



Technical Memorandum

To: FILE

From: SDOT ADA Committee

Date: June 12, 2019

Re: Designated Disabled Parking in the Right-of-Way: Requirements and Guidelines

Overview and Purpose

To provide comprehensive guidance on (1) activities that trigger installation of new designated disabled spaces in the public right-of-way (ROW) and (2) provide assistance in determining the suitability of a parking space for conversion to a designated disabled space. This technical guidance applies to designated disabled parking spaces within the ROW and within the jurisdiction of the City of Seattle.

Regulations, Standards, and Guidance

- 1) **Proactive signing of new designated spaces on blocks with marked/metered spaces (*Proposed Guidelines for Pedestrian Facilities in the Public Right-of-Way (PROWAG) July 26 2011 R214, 42 U.S. Code § 12182, Streets Illustrated 3.13, DOT/FHWA 1/23/06 memo titled INFORMATION: Public Rights-of-Way Access Advisory*)**
 - A) Cities that have a parking program have an obligation to incorporate accessible parking.
 - B) In the absence of adopted standards, the U.S. Department of Transportation/Federal Highway Administration (FHWA) guidance is to reference PROWAG for current best practice. Guidelines call for one designated disabled space on block perimeters with up to 25 marked or metered general parking spaces (see Streets Illustrated or PROWAG for requirements)
 - C) For SDOT projects or programs that alter parking on a block perimeter with marked or metered parking, SDOT will sign and designate new disabled parking spaces following recommendations in *Streets Illustrated* and PROWAG.

Supplemental SDOT Guidance: There is no requirement to provide designated disabled parking if there is no marked or metered parking on the block perimeter, including if a project removes all marked or metered parking on a block perimeter

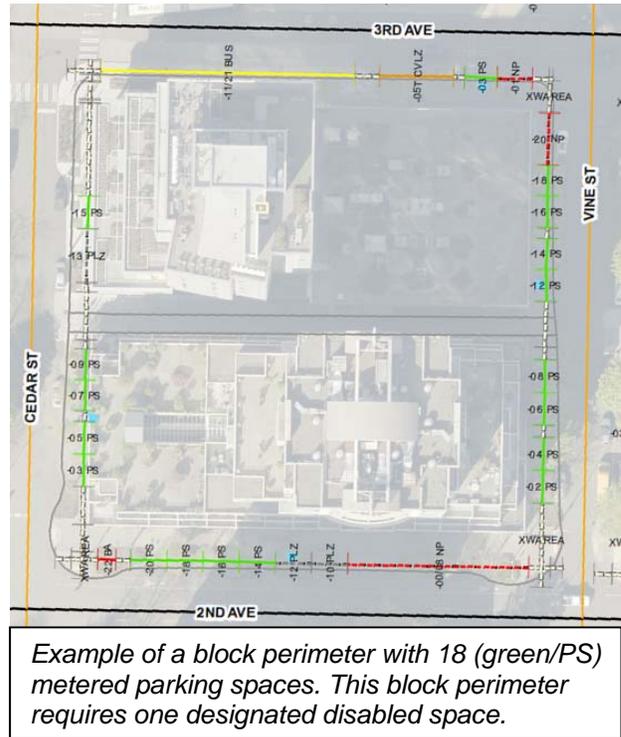
- 2) **Determination of marked/metered parking supply in the right-of-way (*Proposed Guidelines for Pedestrian Facilities in the Public Right-of-Way (PROWAG) July 26 2011 R214, MUTCD 3B.19 – 3B.20*)**
 - A) Metered parking means any curb parking space that allows general parking and requires payment per use. Spaces may have peak period restrictions. It does not include spaces that are load zones, taxi zones, or other unique designations for all or part of the day.
 - B) Marked parking are parking spaces with SDOT-deployed or maintained striping that defines each individual stall for vehicle parking along a block face. It may include spaces that are angle, head-in, back-in, or parallel.

- C) Marked parking also includes parking areas that SDOT has designated through official signage to be "HEAD-IN PARKING ONLY," "HEAD-IN ANGLE PARKING ONLY," "ANGLE PARKING ONLY," "BACK-IN ANGLE ONLY," or "BACK-IN ANGLE PARKING ONLY" even if these areas do not have individual stall markings, or markings have faded.

Supplemental SDOT Guidance: Metered/marked parking spaces are counted along a block perimeter – generally four connected sides around a block. The idea is that a space should be located on the block without requiring crossing of the street. For larger blocks use engineering judgment and knowledge of pedestrian pathways to locate spaces in logical locations the same as standard blocks.

In paid parking areas, SDOT maintains an updated inventory of paid parking spaces (publicly available on data.seattle.gov and SDOT public GIS portals) that can be used to determine the inventory of paid spaces. SDOT does not have or maintain an inventory of spaces in unpaid areas, including unpaid marked areas. In these areas, SDOT does maintain an inventory of signage, which is publicly available as the *Seattle Parking Map*. In areas where spaces are delineated with stall markings, the supply is determined by counting spaces in the field.

For item (C) above, without designated disabled parking spaces and access aisles, this parking configuration may not be accessible to an individual using a side-deploying mobility ramp. For determining supply in these areas, SDOT Traffic Operations must advise on design angle of spaces to allow for calculation of supply.



3) Location of new designated disabled parking along a block

Guidance provided are for general disabled spaces located on a commercial block with varied users. In areas where spaces are directly requested by residents, guidance still applies, but SDOT will locate spaces in other locations based on residential request and acknowledgement that spaces may not meet ADA standards or best practices.



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Location Consideration	Technical Requirement	SDOT Guidance / Best Practices	Avoid	Technical Reference
Slope	No specific slope requirement for designated disabled parking spaces in the public ROW.	<ol style="list-style-type: none"> 1. First preference is a location along a block face with the maximum longitudinal slope at 5.0% or less. 2. Second preference is a location along a block face with slope under 8.33%. <i>Guidance matches the ADA Standards for walking surfaces (5% or less) and ADA ramps (8.33% or less).</i> 	Except under residential request program, no spaces will be located along block faces with slope greater than 8.33%.	PROWAG R302.5
Curb Ramp Proximity	Designated disabled parking spaces must be located at the end of the block face, unless an access aisle may be provided adjacent to the space.	<ol style="list-style-type: none"> 1. First preference for new designated disabled spaces is the first space on the block with a curb ramp directly behind it, which allows access by a vehicle with rear-deploying ramp. 2. Next preference is head of block with a curb ramp in front of the space. 3. The last preference is locating a space adjacent to a driveway or alley, that may provide adequate access for some users. 	Midblock spaces, unless existing curb ramps are provided at mid-block crossings or at T-shaped intersections.	PROWAG Advisory R309.2, <i>Streets Illustrated</i> 3.13
Landing Area / Sidewalk Clear Zone	No specific requirements for landing area for designated disabled spaces.	Spaces should have a firm, solid surface area beside the space with few or no obstructions.	Spaces beside dense landscaping or grass, and spaces where there is not at least four continuous feet free of fixed objects between curb and sidewalk	PROWAG R302.7
Angle/Head-in Spaces	Where parking is perpendicular or angled, an access aisle of 8 feet or more shall be signed or marked beside each designated disabled space to prevent parking. The access aisle shall connect to a pedestrian access route, meaning a curb ramp may be required for access.	An access aisle can serve two designated spaces. In the absence of a curb ramp located in the access aisle, spaces should be located at block ends closest to curb ramps and allow for safe pedestrian travel between access aisle and a curb ramp.	Mid-block spaces with no pedestrian connection between access aisle and a curb ramp.	PROWAG R309.3
Side of street	No specific requirement	First preference is passenger side location, as that is the standard side for most side-deploying ramps.		
General	No specific requirement	Where possible given other constraints, locate spaces closest to likely destinations.		



Example of ideal space – clear area on firm surface beside space, crosswalk located immediately behind space, and on passenger side of street.

4) Management and signing of disabled parking spaces in the ROW (RCW 46.61.582, RCW 46.19.050, SMC 11.23.380, SMC 11.72.065, RCW 70.92.120PROWAG R211.4)

- A) Signs designating the space shall be vertical mounted at the head or foot of the parking space. They must contain the international symbol of access, note the requirement of a “STATE DISABLED PARKING PERMIT” and provide a warning that other vehicles will be impounded.
- B) Cities in WA state cannot charge holders of disabled permits for on-street parking.
- C) Cities in WA state are allowed to post an unpaid time limit of no less than 4 hours for disabled permit holders if clearly signed

Supplemental SDOT Guidance:

Sign posting: SDOT standard is to locate the sign at the head of the space and to delineate the extent of the space using white curb paint.

Time limits: For new installations of on-street designated disabled parking spaces, SDOT will use time limits consistent with the remainder of the existing parking on the block face. In areas with existing time limits or paid parking of 4-hours or less, SDOT will post a 4-hour time limit on the disabled space that is in effect the same hours as other time limits on the same block face.



Example of existing SDOT designated disabled sign.