

**PROPOSED ALTERNATE METHOD
USE OF ALTERNATE INTERNATIONAL SYMBOL OF ACCESS (ISA) ON ACCESSIBLE PARKING SPACE**

BACKGROUND:

The International Symbol of Accessibility (ISA) was originally designed in 1968 by Susanne Koefoed and later became international symbol/standard that designates disability and is now recognized in all countries all over the world. This symbol is indicated as shown below.



International Symbol of Accessibility (ISA)

Recent thought is that this 45-year old ISA standard may no longer adequately reflect the capabilities and advances made by many persons with disabilities today and that the ISA icon itself should reflect those changes.

The Accessible Icon Project, which was started in New England several years ago, is focused on bringing about this change in format to the ISA now and in the future at the local, state levels and eventually at the national level for all states to comply with. The proposed alternate symbol (taken from the attached sheet and still containing some reference numbers) is noted below:



Alternate Symbol of Accessibility (ASA)

The Accessible Icon Project's objective is to enhance and modify the current ISA icon to reflect a moving forward action which promotes increased accessibility for persons with disabilities without significantly changing the ISA standard icon. See the last page for the depiction and description of the new enhanced icon that could be used on existing and/or new designated accessible parking spaces

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throughout the New Bern community where the property owners agree to its use.

The new alternate symbol is proposed to be used to mark the pavement of accessible parking spaces along with the use of the standard ISA symbol on the signage at the head of the parking space. Neither the 2012 North Carolina Building Code nor the referenced ANSI A117.1 standard addresses any requirement for marking on the parking space itself so use of the alternate symbol does not present any non-code complying situation.

CODE SECTION:

2009 ANSI A117.1 502.3 Vehicle Space Marking
2009 ANSI A117.1 502.4.4 Marking

CODE REQUIREMENT:

502.3 Vehicle Space Marking. Car and van parking spaces shall be marked to define the width. Where parking spaces are marked with lines, the width measurement of parking spaces and adjacent access aisles shall be made from the centerline of the markings.

EXCEPTION: Where parking spaces or accessible aisles are not adjacent to another parking space or accessible aisle, measurements shall be permitted to include the full width of the line defining the parking space or access aisle.

502.4.4 Marking. Access aisles shall be marked so as to discourage parking in them. Where access aisles are marked with lines, the width measurements of access aisles and adjacent parking spaces shall be made from the centerline of the parking spaces.

EXCEPTION: Where access aisles or parking spaces are not adjacent to another access aisle or parking space, measurements shall be permitted to include the full width of the line defining the parking space or access aisle.

CODE INTENT:

The intent of ANSI 502.3 is to identify how to define the width of both the accessible parking space and the adjacent access aisle. The language clarifies how to determine the width of adjacent parking spaces or access aisles by extending the measurement of a single space to the centerline of the marking between the spaces. If the accessible space or access aisle is adjacent to a curb or drive, then the width of the single space is measured to the edge of the space or outside edge of the painted line. [See 2009 ANSI Commentary for 502.3.]

The 2009 ANSI Commentary for ANSI 502.4.4 clarifies that the access aisle is to remain clear and marked in such a manner as to make it clear that the access aisle is not a parking space. Striping is the most common method of marking the pavement, though it could be some alternative method. Painting the entire

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access aisle is not recommended as a solution as some paint is typically slippery when wet due to the weather.

PROPOSAL:

Where accessible parking is provided, the proposal is to paint the Alternate Symbol of Accessibility on the accessible parking space over the marking where a vehicle will park.

1. The ASA will be in addition to the use of the identification sign with the International Symbol of Accessibility (ISA) required by the 2012 NCBC Section 1110.1.1 and ANSI A117.1 Section 502.7.
2. The Accessible Icon Project's objective is to enhance and modify the current ISA icon to reflect a moving forward action which promotes increased accessibility for persons with disabilities without significantly changing the ISA standard icon. See the next page for the depiction and description of the new enhanced icon that would be used on existing and/or new designated accessible parking spaces throughout the New Bern community.
3. The use of the Alternate Symbol of Accessibility on the ground will provide a means of identifying the parking space by coordinating with the original ISA in spirit while still allowing the enhanced sense of movement and independence that is intended by the Accessible Icon Project.

The Alternate Symbol of Accessibility that is proposed to be painted on the ground is noted below:



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JUSTIFICATION:

Section 105 of the 2012 North Carolina Administrative and Polices states the following:

105.1. Approval. *The provisions of this code are intended to allow the use of any alternate material, design or method of construction, provided that the alternative has been approved by the code enforcement official. An alternative material, design or method of construction shall be approved where the code enforcement official finds that the proposed alternative material, design or method of construction complies with the intent and provisions of the technical codes.*

The proposal meets or exceeds the intent of the code for the following reasons:

1. Parking spaces will have the code required signage at said parking space per NC General Statutes 20-37.6 and 136-30 that already contains the International Symbol of Accessibility.
2. Approval has been obtained from the property owner prior to painting the Alternate Symbol of Accessibility [ASA] on the accessible parking space.
3. The ASA will not replace what is currently required by either the NC Building Code or the referenced standard ANSI A117.1 for identifying the accessible parking space(s).
4. The 2012 North Carolina Building Code does not address any requirement for marking the pavement of the parking space itself so use of the Alternate Symbol of Accessibility on the pavement will exceed minimum code requirements.
5. The 2009 ANSI A117.1 standard does not address any requirement for marking the pavement of the parking space itself so use of the Alternate Symbol of Accessibility will exceed minimum code requirements.

APPROVAL:

The following signature(s) indicate approval of the above information.



Laurel W. Wright, Chief Accessibility Code Consultant, NC Dept. of Ins/OSFM

4/4/2013

Date

Date

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Date

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The Accessible Icon Project

The Icon Graphic Elements



Head Position

1 Head is forward to indicate the forward motion of the person through space. Here the person is the "driver" or decision maker about her mobility.

Arm Angle

2 Arm is pointing backward to suggest the dynamic mobility of a chair user, regardless of whether or not she uses her arms. Depicting the body in motion represents the symbolically active status of navigating the world.

Wheel Cutouts

3 By including white angled knockouts the symbol presents the wheel as being in motion. These knockouts also work for creating stencils used in spray paint application of the icon. Having just one version of the logo keeps things more consistent and allows viewers to more clearly understand intended message.

Limb Rendition

4 The human depiction in this icon is consistent with other body representations found in the ISO 7001 - DOT Pictograms. Using a different portrayal of the human body would clash with these established and widely used icons and could lead to confusion.

Leg Position

5 The leg has been moved forward to allow for more space between it and the wheel which allows for better readability and cleaner application of icon as a stencil.