Loop is very insignificant with exposure levels that the World Health Organization says is a concern.

Mr. Samuel Castillo said this is an ongoing topic and everyone is around EMF every day and the amounts are insignificant. He said the systems [Loop and FM] could be used together and still be below the EMF threshold.

Mr. Ortiz Dinkel said part of the response is that benefits gained through the use of the T-Coil far outweigh the risks, which are minor.

Ms. Almquist asked if the number of people who don't attend a meeting because of concern about the sensitivity of the FM system is known.

Mr. Lujan said he doesn't know the number. He said he does know that a request has never been made from him in the last 10 years for the assistive listening devices or from the current multi-media people or the City Clerk, and there is signage.

Mr. Lujan said people should be educated on the subject; everyone is surrounded by electromagnetics produced by telephones, fluorescent lights, cell phones, the sun, etc. He said there are no guidelines or standards from the US Access Board, although the Board is looking at the issue.

Mr. Lujan recommended the Committee respond to Mr. Furstenberg and is a reason he brought the issue to the Committee for endorsement. He said with Committee's support of the Loop based on the findings, it would be easier to get the Loop system. He said funding is available.

Mr. Maynard said he did an investigation on EMF for a story he planned on health hazards. He went through a lot of literature and could find nothing to do a story about.

Ms. McGinnis asked if there is accommodation for a person with EMF that would allow them to participate in a meeting.

Ms. Hunt stressed the importance that there is not a requirement to make an accommodation for something not recognized as an impairment or disability. She said the Committee does want to be inclusive, but the only accommodations would be technology; video conferencing involves Wi-Fi, a telephone conference

where the phone has more EMF than the Loop system, etc. She said accommodations would involve technology, which is inherently the problem.

She suggested Ms. McGinnis ask Mr. Furstenberg his opinion on what would work. She said often the person with the issue has the best solution.

Ms. Almquist said the Loop around the room is the magnetic part and according to calculations, is not as strong as a refrigerator magnet. The electric part is the T-coil and hearing aids and when combined is the *electromagnetic* part. She said it isn't just sitting in the room, but from the headphones.

Mr. Lujan said Mr. Furstenberg attended a past meeting of the MCD and asked Ms. McGinnis to turn off her Braille Note. He said this type of situation would happen. He said to accommodate Mr. Furstenberg at a meeting; the meeting would have to be outside.

Ms. McGinnis said she would convey the information to Mr. Furstenberg and ask if he could think of something that might work.

Ms. Jawhar said it would be up to Mr. Furstenberg if he wants to participate over the phone, but no matter what, he would run into a wall with regard to participation. She said the Committee has done their job and addressed the issue.

Mr. Ortiz Dinkel said it is important to add the word *reasonable* when talking about any accommodation.

Mr. McQuarie said ADA came out with guidelines in 1992 and the most common word used was *reasonable*. The guidelines said it was unreasonable to accommodate one person in spite of many; as many as possible should be accommodated. He said trying to accommodate someone like Mr. Furstenberg, who is supersensitive, would infringe on others.

c) Consideration for Purchase/Installation of Tele-Coil System for City Council Chambers- Joe Lujan

Ms. Jawhar moved to approve the ADA coordinator proceeding with a funding source and taking the T-coil system to the administration. Ms. McGinnis seconded the motion and it passed by unanimous voice vote.

Ms. Hunt said the City website lists the assistive sites available and has done a good job providing information. She added a quick KSFR or something in the newspaper could be done.

NEW BUSINESS

a) MCD Officer Elections & Sub-Committee Appointments

Ms. Hunt nominated Marcia Bowman as chairperson for the Mayors Committee on Disability.

Mr. McQuarie recommended Ms. Bowman accept the appointment by acclamation since there are no other nominees. **Ms. Bowman accepted the position.**

Ms. McGinnis nominated Roberta Hunt for the position of vice chair.

Ms. Hunt accepted the nomination. There were no other nominees.

Ms. Jawhar seconded the motion and it passed by unanimous voice vote.

Subcommittee appointments were made as follows:

Transportation subcommittee: Ms. McGinnis

Media subcommittee: Miriam Jawhar and Roberta Hunt; assisted by Charles Maynard

Plan Review subcommittee: Dave McQuarie and Nancy Pieters; assisted by Ron Ortiz Dinkel and Hope Reed

Mr. Lujan said he would provide an updated contact list with the chair/ vice chair, etc. at the next meeting.

b) Accessible Parking Signage Discussion- Anthony Alarid/Joe Lujan

Mr. Lujan introduced Anthony Alarid from the Governor's Commission on Disability (GCD.) He said the Committee made revisions of the State approved language for the sign exchange. He said the intentions were good, but the language conflicts with the State approved language and statute.

Mr. Alarid showed the two signs. He said the text "*violators are subject to a fine and /or towing*" was passed as a requirement by legislature and is in the State statute and required all accessible parking signage to have the language.

Mr. Alarid said the MCD sign says "*do not block access aisle*" and is a good reminder, but is *not* a requirement. He said the State statute amendment was for "No Parking" to be put on the pavement of the access aisle and the only requirement of the sign is the color background, universal signage symbol and the text: "violators are subject to fines and/ or towing."

Mr. Alarid passed out the parking checklist (Exhibit 1) and noted that page 3 had the standards for accessible parking. He said the parking lot sign would be revised because the reference to the State statute number is not required on the sign, but appears as though it is.

Mr. Alarid said the "*mandatory court appearance*" on the City sign is also not a requirement. He said a number of different signs are out there that are not approved by statute. GCD would coordinate with the Municipal League and the Association of Counties to get the word out about the correct sign.

Mr. Alarid asked if a "mandatory court appearance" pertained to Santa Fe.

McQuarie said the reason is that had been a requirement of the State law at the time. He said tow away zones in Santa Fe had to wait 24 hours, which is unreasonable and the Director purposely left the language off. He said a lot of the changes on the sign were made according to what the City found was needed.

He said the current federal ADA law says the law that offers accommodation to a greater number of people; whether state, federal or city; would override.

Mr. Alarid clarified Mr. McQuarie preferred the MCD sign with "do not block access aisle." He noted that would be on the pavement striping of the access aisle. He said the signage Mr. McQuarie wants would be in *front* of the parking space, not in the access aisle.

Mr. McQuarie said the access by design is adjacent to a parking space. He said putting a supplement on the sign, even though the sign is not located directly in front of the aisle, applies to adjacent areas. He said State law requires the access aisles be marked with "No Parking" and specifies letter size and spacing. He said there are two access aisle sizes: 5 foot or 8 foot and the lettering required would not fit a 5 foot aisle.

Mr. Alarid said the lettering does fit. Mr. McQuarie disagreed.

Mr. Lujan said to sum up, there is a conflict of what is approved by State and what Mr. McQuarie prefers. He said the only requirement of the ADA is the ISA (International Symbol of Accessibility.)

Mr. McQuarie said he has worked with the sign for 40 years through the State and/or the City. He said with either sign the City would not be in trouble or cited by the State. He said the sign by the City is more accommodating for the public and "signage should be for the *viewer* not the lawyer."

Mr. Alarid said accessible parking is the number one complaint in the GCD office and violators tell him "well there was no sign." He said people don't look for a sign in the *next* parking space; they look for a sign right there. He said a large vehicle like a truck parked in the space, would have less chance for a person to see the sign. He said he disagrees with Mr. McQuarie and a sign in the next parking space is *not* effective.

Chair Bowman said beyond that, opinions are irrelevant when a statute is in place and the Committee should follow the statute.

Mr. Alarid and Mr. McQuarie talked about sign color and the type of sign used.

Ms. Hunt said there is a State statute and until an ordinance is passed with the City, there is as an obligation to perform at the State level.

Mr. Lujan said he doesn't know where the mandatory court appearance language came from and the question now is if that should be on the sign. Mr. Alarid replied if not a State statute, it should not be.

Chair Bowman asked Mr. Alarid to find out if "*mandatory court appearance*" is a statute.

Mr. Lujan said there have been conflicts with staff regarding the placement of the "No Parking" notice in the access aisle. He said the State statute requires "No Parking" at the rear of the aisle.

Mr. Alarid explained the reason. He said when parking spaces are occupied "No Parking" could be seen sooner. Also keeping the access aisles painted white is constant maintenance and oil and grease add additional issues.

Mr. Lujan added that a picture could be taken more easily of the vehicle and license plate number of violators parked in the space. He said most likely, the ISA below the bumper could still be seen and if at the front, someone could say it was not marked.

Mr. McQuarie said if a 12 inch stroke is used it wouldn't fit a 5 foot aisle and is why some cities only use a universal space 11 x 11 with a five foot aisle. He recommended the State research that.

He said also the State currently requires the striping to be blue, which cannot be seen at night unless in a well lit area and the darker the color the more the color has to be replaced. He recommends white retro-reflective that picks up any type of light.

Chair Bowman said she wouldn't disagree, but that isn't current statute. She said in the meantime, the sign should be used which fits the statute. Mr. Alarid agreed.

Mr. McQuarie said the van accessible stated [on the checklist] as 6 x 12, he suggests be changed to 12 x 6 to comply with signing regulations which lists horizontal first. He said also, the NMSA citation number is discriminatory because it is not required by law and ordinances should not be cited.

c) Community Days Preparation -Marcia Bowman

Chair Bowman said everyone indicated that they could attend on May 11 Community Day. She said Mr. Lujan would set up/break down the table, chairs etc.

The Committee discussed coverage of the event and member coverage was established as follows:

Ms. Hunt 10 a.m.-1:00 p.m. and Mr. Ortiz Dinkel 10 a.m.-1:00 p.m.

Chair Bowman 1:00-3:00 p.m. and Mr. Maynard 1:00-3:00 p.m.

Ms. Jawhar noon -1:00 p.m.

Mr. McQuarie said he could be there for most of the event but wouldn't commit to a time.

Ms. McGinnis said she is committed elsewhere and would not be able to attend.

Mr. Lujan said the plan is to be on the east side of the Plaza on the northeast corner, but an e-mail would be sent to everyone to confirm the location.

Ms. Hunt offered to look at the literature for the event that is in Mr. Lujan's office.

Mr. Lujan said the brochure about the service animals has changed because the State adopted the federal guidelines of assistance animals of a dog or a miniature pony. He said he could reprint any brochure the Committee needs within a couple of weeks of the event.

He said if members have ideas for handouts to contact Chair Bowman, or Ms. Hunt as the vice chair or himself. He said the brochures they have are educational, about ADA advocacy and about New Vistas.

Ms. Jawhar said she has information on the Southwest Conference on Disabilities. Mr. Lujan said that is appropriate.

ITEMS FROM MEMBERS AND STAFF

Mr. Lujan said there is a program at Santa Fe High School for persons with disabilities. He was contacted by the sponsor who wanted to notify MCD about how bad the sidewalks are in Santa Fe. Mr. Lujan said he would put that on the agenda for May.

Mr. Lujan explained to new members that the Committee has had numerous discussions on bad sidewalks in Santa Fe. He said he would update them on the sidewalks, many of which have zero property lines that force a person that uses a mobility device to go into the street, or have a barrier that is inaccessible because of a fire hydrant or light pole. He said all older cities and municipalities face these problems.

Ms. Jawhar said she is happy to be a part of the group. She acknowledged the good work of Mr. Lujan and said Chair Bowman is an excellent chair.

Mr. McQuarie said in March a City Councilor requested a potential study for safety purposes. The study is to go through various committees and he hopes MCD is included because the City crosswalks and crossings are in bad shape. He said if they are not included the Committee should ask the Councilor why.

Mr. McQuarie said signage and parking is the number one question and complaint he gets from the public. He said he is against the blue striping and the Committee should get a Councilor or the Mayor to sponsor white reflective striping and go through the steps to make that an ordinance. He said if anyone is interested in working on a bill he is willing to be on the task force.

NEXT MEETING: May 16, 2013

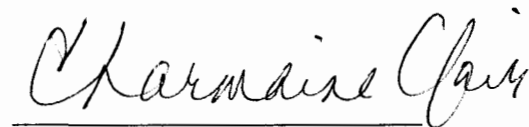
ADJOURNMENT

Having completed the agenda and no further business, the meeting adjourned at 11:56 a.m.

Approved by:


Marcia Bowman, Chair

Submitted by:


Charmaine Clair, Stenographer

2009 N. M. ACCESSIBLE PARKING CHECKLIST

Prepared: 12-01-10
Revised:

Prepared by: Governor's Commission on Disability (GCD) 491 Old Santa Fe Trail, Santa Fe N.M. 87505
This checklist is based on NMBC 2009, IBC 2009, ANSI 2003, State Statutes (NMSA 1978), 2010 Standards
Note: The 2010 Standard is the updated ADAAG published by DOJ on September 15, 2010.

EXHIBIT 1
Mayor's Committee on Disability
April 18, 2013

Do numbers comply with NMBC Table 1106.1 below? _____

- Total number of parking spaces _____
- Total number of car accessible spaces _____
- Total number of van accessible spaces _____

This section does not apply to parking spaces used exclusively for buses, trucks, other delivery vehicles, law enforcement vehicles or vehicular impound and motor pools where lots accessed by the public are provided with an accessible passenger loading zone. (IBC 1106.1)

NMBC TABLE 1106.1 - NUMBER OF ACCESSIBLE PARKING SPACES

NMBC Table 1106 is based on 66-7-352.4 NMSA 1978 and provides more accessible parking in smaller lots than IBC 1106.1 and 2010 Standards.

TOTAL PARKING SPACES	TOTAL REQUIRED ACCESSIBLE PARKING SPACES	NUMBER REQUIRED TO BE VAN ACCESSIBLE (IBC 1106.5 Van Parking)	NOTES
1-25	1	1	
26-35	2	1	
36-50	3	1	
51-100	4	1	
101-300	8	2	
301-500	12	2	
501-800	16	3	
801-1,000	20	4	
Over 1,000	20 spaces plus 1 space for every 100 spaces, or fraction thereof, over 1,000	1 of every 6 accessible parking spaces, or fraction thereof	

SPECIAL OCCUPANCIES (See IBC sections 1106.2 to 1106.4)	NUMBER REQUIRED TO BE ACCESSIBLE	NUMBER REQUIRED TO BE VAN ACCESSIBLE (See IBC 1106.5)	NOTES
Group R-2 NONTRANSIENT (Apartments, dormitories, vacation timeshare) and Group R-3 (Adult or child care facilities)	For resident parking, provide 2%, but not less than one accessible parking space(s) For guest parking, comply with Table 1106.1 above	1 of every 6 accessible parking spaces, or fraction thereof	
Hospital outpatient clinics, for patient and visitor parking	10% accessible spaces, but not less than one	1 of every 6 accessible parking spaces, or fraction thereof	
Rehabilitation facilities and outpatient physical therapy facilities, for patient and visitor parking	20% accessible spaces, but not less than one	1 of every 6 accessible parking spaces, or fraction thereof	

ACCESSIBLE PARKING LOCATION (IBC 1106.6)

- Closest spaces to the accessible entrance / accessible route _____
- Dispersed among the various types of parking facilities (parking lots, parking garages, and similar) _____
- In parking facilities that do not serve a particular building, accessible spaces shall be on the shortest accessible route to accessible entrance(s) _____
- Where buildings have multiple accessible entrances with adjacent parking, disperse accessible parking spaces close to entrances _____
Exception 1: In multilevel parking structures, van-accessible parking spaces may be on one level _____
Exception 2: Accessible parking shall be permitted to be in different parking facilities if substantially equivalent or greater accessibility is provided. _____
- There is a significant safety hazard for mobility-impaired persons crossing through parking lots and this hazard is greatly reduced when parking is provided adjacent to a building entrance. (66-7-352.2 NMSA Legislative Intent) _____

VEHICLE SPACE & ACCESS AISLE SIZE (ANSI 502)

- Measure to the middle of the painted stripe. (ANSI 502.2 and 505.3) See drawing on page 3 of this checklist. _____
Exception: End of row spaces shall be permitted to include the full width of painted striping. _____
- OPTION 1 – Accessible Car Parking space is 8' wide min. _____ access aisle is 5' wide min. _____
– Accessible Van Parking space is 8' wide min. _____ access aisle is 8' wide min. _____
- OPTION 2 – Universal Car Parking space is 8' wide min. _____ access aisle is 5' wide min. _____
– Universal Van Parking space is 11' wide min. _____ access aisle is 5' wide min. _____
- GCD recommends accessible spaces and access aisles be 18' long minimum _____

ACCESS AISLE LOCATION (ANSI 502.4)

- Adjoin an accessible route (curb ramp, sidewalk, parking surface) _____
- May be shared by two parking spaces _____
- Does not overlap the vehicular way _____
- May be on either side of a car or van parking space. _____
- GCD recommends van access aisle be on the passenger side _____
- Angled van parking shall have the access aisle on the passenger side _____
- Access aisle extends the full length of the parking space _____
- Design parking and access aisles so parked vehicles do not obstruct adjacent accessible routes (ANSI 502.8) _____
- GCD recommends accessible spaces and access aisles be 18' long minimum _____

SURFACES OF PARKING & ACCESS AISLE (ANSI 502)

- Surface slopes not to exceed 1:48 (1" rise in 48" run or 2%) _____
- Built-up curb ramps may not extend into access aisle or parking space. See drawing on page 3 of this checklist. _____
- Parking and access aisles are at the same level _____
- Surface is stable, firm, slip resistant, free of cracks, holes, and other obstructions (ANSI 302) _____
- Surface is clear of rocks, dirt, puddles, drainage inlets, and similar obstacles _____

VERTICAL CLEARANCES (ANSI 502.6)

- Provide 8'-2" (98") vertical clearance in parking garages to accessible parking, beneath roof overhang, beneath trees branches, and similar _____
- GCD recommends 114" vertical clearance because some popular models of personal vans can be 98" high when stationary. When vans bounce at the top and bottom of parking garage ramps, or when people open their tailgate, they need more vertical clearance. _____

SIGNAGE (NMBC 1110.1 and ANSI 502.7)

- A vertical sign is centered at the head of each parking space _____
- Characters and their background shall have a non-glare finish. Characters shall contrast with their background, with either light characters on a dark background, or dark characters on a light background. _____
- Sign displays the International Symbol of Accessibility (Note: The International Symbol of Accessibility provides white symbols and letters on a blue background, however, ANSI and 2010 Standards do not specify colors for signage.) _____
- GCD recommends signs to be white background with a green border and legend (MUTCD sign # R7-8 and R7-8A). _____
- Sign must include the language "Violators are subject to a fine and/or towing" (66-7-352.4C NMSA 1978, Effective 7-01-2010). See sign sample on page 3 of this parking checklist _____
- Van accessible signs are provided below the other sign (see sign sample on page 3 of this parking checklist) _____
- The van space signage is needed to alert van users to the presence of the wider aisle, but the space is not intended to be restricted only to vans. (2010 Standards 502.5) _____
- In parking lots the bottom of the sign is 60" minimum above the ground or parking surface. (ANSI 502.7) _____
- Along the public rights-of-way MUTCD requires the bottom of the MUTCD R7-8 sign to be 84" above the ground. _____
- Where the total number of parking spaces provided is 4 or less, no accessible signage is required. (NMBC 1110.1) _____

PAVEMENT MARKINGS (NMBC 1110.3)

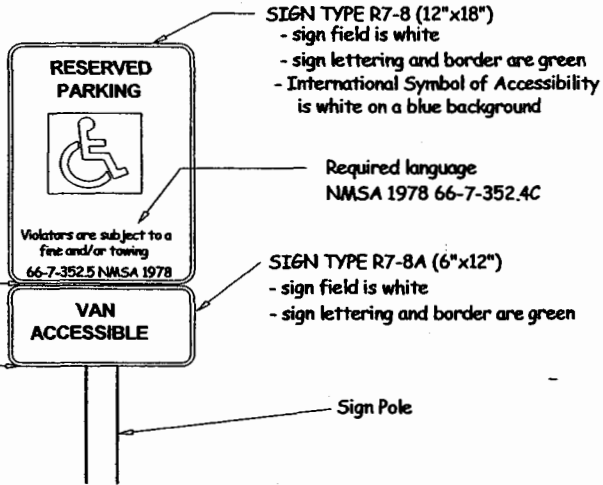
- Parking space has a clearly visible, blue, International Symbol of Accessibility painted on the pavement at rear of the space (66-1-4.1.E NMSA 1978) or MUTCD recommends a white symbol on a blue background. _____
- Access aisle has blue, diagonal striping. (66-1-4.1.B NMSA 1978). _____
- Access aisle shall have the words "NO PARKING" in capital letters, each of which shall be at least one foot high and at least two inches wide, placed at the rear of the parking space so as to be close to where an adjacent vehicle's rear tires would be placed. (66-1-4.1.B NMSA 1978) _____
- In the public rights-of-way MUTCD recommends white striping. _____
- Where the total number of parking spaces provided is 4 or less, no International Symbol of Accessibility pavement marking is required (NMBC 1110.3, Effective 1-01-2011) _____

CURB RAMP LOCATION

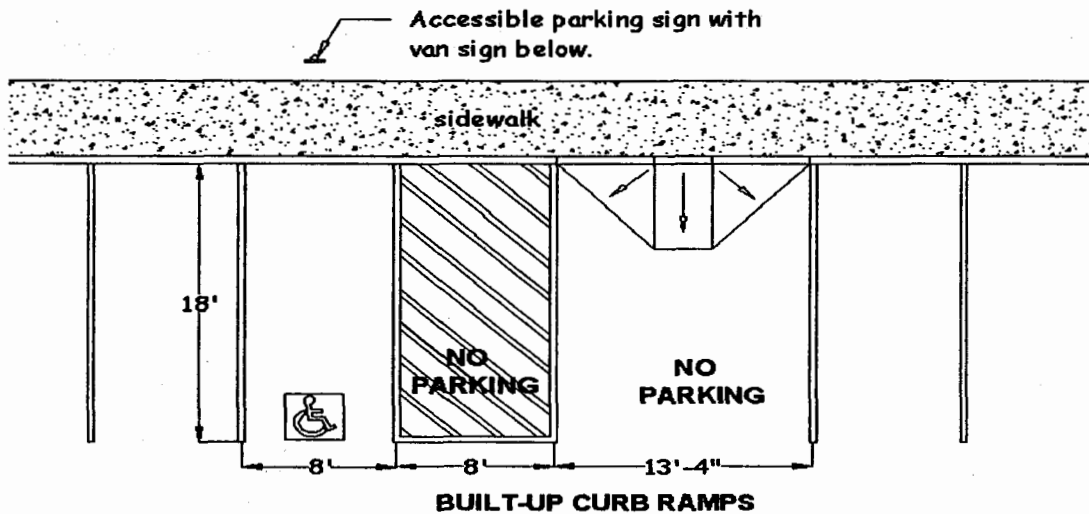
- The curb ramp does not protrude into the access aisle or parking (ANSI 502.5) _____
- The curb ramp is located so people with disabilities do not have to cross behind parked vehicles (66-7-352.2 NMSA 1978) _____

Non-van accessible spaces
bottom of this sign
60" min. above ground
ANSI 502.7

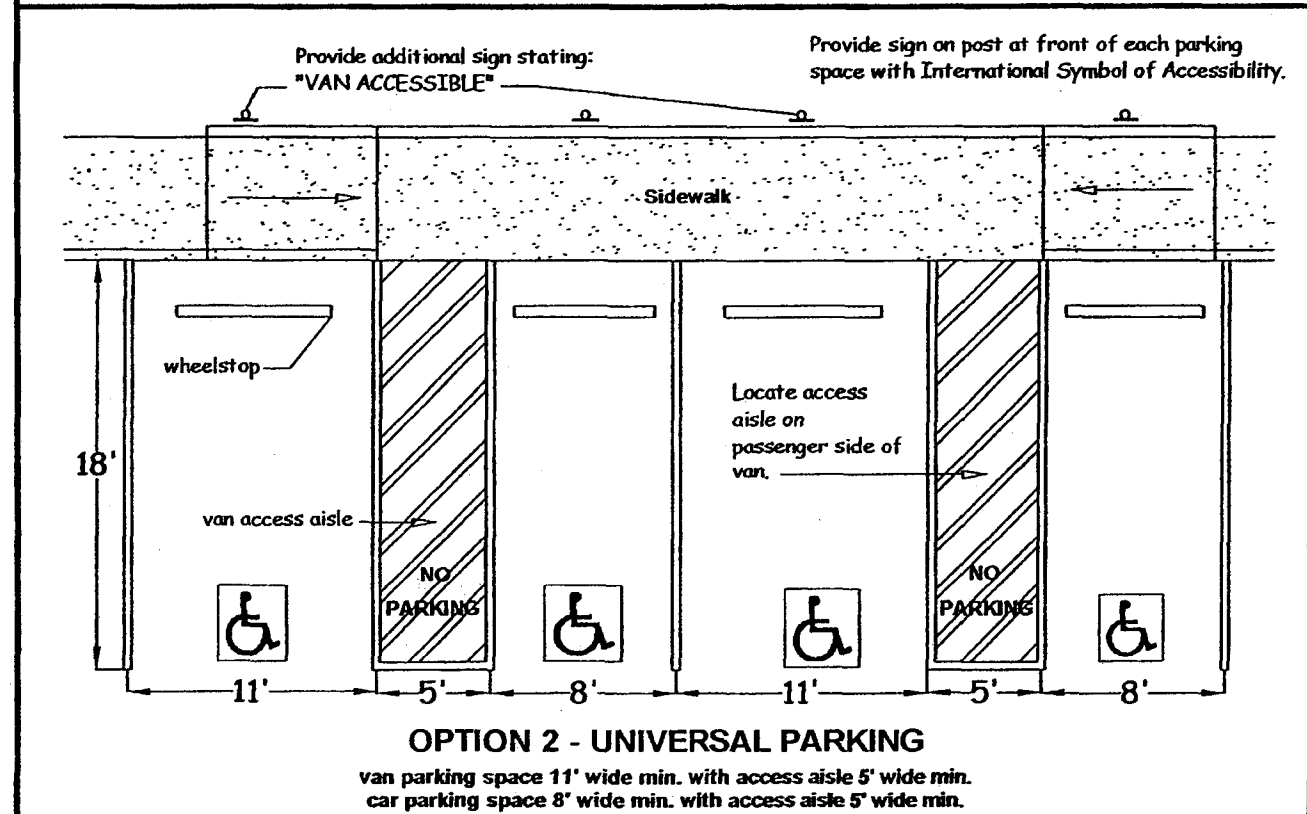
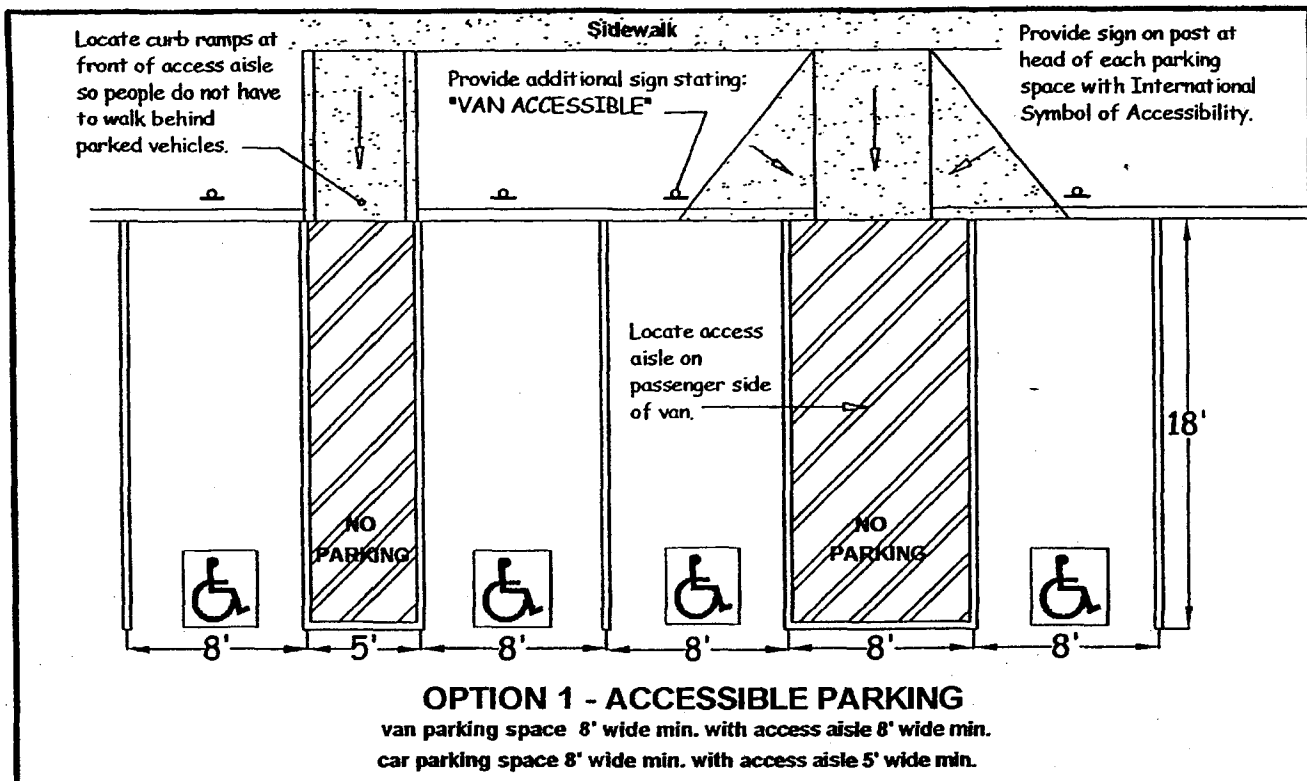
Van accessible spaces
bottom of this sign
60" min. above the ground
ANSI 502.7



Parking Lot Sign



BUILT-UP CURB RAMP
Built-up curb ramps shall not extend into the
accessible parking space or access aisle.
ANSI 502.5 and 2010 Standards 502.4



GOVERNOR'S COMMISSION ON DISABILITY
 491 Old Santa Fe Trail, Room 117
 Santa Fe, NM 87501-2753
 phone (505) 476-0412 toll free (877) 696-1470

ACCESSIBLE PARKING LAYOUTS
 January 12, 2005

ON-STREET, ACCESSIBLE PARKING

ON-STREET PARKING

prepared with NMDOT ADA Compliance Committee
on October 11, 2006

NUMBER AND LOCATION

- Where on-street parking is provided for the convenience of the general public, accessible on-street parking is also required. [See ADA Title II section 35.130 General prohibitions against discrimination]
- On-street parking should be provided as a priority at public entities, such as: government offices, post offices, courthouses, schools, parks, and similar. [See ADA Title II section 35.150(d)]
- Within a block, or typical block length, provide one accessible parking space on each side of the street. It should be the first space in the block and be convenient to curb ramps constructed in compliance with NMDOT Pedestrian Access Details.
- Provide van accessible parking spaces wherever possible.

VEHICLE SPACE & ACCESS AISLE

- Comply as shown on page 2 of this checklist.
EXCEPTION: On-street, parallel spaces shall be 25' minimum length which is standard for all parallel parking.

ACCESS AISLE LOCATION

- Comply as shown on page 2 of this checklist
EXCEPTION: On-street, parallel parking access aisles shall be 25' minimum length

SURFACES OF PARKING & ACCESS AISLE

- Comply as shown on page 2 of this checklist
EXCEPTION: On-street surfaces may follow the street profile and cross-sections, however, the flattest and most conveniently located spaces should be the accessible spaces.

VERTICAL CLEARANCES

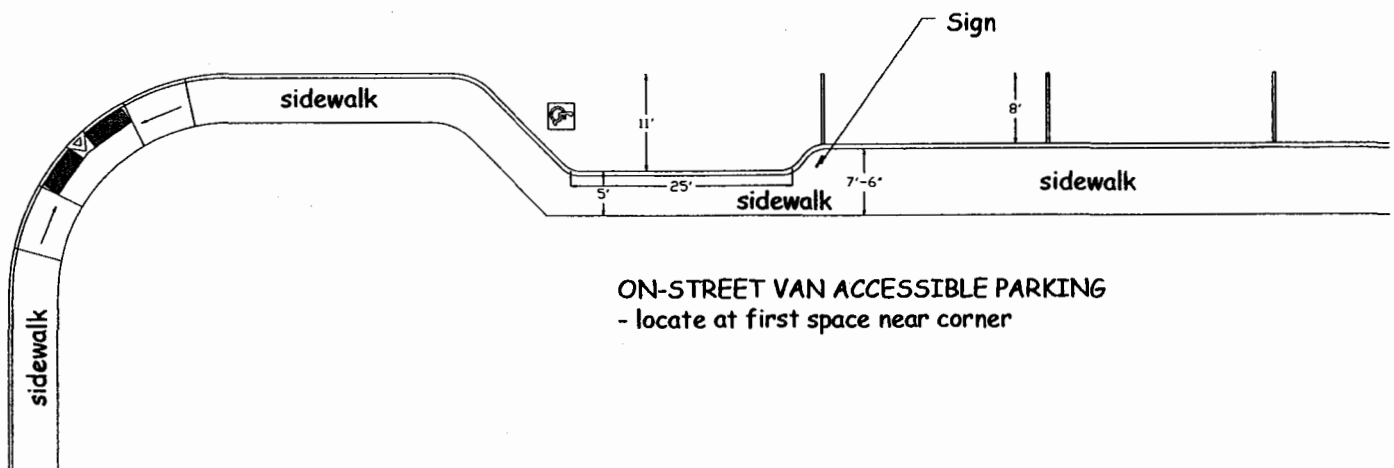
- Comply as shown on page 2 of this checklist.

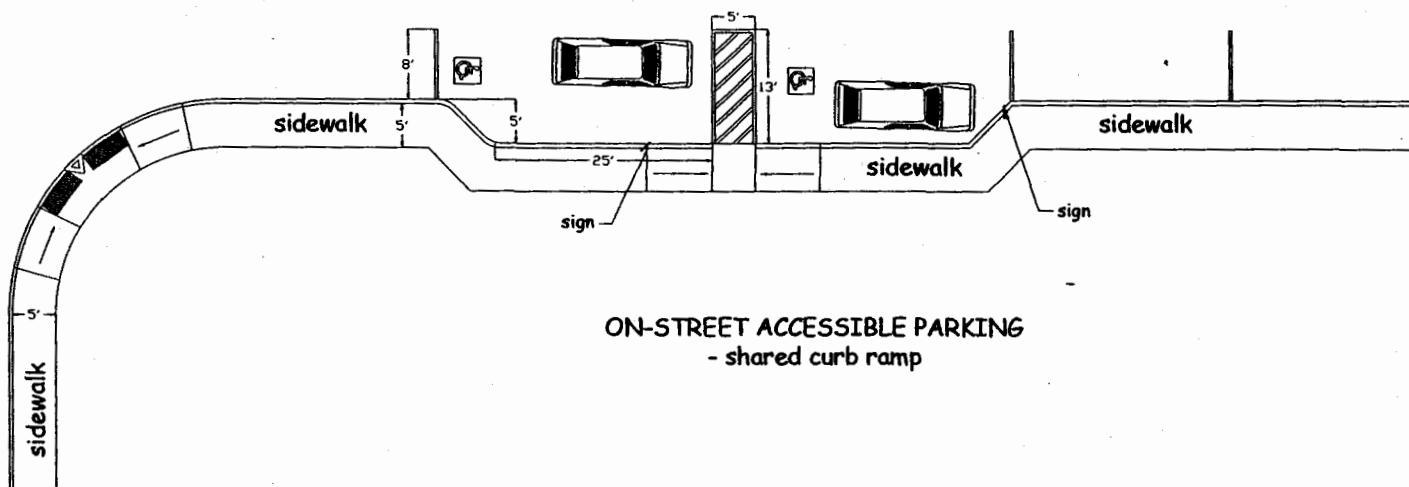
SIGNAGE

- Comply as shown on page 2 of this checklist.
EXCEPTION: The sign will typically be located in the sidewalk and the bottom of the sign must be 78" above the ground to avoid pedestrian head injuries, it must be clearly visible to drivers coming down the street and remain visible to street traffic when the space is occupied.

PAVEMENT MARKINGS

- Comply as shown on page 3 of this checklist.
EXCEPTION: Access aisles in parking lots are required by state law to provide blue striping, however, on-street parking will typically use the sidewalk as the access aisle. We believe it is unnecessary to paint blue striping on access aisles that overlap the sidewalk.





ON-STREET ACCESSIBLE PARKING - shared curb ramp

