ICC A117.1 Committee Action Report

Proposal list to the 2017 A117.1 for the 2023 edition – 2-24-2022 through 1-19-2023 Chapter 1 to 5

CHAPTER 1
APPLICATION AND ADMINISTRATION

01-01 – 2021
102.1

Proponent: Amy Carpenter, representing Assisted Toileting and Bathing work group and Laurel Wright, representing the Adult Changing Facilities work group

Revise as follows:

SECTION 102
PURPOSE

102.1 General. The technical criteria in Chapters 3 through 10, Sections 1102, 1103 and 1106 of this standard make sites, facilities, buildings and elements accessible to and usable by people with such physical disabilities as the inability to walk, difficulty walking, reliance on walking aids, blindness and visual impairment, deafness and hearing impairment, incoordination, reaching and manipulation disabilities, lack of stamina, difficulty interpreting and reacting to sensory information, and extremes of physical size. The intent of these sections is to allow a person with a physical disability to independently get to, enter, and use a site, facility, building or element.

The intent of Sections 611(Assisted toileting and bathing) and 613 (Adult changing stations) is to allow for assistance by a care giver where a person may not be able to independently use toileting or bathing facilities.

Section 1104 of this standard provides criteria for Type B units. These criteria are intended to be consistent with the intent of the criteria of the U.S. Department of Housing and Urban Development (HUD) Fair Housing Accessibility Guidelines. The Type B units are intended to supplement, not replace, Accessible units or Type A units as specified in this standard.

Section 1105 of this standard provides criteria for minimal accessibility features for one and two family dwelling units and townhouses which are not covered by the U.S. Department of Housing and Urban Development (HUD) Fair Housing Accessibility Guidelines.

This standard is intended for adoption by government agencies and by organizations setting model codes to achieve uniformity in the technical design criteria in building codes and other regulations.

102.2 Applicability. Sites, facilities, buildings, and elements required to be accessible by the scoping provisions adopted by the administrative authority shall comply with the applicable provisions of Chapters 3 through 10. Dwelling units and sleeping units shall comply with the applicable provisions of Chapter 11.

REASON: The ICC A117.1 committee approved two work groups: one to develop ~~for~~ assisted toileting and bathing criteria as an alternative for Accessible units in a percentage of resident's/care recipient's bathrooms in Assisted Living, Nursing Homes and Rehabilitation facilities; the other to develop technical criterial criteria for adult changing tables, with associate clearances, along with proposed scoping. This change for the purpose of the standard is to recognize that these criteria are not intended for independent use. Care givers will need to assist people who are not strong enough or physically capable of independent toileting and bathing. Please see the associated code changes for new Section 611 and 613 for technical criteria.

Committee Action: 29-0-4 As submitted

REPORT OF HEARING:

Modification (if any):

Committee Reason: This change for the purpose of the standard is to recognize that these criteria are not intended for independent use. Care givers will need to assist people who are not strong enough or physically capable of independent toileting and bathing.

102.1-CARPENTER.doc

Report for *01-01 2021*		
Committee decision: AS	***Committee Vote at Meeting: 29-0-4***	***Committee Vote on Ballot:40-0-1***
REPORT OF HEARING: Modification (if any):		
Committee Reason: This change for the purpose of the standard is to recognize that these criteria are not intended for independent use. Care givers will need to assist people who are not strong enough or physically capable of independent toileting and bathing.		
PUBLIC COMMENT- FIRST DRAFT: Proponent:		
Desired Action:		
Modification:		
Reason:		
Committee decision: AS/AM/D	***Committee Vote at Meeting:***	***Committee Vote on Ballot:***
REPORT OF HEARING – FIRST DRAFT		
Modification (if any):		
Committee Reason:		
PUBLIC COMMENT- SECOND DRAFT: Proponent:		
Desired Action:		
Modification:		
Reason:		
Committee decision: AS/AM/D	***Committee Vote at Meeting:***	***Committee Vote on Ballot:***
FINAL ACTION: Modification (if any):		
Committee Reason:		

01-02 – 2021 WITHDRAWN BY PROPONENT
106.2.3

Proponent: Billie Louise (Beezy) Bentzen, PhD., Accessible Design for the Blind, representing Association for the Education and Rehabilitation of the Blind and Visually Impaired (AER)

Revise as follows:

SECTION 106
REFERENCED DOCUMENTS

106.2.3 Manual on Uniform Traffic Control Devices. MUTCD-2021 ~~with Revisions 1 and 2 incorporated May 2012~~ (The Federal Highway Administration, Office of Transportation Operations, Room 3408, 400 7th Street, S.W., Washington, DC 20590)

REASON: A new edition of the MUTCD is expected to be published in 2021. The A117 should be revised to refer to the current edition.

Committee Action: Withdrawn

REPORT OF HEARING:
Modification (if any):

Committee Reason:

106.2.3-BENTZEN.doc

Report for *01-02 2021*		
Committee decision: Withdrawn	***Committee Vote at Meeting:***	***Committee Vote on Ballot:***

01-03 – 2021
106.2.4

Proponent: Richard Roberts, Honeywell, representing National Electrical Manufacturers Association (NEMA)

Revise as follows:

SECTION 106
REFERENCED DOCUMENTS

106.2.4 National Fire Alarm and Signaling Code. NFPA 72-~~2016~~ 2019(National Fire Protection Association, 1 Batterymarch Park, Quincy, MA 02269-9101).

Reason: This proposal replaces an outdated edition of NFPA 72 with the current/published edition of the Code.

Committee Action: Disapproved (Vote: 30-0-1)

REPORT OF HEARING:
Modification (if any):

Committee Reason: This proposal was disapproved because the update for this standard was addressed with the modifications to 01-04-2021.

106.2.4 ROBERTS.doc

Report for *01-03 2021*		
Committee decision: D	***Committee Vote at Meeting: 30-0-1***	***Committee Vote on Ballot:40-0-1***
REPORT OF HEARING: Modification (if any):		
Committee Reason: This proposal was disapproved because the update for this standard was addressed with the modifications to 01-04-2021.		
PUBLIC COMMENT- FIRST DRAFT: Proponent:		
Desired Action:		
Modification:		
Reason:		
Committee decision: AS/AM/D	***Committee Vote at Meeting:***	***Committee Vote on Ballot:***
REPORT OF HEARING – FIRST DRAFT		
Modification (if any):		
Committee Reason:		
PUBLIC COMMENT- SECOND DRAFT: Proponent:		
Desired Action:		
Modification:		
Reason:		
Committee decision: AS/AM/D	***Committee Vote at Meeting:***	***Committee Vote on Ballot:***
FINAL ACTION: Modification (if any):		
Committee Reason:		

01-04 – 2021
106.2.4, 106.2.5, 106.2.6, 106.2.7, 106.2.8, 106.2.9, 106.2.10, 106.2.12, 106.2.13

Proponent: Kimberly Paarlberg, representing ICC

Revise as follows:

SECTION 106
REFERENCED DOCUMENTS

106.1 General. The documents listed in Section 106.2 shall be considered part of this standard to the prescribed extent of each such reference. Where criteria in this standard differ from those of these referenced documents, the criteria of this standard shall apply.

106.2 Documents.

106.2.1 Americans with Disabilities Act (ADA) Accessibility Guidelines for Transportation Vehicles. 36 CFR 1192 published in 56 Federal Register 45558, September 6, 1991 (United States Access Board, 1331 F Street, NW, Suite 1000, Washington, DC 20004-1111).

106.2.2 Hearing aids – Magnetic field strength in audio-frequency induction loops for hearing aids operating with an induction pickup coil. IEC 60118.4-2014 (International Electrotechnical Commission, 3 rue de Varenbe, PO Box 131, 1211 Geneva 20, Switzerland.)

106.2.3 Manual on Uniform Traffic Control Devices. MUTCD-2009 with Revisions 1 and 2 incorporated, May 2012 (The Federal Highway Administration, Office of Transportation Operations, Room 3408, 400 7th Street, S.W., Washington, DC 20590).

106.2.4 National Fire Alarm and Signaling Code. NFPA 72-~~2016~~ 2019 (National Fire Protection Association, 1 Batterymarch Park, Quincy, MA 02269-9101).

106.2.5 Performance Criteria for Accessible Communications Entry Systems. ANSI/DASMA 303-~~2006~~ 2017. (Door and Access Systems Manufacturers Association, 1300 Sumner Avenue, Cleveland, OH 44115-2851).

106.2.6 Power Assist and Low Energy Power Operated Doors. ANSI/BHMA A156.19-~~2013~~ 2019 (Builders Hardware Manufacturers' Association, 355 Lexington Avenue, 15th Floor, New York, NY 10017).

106.2.7 Power Operated Pedestrian Doors. ANSI/BHMA A156.10-~~2011~~ 2017 (Builders Hardware Manufacturers' Association, 355 Lexington Avenue, 15th Floor, New York, NY 10017).

106.2.8 Safety Code for Elevators and Escalators. ASME A17.1-~~2013~~ 2019/CSA B44-~~16~~ 19 (American Society of Mechanical Engineers International, Three Park Avenue, New York, NY 10016-5990).

106.2.9 Safety Standard for Platform Lifts and Stairway Chairlifts. ASME A18.1-~~2014~~ 2020 (American Society of Mechanical Engineers International, Three Park Avenue, New York, NY 10016-5990).

106.2.10 Standard Consumer Safety Performance Specification for Playground Equipment for Public Use. ASTM F 1487-~~01~~ 21 (ASTM International, 100 Barr Harbor Drive, PO Box C700, West Conshohocken, PA, 19428-2959).

106.2.11 Standard Laboratory Test Method for Determination of Forces and Motions Required to Activate Operable Parts of Operable Windows and Doors in Accessible Spaces. AAMA 513-14 (AAMA, 1827 Walden Office Square, Suite 550, Schaumburg, IL 60173-4268).

106.2.12 Standard Specification for Impact Attenuation of Surfacing Materials Within the Use Zone of Playground Equipment. ASTM F 1292-~~13~~ 18e1(ASTM International, 100 Barr Harbor Drive, PO Box C700, West Conshohocken, PA, 19428-2959).

106.2.13 Standard Test Method for Determination of Decay Rates for Use in Sound Insulation Test Methods. ASTM E 2235-04 (~~2012~~ 2020) (ASTM International, 100 Barr Harbor Drive, PO Box C700, West Conshohocken, PA 19428-2959).

REASON: This is an automatic update for standards that are referenced in the 2021 IBC. The Administrative proposal for automatic updates in 2022 should also be checked for any additional updates.

Proposed modification to 01-04-2021

Proponent: Kimberly Paarlberg, representing ICC

Further revise as follows:

106.2.8 Safety Code for Elevators and Escalators. ASME A17.1-~~2019~~ 2022/CSA B44-~~19~~ 2022 (American Society of Mechanical Engineers International, Three Park Avenue, New York, NY 10016-5990).

REASON The ICC proposals were posted on Feb. 23, 2022. Of the referenced standards listed in ICC A117.1, there is an additional update to ASME A17.1. This would make the dates for the referenced standard consistent in the 2023 A117.1 and 2024 I-Codes.

Committee Action: Approved as Modified (Vote: 30-0-1)

REPORT OF HEARING:
Modifications (if any):

Further modify:
106.2.4 National Fire Alarm and Signaling Code. NFPA 72-~~2019~~ 2022 (National Fire Protection Association, 1 Batterymarch Park, Quincy, MA 02269-9101).

106.2.7 Power Operated Pedestrian Doors. ANSI/BHMA A156.10-~~2017~~ 2022 (Builders Hardware Manufacturers' Association, 355 Lexington Avenue, 15th Floor, New York, NY 10017).

106.2.8 Safety Code for Elevators and Escalators. ASME A17.1-~~2019~~ 2022/CSA B44-~~19~~ 2022 (American Society of Mechanical Engineers International, Three Park Avenue, New York, NY 10016-5990).

Committee Reason: The modification to Section 106.2.8 was proposed ahead of the meeting. The modification to Section 106.2.5 and 106.2.7 were identified during the meeting. The three modifications identified additional updates for the referenced standards. The committee agreed the updates for the referenced standards.

106 Paarlberg.doc

Report for *01-04– 2021*		
Committee decision: AM	***Committee Vote at Meeting: 30-0-1***	***Committee Vote on Ballot: 40-0-1***
REPORT OF HEARING: Modification (if any): **Further modify:** **106.2.4 National Fire Alarm and Signaling Code.** NFPA 72-~~2019~~ 2022 (National Fire Protection Association, 1 Batterymarch Park, Quincy, MA 02269-9101). **106.2.7 Power Operated Pedestrian Doors.** ANSI/BHMA A156.10-~~2017~~ 2022 (Builders Hardware Manufacturers' Association, 355 Lexington Avenue, 15th Floor, New York, NY 10017). **106.2.8 Safety Code for Elevators and Escalators.** ASME A17.1-~~2019~~ 2022/CSA B44-~~19~~ 2022 (American Society of Mechanical Engineers International, Three Park Avenue, New York, NY 10016-5990).		
Committee Reason: The modification to Section 106.2.8 was proposed ahead of the meeting. The modification to Section 106.2.5 and 106.2.7 were identified during the meeting. The three modifications identified additional updates for the referenced standards. The committee agreed the updates for the referenced standards.		
PUBLIC COMMENT- FIRST DRAFT: Proponent:		
Desired Action:		
Modification:		
Reason:		
Committee decision: AS/AM/D	***Committee Vote at Meeting:***	***Committee Vote on Ballot:***
REPORT OF HEARING – FIRST DRAFT		
Modification (if any):		
Committee Reason:		
PUBLIC COMMENT- SECOND DRAFT: Proponent:		
Desired Action:		
Modification:		
Reason:		
Committee decision: AS/AM/D	***Committee Vote at Meeting:***	***Committee Vote on Ballot:***
FINAL ACTION: Modification (if any):		
Committee Reason:		

01-06 – 2021
107.5

Proponent: Kimberly Paarlberg, representing ICC

Revise as follows:

SECTION 107
DEFINITIONS

107.5 Defined terms.

transfer device: Equipment designed to facilitate the transfer of a person from a wheelchair or other mobility aide to and from an amusement ride seat.

wheelchair charging area: A clear floor area where people with disabilities can recharge their ~~wheelchair~~ batteries for wheelchairs or other mobility aide.

wheelchair space: A space for a single wheelchair or other mobility aide and its occupant.

wheelchair space locations: A space for a minimum of a single wheelchair or other mobility aide and the associated companion seating. Wheelchair space locations can contain multiple wheelchair spaces and associated companion seating.

REASON: The standard has been expanded to include other mobility devices. That should be addressed in the definitions.

Committee Action: Approved as Modified (Vote: 29-1-1)

REPORT OF HEARING:
Modification (if any):

Further modify:
transfer device: Equipment designed to facilitate the transfer of a person from a wheelchair or other mobility ~~aide~~ device to and from an amusement ride seat.

wheelchair charging area: A clear floor area where people with disabilities can recharge their batteries for wheelchairs or other mobility ~~aide~~ devices.

wheelchair space: A space for a single wheelchair or other mobility ~~aide~~ device and its ~~occupant~~ user.

wheelchair space locations: A space for a minimum of a single wheelchair or other mobility ~~aide~~ device and the associated companion seating. Wheelchair space locations can contain multiple wheelchair spaces and associated companion seating.

Committee Reason: The modification to change 'aide' to 'device' is to use the term more commonly found in the 2010 ADA standard. The modification to change 'occupant' to 'user' is a more appropriate term to use with both 'wheelchairs' and the other devices, such as scooters. The committee agreed that the changes in the definitions would help make it clear that the wheelchair spaces could be used by a variety of individuals. The sizes are set elsewhere in the standard. Expanding the definition to acknowledge other devices, which may be larger than the space required by the standard, does not mean that the standard will now require those spaces to be larger.

107.5 Paarlberg.doc

Report for *01-06– 2021*		
Committee decision: AM	***Committee Vote at Meeting: 29-1-1***	***Committee Vote on Ballot:39-1-1***
REPORT OF HEARING: Modification (if any): **Further modify:** **transfer device:** Equipment designed to facilitate the transfer of a person from a wheelchair or other mobility ~~aide~~ device to and from an amusement ride seat. **wheelchair charging area:** A clear floor area where people with disabilities can recharge their batteries for wheelchairs or other mobility ~~aide~~ devices. **wheelchair space:** A space for a single wheelchair or other mobility ~~aide~~ device and its ~~occupant~~ user. **wheelchair space locations:** A space for a minimum of a single wheelchair or other mobility ~~aide~~ device and the associated companion seating. Wheelchair space locations can contain multiple wheelchair spaces and associated companion seating.		
Committee Reason: The modification to change 'aide' to 'device' is to use the term more commonly found in the 2010 ADA standard. The modification to change 'occupant' to 'user' is a more appropriate term to use with both 'wheelchairs' and the other devices, such as scooters. The committee agreed that the changes in the definitions would help make it clear that the wheelchair spaces could be used by a variety of individuals. The sizes are set elsewhere in the standard. Expanding the definition to acknowledge other devices, which may be larger than the space required by the standard, does not mean that the standard will now require those spaces to be larger.		
PUBLIC COMMENT- FIRST DRAFT: *Proponent:* **Dan Buuck representing NAHB**		
Desired Action: Negative with Comment		
Modification:		
Reason: I understand that this is "only" a definition change, but I am concerned that it may be interpreted to require larger clear floor spaces in some instances. The definition for "wheelchair charging area" states that it is an area where people _can_ recharge their device. Where a user wants to charge a larger wheeled mobility device but cannot make use of a standard clear floor space, it could lead to unnecessary complaints or lawsuits. It is important to note that the market will produce any size device for many types of public space and outdoor uses. I do not think it is this committee's intent to provide space for all of these devices.		
Committee decision: AS/AM/D	***Committee Vote at Meeting:***	***Committee Vote on Ballot:***
REPORT OF HEARING – FIRST DRAFT		
Modification (if any):		
Committee Reason:		
PUBLIC COMMENT- SECOND DRAFT: Proponent:		
Desired Action:		
Modification:		
Reason:		
Committee decision: AS/AM/D	***Committee Vote at Meeting:***	***Committee Vote on Ballot:***
FINAL ACTION: Modification (if any):		
Committee Reason:		

ICC A117.1 COMMITTEE ACTION REPORT
CHAPTER 2
SCOPING

No change were proposed for Chapter 2.

ICC A117.1 COMMITTEE ACTION REPORT
CHAPTER 3
BUILDING BLOCKS

03-03 – 2021

304.3.1, 304.3.1.1, 304.3.1.1.1, 304.3.1.2, 304.3.1.2.1, 304.3.2, 304.3.2.1, 304.3.2.1.1, 304.3.2.2, 304.3.2.2.1, 305.3, 305.3.1, 305.3.2, 403.5.1, 403.5.2, 403.5.2.1, 403.5.2.2, 403.5.3, 403.5.3.1, 403.5.3.2, 403.5.4, 403.5.4.1, 403.5.4.2, Table 404.2.3.2, Table 404.2.3.3, Table 404.2.3.4, 404.2.3.5, 404.2.5, 409.4.1, 409.4.1.1, 409.4.1.2, 410.5.1, 410.5.1.1, 410.5.1.2, 503.3.2, 503.3.2.1, 503.3.2.2, 608.2.1.2, 608.2.1.2.1, 608.2.1.2.2, 802.4, 802.4.1, 802.4.2, 802.5.1, 802.7.2, 805.2.2, 805.2.2.1, 805.2.2.2, 1007.3.2, 1007.3.2.1, 1007.3.2.2, 1009.2.3.1, 1009.2.3.2

Proponent: Marsha K. Mazz, representing United Spinal Association

Revise as follows:

SECTION 304
TURNING SPACE

304.1 General. A turning space shall comply with Section 304.

304.2 Floor surface. Floor surfaces of a turning space shall comply with Section 302. Changes in level shall not be permitted within the turning space.

Exception: Slopes not steeper than 1:48 shall be permitted.

304.3 Size. Turning spaces shall comply with Section 304.3.1or 304.3.2.

304.3.1 Circular space.

~~304.3.1.1 New buildings and facilities.~~ ~~In new buildings and facilities, the~~ The turning space shall be a circular space with a 67-inch (1700 mm) minimum diameter.

304.3.1.1 ~~304.3.1.1.1~~ Overlap. Turning spaces shall be permitted to include knee and toe clearance complying with Section 306. Where the turning space includes knee and toe clearances under an obstruction, the
overlap shall comply with all of the following:

1. The depth of the overlap shall not be more than 10 inches (255 mm), and
2. The depth shall not exceed the depth of the knee and toe clearances provided, and
3. The overlap shall be permitted only within the turning circle area shown shaded in Figure 304.3.1.1 ~~304.3.1.1.1~~.

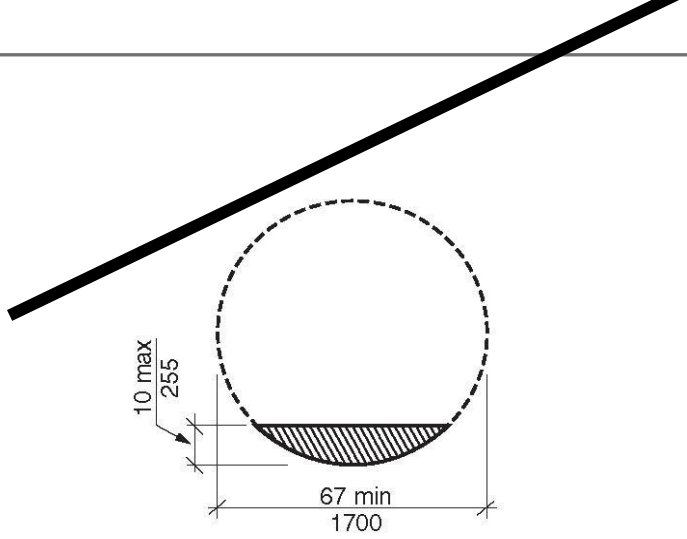
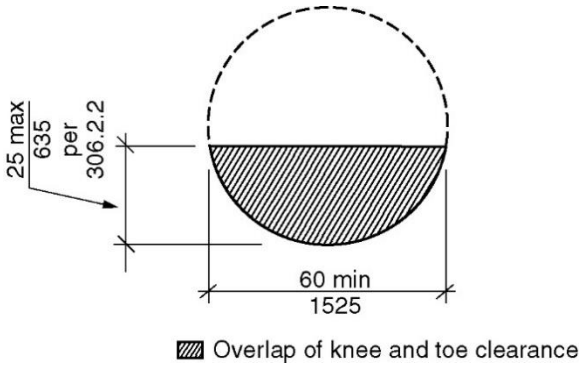


FIGURE 304.3.1.1 ~~304.3.1.1.1~~
CIRCULAR TURNING SPACE – ~~NEW BUILDINGS~~
SIZE AND OVERLAP

~~**304.3.1.2 Existing buildings and facilities.** In existing buildings and facilities, the turning space shall be a circular space with a 60-inch (1525 mm) minimum diameter.~~

~~**304.3.1.2.1 Overlap.** Turning spaces shall be permitted to include knee and toe clearance complying with Section 306.~~



~~**FIGURE 304.3.1.1.2**~~
~~**CIRCULAR TURNING SPACE – EXISTING BUILDINGS**~~
~~**SIZE AND OVERLAP**~~

304.3.2 T-Shaped space.

~~**304.3.2.1 New buildings and facilities.** In new buildings and facilities, the~~ The turning space shall be a T–shaped space complying with one of the following:

1. A T-shaped space, clear of obstruction, that fits within an area 68 inches (1725 mm) wide and 60 inches (1525 mm) deep, with two arms and one base that are all 36 inches (915 mm) minimum in width. Each arm shall extend 16 inches (405 mm) minimum from each side of the base located opposite the other, and the base shall extend 24 inches (610 mm) minimum from the arms. At the intersection of each arm and the base, the interior corners shall be chamfered for 8 inches (205 mm) minimum along both the arm and along the base.

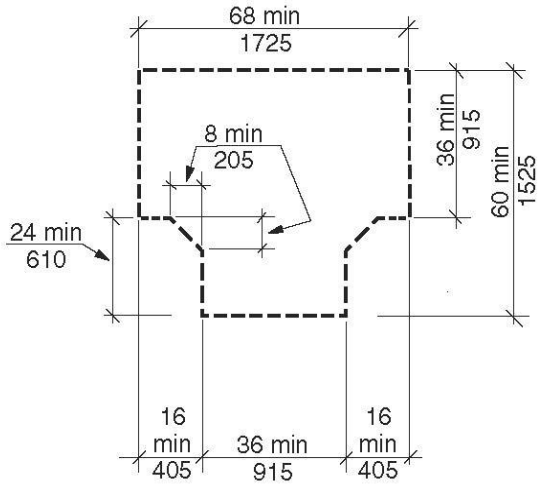


FIGURE 304.3.2 ~~304.3.2.1~~(A)
T-SHAPED TURNING SPACE
~~NEW BUILDINGS~~ – OPTION 1

2. A T-shaped space, clear of obstruction, that fits within an area 64 inches (1625 mm) wide and 60 inches (1525 mm) deep, with two arms 38 inches (965 mm) minimum in width and a base 42 inches (1065 mm) minimum in width. Each arm shall extend 11 inches (280 mm) minimum from each side of the base, located opposite the other, and the base shall extend 22 inches (560 mm) minimum from each arm.

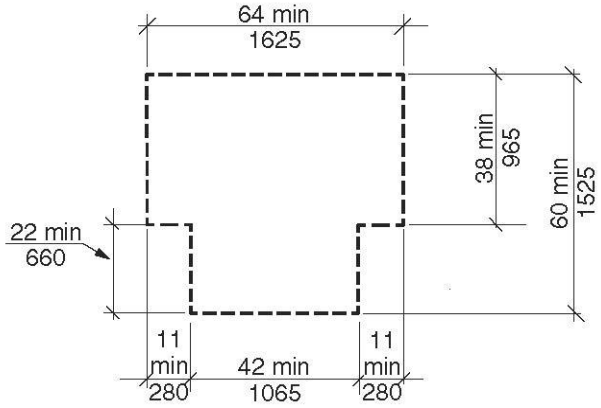


FIGURE 304.3.2 ~~304.3.2.1~~ (B)
T-SHAPED TURNING SPACE
~~NEW BUILDINGS~~ – OPTION 2

3. A T-shaped space, clear of obstruction, 64 inches (1625 mm) wide and 60 inches (1525 mm) deep, with two arms and one base 40 inches (1015 mm) minimum in width. Each arm shall extend 12 inches (305 mm) minimum from each side of the base and the base shall extend 20 inches (510 mm) minimum from each arm.

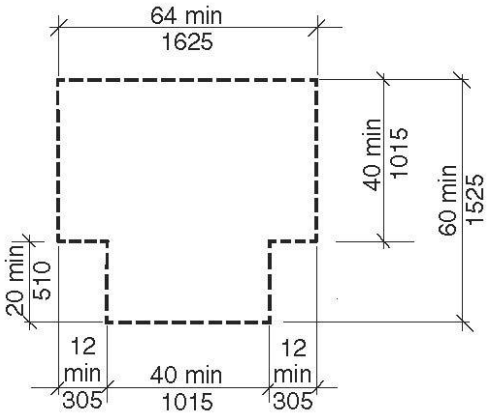


FIGURE 304.3.2 ~~304.3.2.1~~ (C)
T-SHAPED TURNING SPACE
~~NEW BUILDINGS~~ – OPTION 3

304.3.2.1 ~~304.3.2.1.1~~ Overlap. Turning spaces shall be permitted to include knee and toe clearance complying with Section 306 of either the base or one arm. For Option 1, the base or arm is the portion beyond the chamfer.

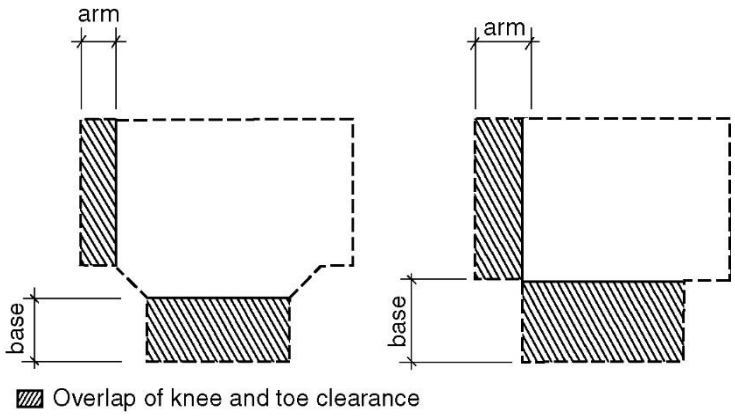
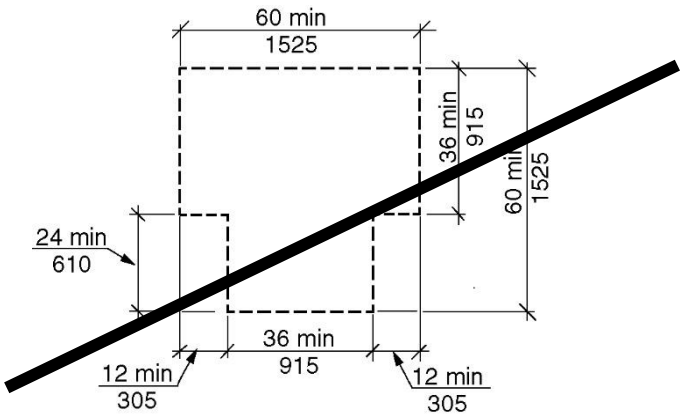


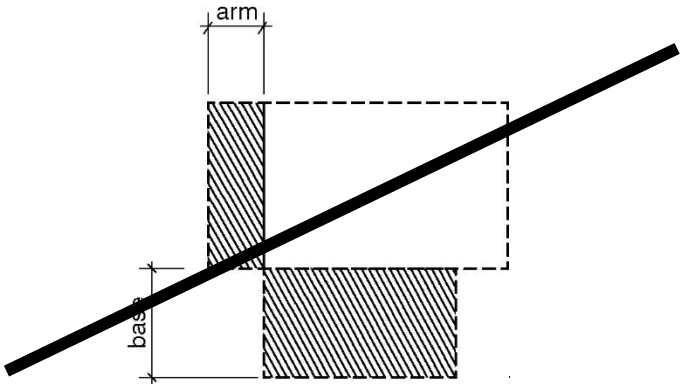
FIGURE 304.3.2.1 ~~304.3.2.1.1~~
T-SHAPED TURNING SPACE
~~NEW BUILDINGS~~ - OVERLAP

~~**304.3.2.2 Existing buildings and facilities.** In existing buildings and facilities, the turning space shall be a T-shaped space within a 60-inch (1525 mm) minimum square, with arms and base 36 inches (915 mm) minimum in width. Each arm of the T shall be clear of obstructions 12 inches (305 mm) minimum in each direction, and the base shall be clear of obstructions 24 inches (610 mm) minimum.~~



~~FIGURE 304.3.2.2~~
~~T-SHAPED TURNING SPACE~~
~~EXISTING BUILDINGS~~

~~**304.3.2.2.1 Overlap.** Turning spaces shall be permitted to include knee and toe clearance complying with Section 306 only at the end of either the base or one arm.~~



~~FIGURE 304.3.2.2.1~~
~~T-SHAPED TURNING SPACE~~
~~EXISTING BUILDINGS- OVERLAP~~

SECTION 305
CLEAR FLOOR SPACE

305.3 Size.

~~**305.3.1 New buildings and facilities.** In new buildings and facilities, the~~ The clear floor space shall be 52 inches (1320 mm) minimum in length and 30 inches (760 mm) minimum in width.

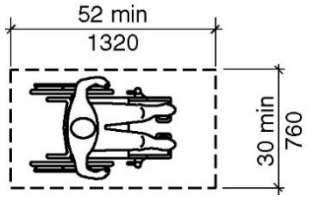
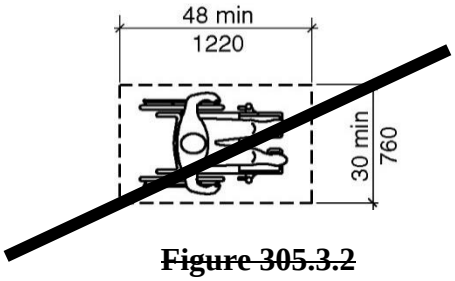


Figure 305.3 ~~305.3.1~~
Size of Clear Floor Space ~~– New Buildings~~

~~**305.3.2 Existing buildings and facilities.** In existing buildings and facilities, the clear floor space shall be 48 inches (1220 mm) minimum in length and 30 inches (760 mm) minimum in width.~~



~~**Figure 305.3.2**~~
~~**Size of Clear Floor Space - Existing Buildings**~~

SECTION 403
WALKING SURFACES

403.5.1 General. The clear width of an interior accessible route shall be 36 inches (915 mm) minimum. The clear width of an exterior accessible route shall be 48 inches (1220 mm) minimum.

Exceptions:

1. ~~In new buildings and facilities, the~~ The clear width shall be permitted to be reduced to 32 inches (815 mm) minimum for a length of 24 inches (610 mm) maximum provided the reduced-width segments are separated by segments that are 52 inches (1320 mm) minimum in length and 36 inches (915 mm) minimum in width.
2. ~~In existing buildings and facilities, the clear width shall be permitted to be reduced to 32 inches (815 mm) minimum for a length of 24 inches (610 mm) maximum provided the reduced width segments are separated by segments that are 48 inches (1220 mm) minimum in length and 36 inches (915 mm) minimum in width.~~
2. ~~3.~~ The clear width of an exterior accessible route located within seating areas shall be permitted to be 36 inches (915 mm) minimum.
3. ~~4.~~ The clear width of an exterior ramp ~~shall~~ complying with Section 405.5 shall not be required to comply with this section.

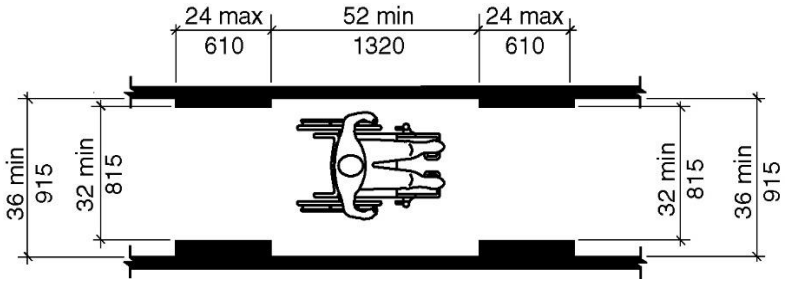


Figure 403.5.1(A) Clear Width of an Accessible Route - ~~New Buildings~~ - Interior

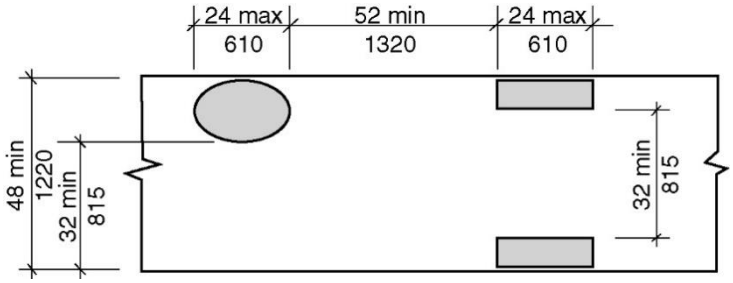
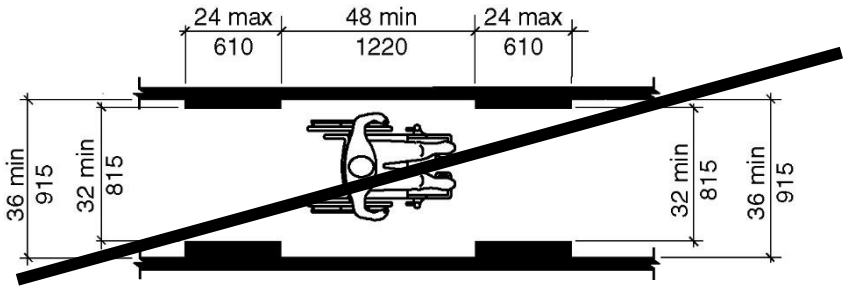
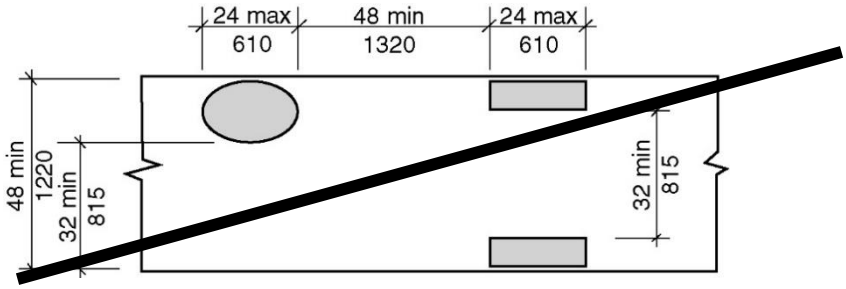


Figure 403.5.1(B) Clear Width of an Accessible Route - ~~New Buildings~~ - Exterior



~~Figure 403.5.1(C) Clear Width of an Accessible Route - Existing Buildings - Interior~~



~~Figure 403.5.1(D) Clear Width of an Accessible Route - Existing Buildings - Exterior~~

403.5.2 Clear width at 180-degree turn.

~~403.5.2.1 New buildings and facilities.~~ ~~In new building and facilities, where~~ Where an accessible route makes a 180-degree turn around an object that is equal to or greater than 52 inches (1320 mm) in width, the clear widths in the turn shall comply with Section 403.5.1. Where an accessible route makes a 180-degree turn around an object that is less than 52 inches (1320 mm) inches in width, the clear widths approaching the turn, during the turn and leaving the turn, shall be one of the following sets of dimensions:

1. Approaching width is 36 inches (915 mm) minimum, during width is 60 inches (1525 mm) minimum, and leaving width is 36 inches (915 mm) minimum.
2. Approaching width is 42 (1065 mm) inches minimum, during width is 48 inches (1220 mm) minimum, and leaving width is 42 (1065 mm) inches minimum.
3. Approaching width is 43 inches (1090 mm) minimum, during width is 43 inches (1090 mm) minimum, and leaving width is 43 inches (1090 mm) minimum.

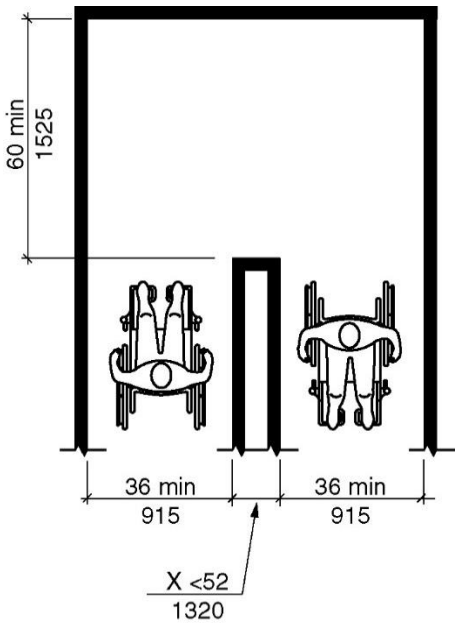


Figure 403.5.2 ~~403.5.2.1~~(A) Clear Width at 180-degree Turn – ~~New Buildings~~ - Option 1

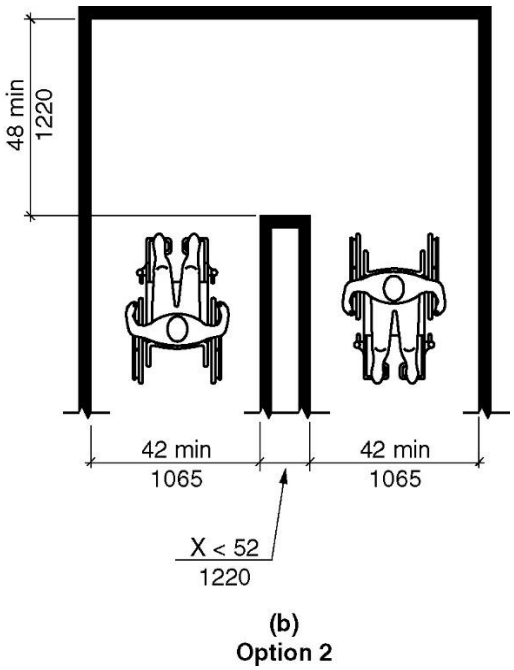
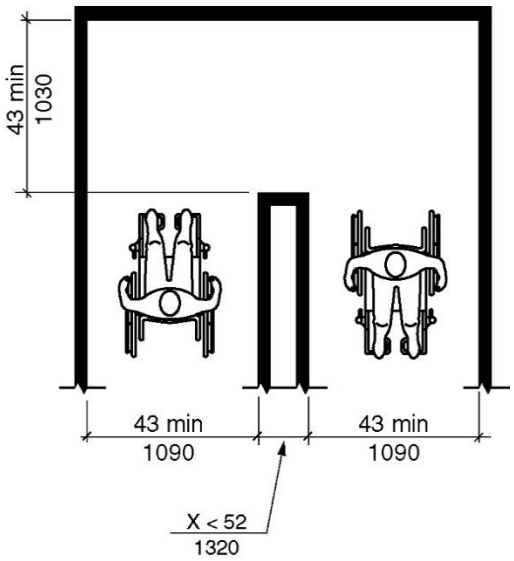


Figure 403.5.2 ~~403.5.2.1~~ (B) Clear Width at 180-degree Turn – ~~New Buildings~~ - Option 2

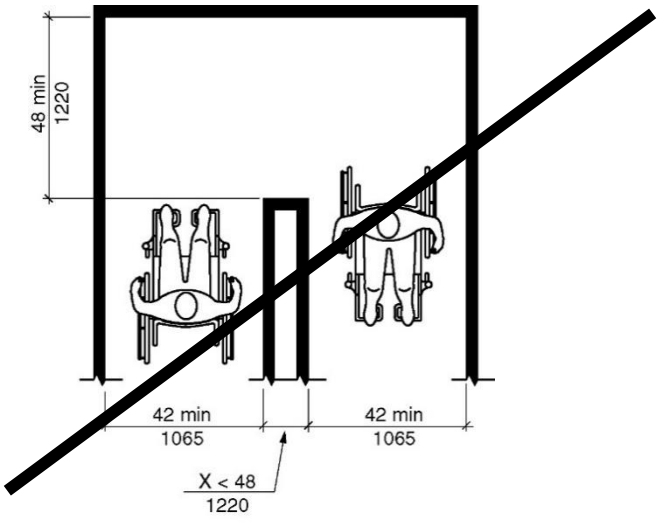


(c)
Option 3

Figure 403.5.2 ~~403.5.2.1~~ (C) Clear Width at 180-degree Turn – ~~New Buildings~~ - Option 3

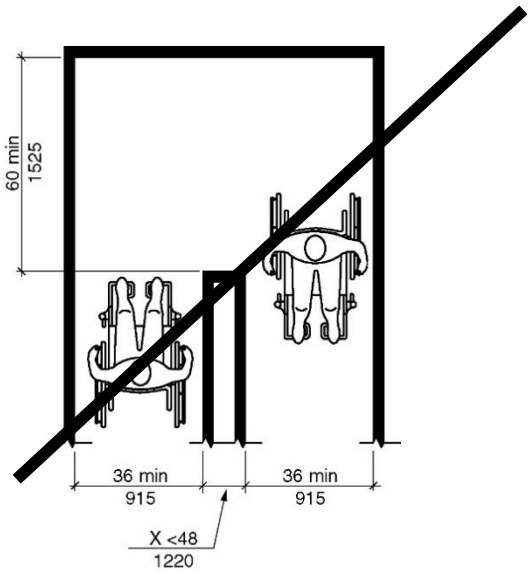
~~**403.5.2.2 Existing buildings and facilities.** In existing buildings and facilities, where an accessible route makes a 180 degree turn around an object that is less than 48 inches (1220 mm) in width, clear widths shall be 42 inches (1065 mm) minimum approaching the turn, 48 inches (1220 mm) minimum during the turn, and 42 inches (1065 mm) minimum leaving the turn.~~

~~**Exception:** This section shall not apply where the clear width during the turn is 60 inches (1525 mm) minimum.~~



(a)
180 Degree Turn

~~**Figure 403.5.2.2(A) Clear Width at 180-degree Turn – Existing Buildings**~~



(b)
180 Degree Turn
(Exception)

~~**Figure 403.5.2.2(B) Clear Width at 180-degree Turn – Existing Buildings - Exception**~~

403.5.3 Clear width at 90-degree turn.

~~**403.5.3.1 New buildings and facilities.** In new buildings and facilities, where~~ Where an accessible route makes a 90-degree turn the clear widths approaching the turn and leaving the turn shall be one of the following sets of dimensions:

1. Both legs of the turn shall be 40 inches (1015 mm) minimum in width. The width of each leg of the turn shall be maintained for 28 inches (710 mm) minimum from the inner corner.
2. Where the interior corners of the turn are chamfered for 8 inches minimum (205 mm) along both walls, both legs of the turn shall be 36 inches (915 mm) minimum in width.
3. Where one leg of the turn is 42 inches (1065 mm) minimum in width, the other shall be permitted to be 38 inches (965 mm) minimum in width.
4. Where one leg of the turn is 44 inches (1120mm) minimum in width, the other shall be permitted to be 36 inches (915 mm) minimum in width.

   Exceptions:

   1. Where an accessible route makes a 90-degree turn at doors, doorways and gates complying with Section 404.2.3, the route shall not be required to comply with this section.
   2. Where an accessible route makes a 90-degree turn at an elevator or platforms lifts complying with Sections 407 through 410, the accessible route shall not be required to comply with this section.

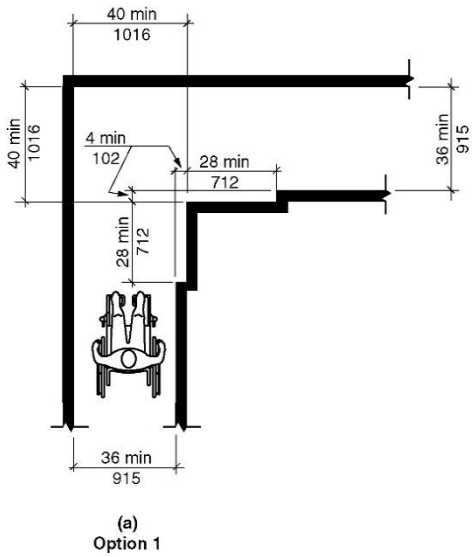


Figure 403.5.3 ~~403.5.3.1~~(A) Clear Width at 90-degree Turn - ~~New Buildings~~ - Option 1

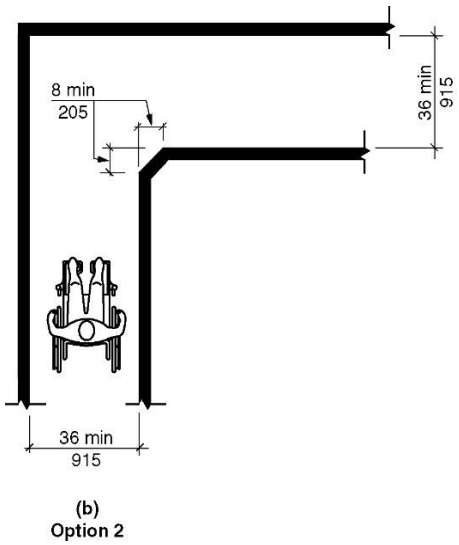


Figure 403.5.3 ~~403.5.3.1~~ (B) Clear Width at 90-degree Turn - ~~New Buildings~~ - Option 2

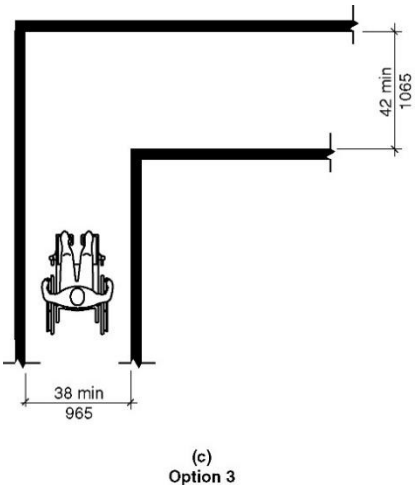


Figure 403.5.3 ~~403.5.3.1~~ (C) Clear Width at 90-degree Turn - ~~New Buildings~~ - Option 3

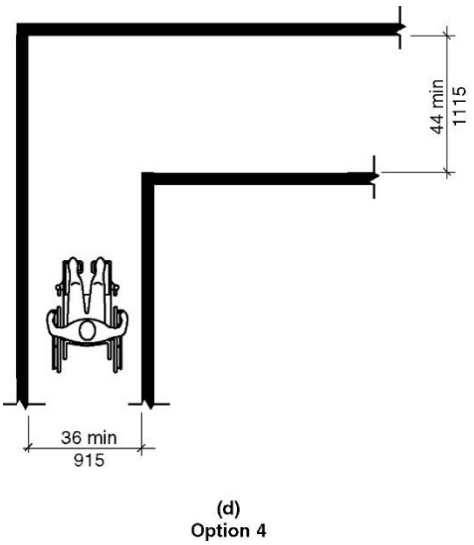
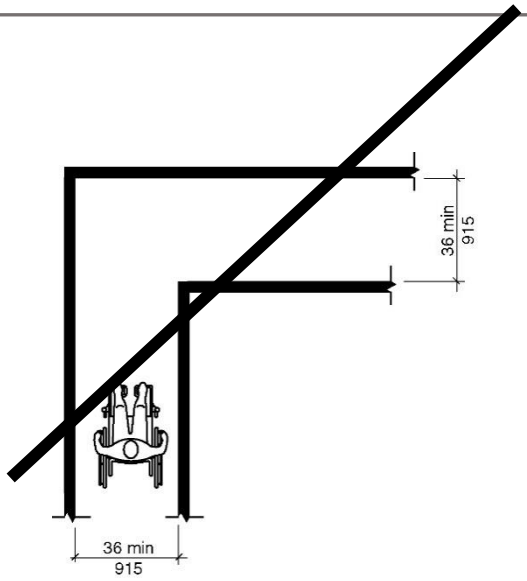


Figure 403.5.3 ~~403.5.3.1~~ (D) Clear Width at 90-degree Turn - ~~New Buildings~~ - Option 4

~~**403.5.3.2 Existing buildings and facilities.** In existing buildings and facilities, where an accessible route makes a 90-degree turn the clear widths approaching the turn and leaving the turn shall be 36 inches (915 mm) minimum.~~



~~Figure 403.5.3.2 Clear Width at 90-degree Turn - Existing Buildings~~

403.5.4 Passing space.

~~403.5.4.1 New buildings and facilities.~~ ~~In new buildings and facilities, an~~ An accessible route with a clear width less than 60 inches (1525 mm) shall provide passing spaces at intervals of 200 feet (61 m) maximum. Passing spaces shall be either a 60-inch (1525 mm) minimum by 60-inch (1525 mm) minimum space, or an intersection of two walking surfaces that provide a T-shaped turning space complying with Section 304.3.2.1, provided the base and arms of the T-shaped space extend 52 inches (1320 mm) minimum beyond the intersection.

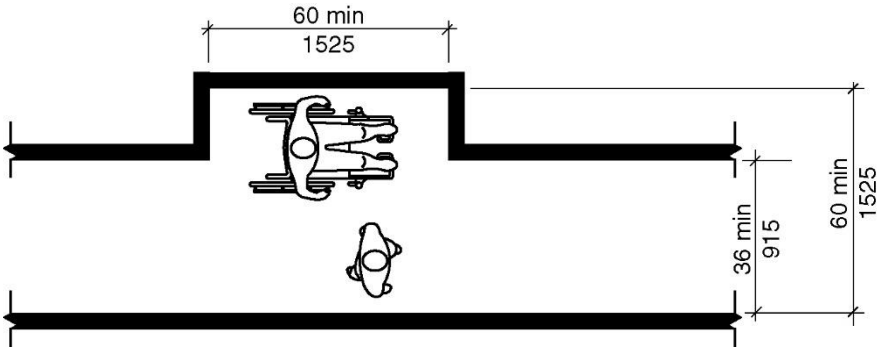


Figure 403.5.4 ~~403.5.4.1~~(A) Passing Space- ~~New Buildings~~ - 60 X 60 Option

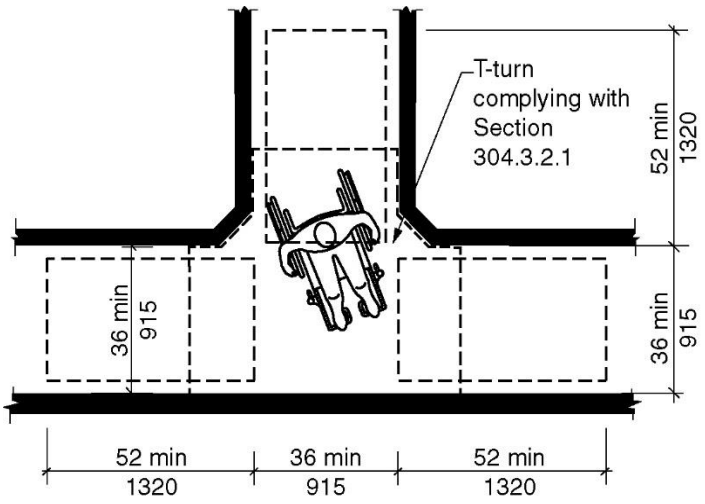
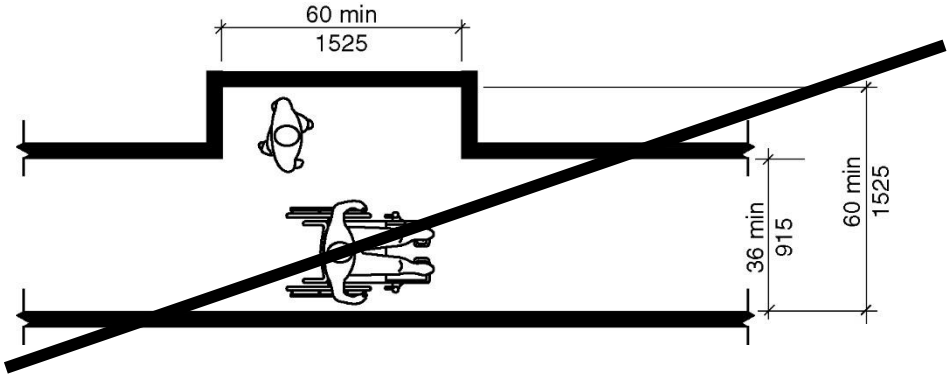
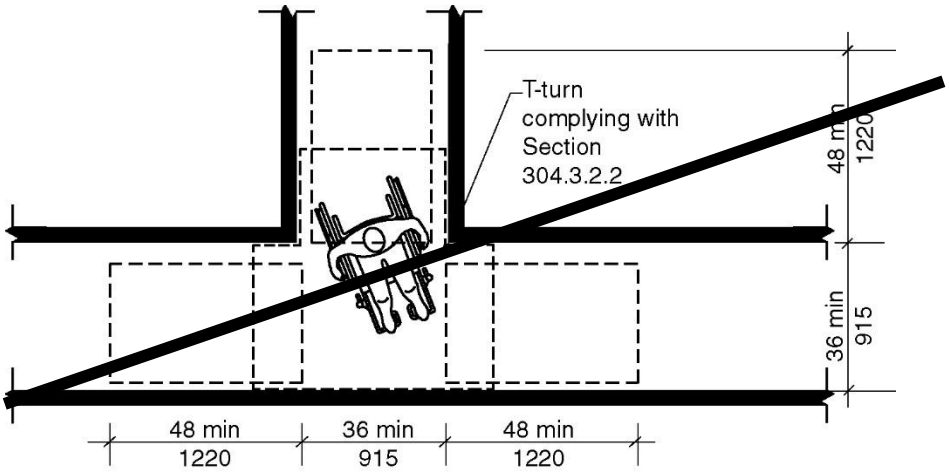


Figure <u>403.5.4</u> ~~403.5.4.1~~ (B) Passing Space- ~~New Buildings~~ - T-turn Option

~~**403.5.4.2 Existing buildings and facilities.** In existing buildings and facilities, an accessible route with a clear width less than 60 inches (1525 mm) shall provide passing spaces at intervals of 200 feet (61 m) maximum. Passing spaces shall be either a 60-inch (1525 mm) minimum by 60-inch (1525 mm) minimum space, or an intersection of two walking surfaces that provide a T-shaped turning space complying with Section 304.3.2, provided the base and arms of the T-shaped space extend 48 inches (1220 mm) minimum beyond the intersection.~~



~~**Figure 403.5.4.2(A) Passing Space- Existing Buildings - 60 X 60 Option**~~



~~**Figure 403.5.4.2(B) Passing Space- Existing Buildings - T-turn Option**~~

SECTION 404
DOORS, DOORWAYS AND GATES

404.2.3.2 Swinging doors and gates. Swinging doors and gates shall have maneuvering clearances complying with Table 404.2.3.2.

TABLE 404.2.3.2—MANEUVERING CLEARANCES AT MANUAL SWINGING DOORS AND GATES

TYPE OF USE		MINIMUM MANEUVERING CLEARANCES	
Approach Direction	**Door or Gate Side**	**Perpendicular to Doorway**	**Parallel to Doorway (beyond latch unless noted)**
From front	Pull	60 inches (1525 mm)	18 inches (455 mm)
From front	Push	52 inches (1320 mm)~~5~~	0 inches (0 mm) [3]
From hinge side	Pull	60 inches (1525 mm)	36 inches (915 mm)
From hinge side	Pull	54 inches (1370 mm)	42 inches (1065 mm)
From hinge side	Push	42 inches (1065 mm)[1]	22 inches (560 mm)[4]
From latch side	Pull	48 inches (1220 mm)[2]	24 inches (610 mm)
From latch side	Push	42 inches (1065 mm)[2]	24 inches (610 mm)

1. Add 6 inches (150 mm) if closer and latch provided.
2. Add 6 inches (150 mm) if closer provided.
3. Add 12 inches (305 mm) beyond latch if closer and latch are provided.
4. Beyond hinge side.
~~5. In existing buildings and facilities, the dimension perpendicular to the door or gate for the front direction on the push side shall be 48 inches (1220 mm) minimum.~~

Figure 404.2.3.2(A) Maneuvering Clearances at Manual Swinging Doors - Front Approach - Pull Side

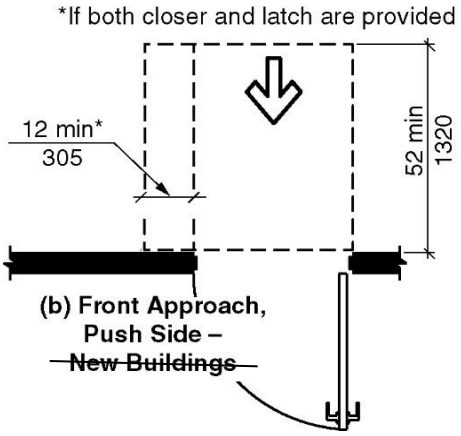
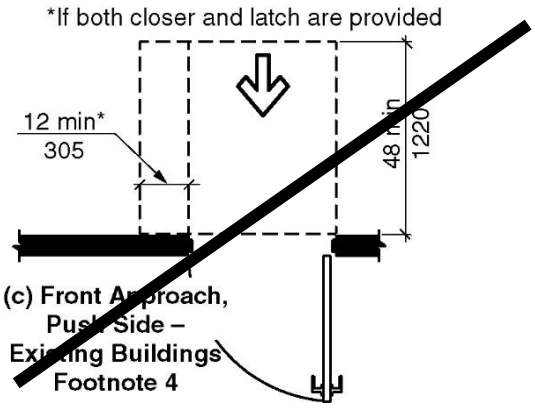


Figure 404.2.3.2(B) Maneuvering Clearances at Manual Swinging Doors - Front Approach - Push Side - ~~New Buildings~~



~~Figure 404.2.3.2(C) Maneuvering Clearances at Manual Swinging Doors - Front Approach - Pull Side - Existing Buildings - Footnote 5~~

Note: Renumber Figure 404.2.3.2(D) through (H)

404.2.3.3 Sliding and folding doors. Sliding doors and folding doors shall have maneuvering clearances complying with Table 404.2.3.3.

TABLE 404.2.3.3—MANEUVERING CLEARANCES AT SLIDING AND FOLDING DOORS

Approach Direction	MINIMUM MANEUVERING CLEARANCES	
	Perpendicular to Doorway	Parallel to Doorway (beyond stop or latch side unless noted)
From front	52 inches (1320 mm)[2]	0 inches (0 mm)
From nonlatch side	42 inches (1065 mm)	22 inches (560 mm)[1]
From latch side	42 inches (1065 mm)	24 inches (610 mm)

1. Beyond pocket or hinge side.
2. ~~In existing buildings and facilities, the dimension perpendicular to the door for the front direction shall be 48 inches (1220 mm) minimum.~~

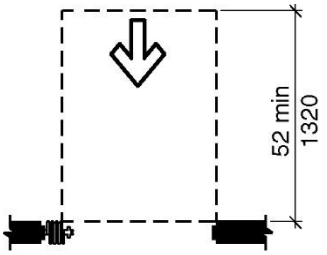
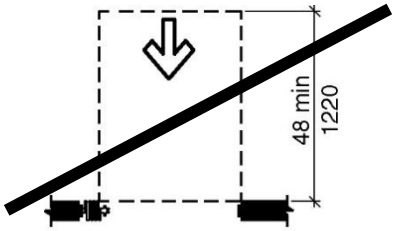


Figure 404.2.3.3(A) Maneuvering Clearance at Sliding and Folding Doors - Front Approach - ~~New Buildings~~



~~**Figure 404.2.3.3(B) Maneuvering Clearance at Sliding and Folding Doors – Front Approach – Existing Buildings - Footnote 2**~~

Note: Renumber Figure 404.2.3.3(C) and (D)

404.2.3.4 Doorways without doors or gates. Doorways without doors or gates that are less than 36 inches (915 mm) in width shall have maneuvering clearances complying with Table 404.2.3.4.

TABLE 404.2.3.4—MANEUVERING CLEARANCES FOR DOORWAYS WITHOUT DOORS OR GATES

Approach Direction	MINIMUM MANEUVERING CLEARANCES Perpendicular to Doorway
From front	52 inches (1320 mm)[1]
From side	42 inches (1065 mm)

1. ~~In existing buildings and facilities the dimension perpendicular to the doorway for the front direction shall be 48 inches (1220 mm) minimum.~~

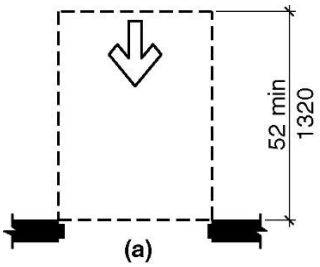
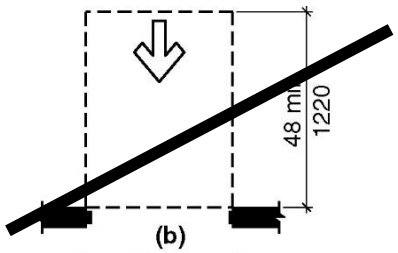


Figure 404.2.3.4(A) Maneuvering Clearances for Doorways without Doors or Gates - Front Approach - ~~New Buildings~~



~~Figure 404.2.3.4(B) Maneuvering Clearances for Doorways without Doors or Gates - Front Approach - Existing Buildings - Footnote 1~~

Note: Renumber Figure 404.2.3.4(C)

404.2.3.5 Recessed doors and gates. Where any obstruction within 18 inches (455 mm) of the latch side of a doorway projects more than 8 inches (205 mm) beyond the face of the door or gate, measured perpendicular to the face of the door or gate, maneuvering clearances for a forward approach shall be provided.

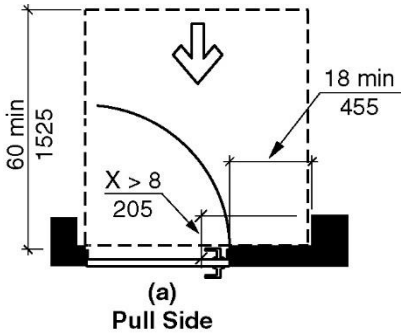


Figure 404.2.3.5(A) Recessed Doors and Gates – ~~New Buildings~~ - Pull Side

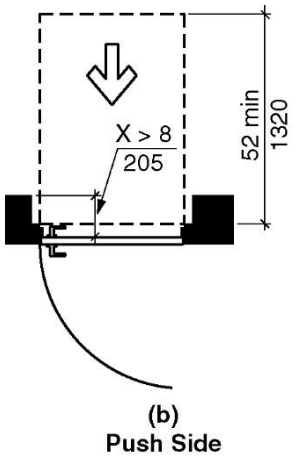


Figure 404.2.3.5(B) Recessed Doors and Gates – ~~New Buildings~~ - Push Side

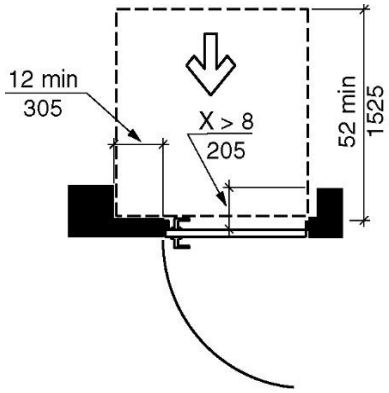
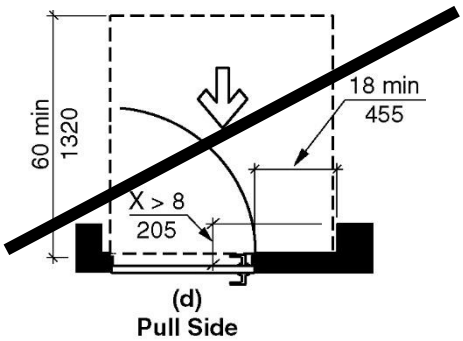
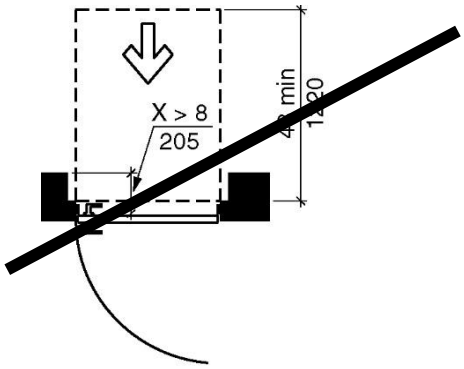


Figure 404.2.3.5(C) Recessed Doors and Gates – ~~New Buildings~~ - Push Side - Provided with Both Closer and Latch

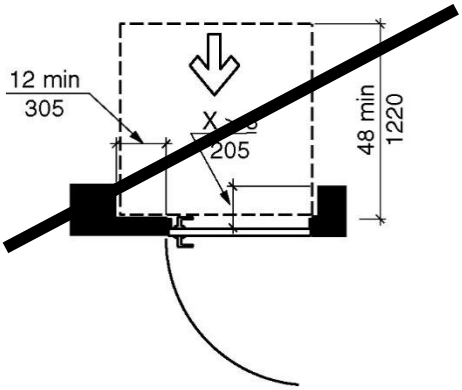


~~Figure 404.2.3.5(D) Recessed Doors and Gates – Existing Buildings - Pull Side~~



(e)
Push Side

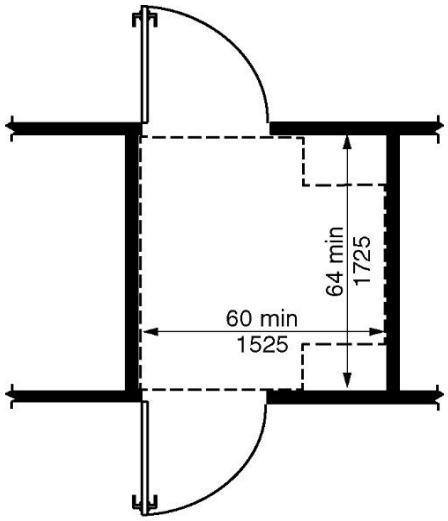
~~**Figure 404.2.3.5(E) Recessed Doors and Gates – Existing Buildings - Push Side**~~



(f)
Push Side, Door Provided
with Both Closer and Latch

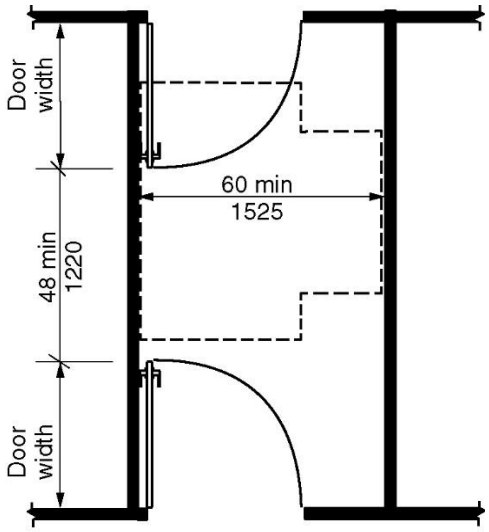
~~**Figure 404.2.3.5(F) Recessed Doors and Gates – Existing Buildings - Push Side - Door Provided with Both Closer and Latch**~~

404.2.5 Two doors or gates in series. Distance between two hinged or pivoted doors or gates in series shall be 48 inches (1220 mm) minimum plus the width of any door or gate swinging into the space. The space between the doors and gates shall provide a turning space.



(a)

Figure 404.2.5(A) Two Doors or Gates in a Series - ~~New Buildings~~



(b)

Figure 404.2.5(B) Two Doors or Gates in a Series - ~~New Buildings~~

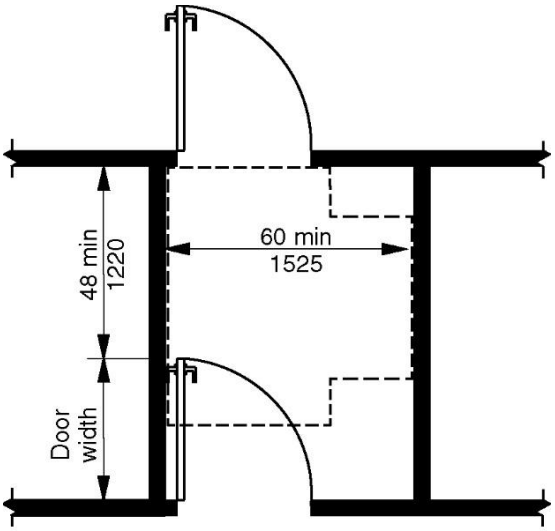
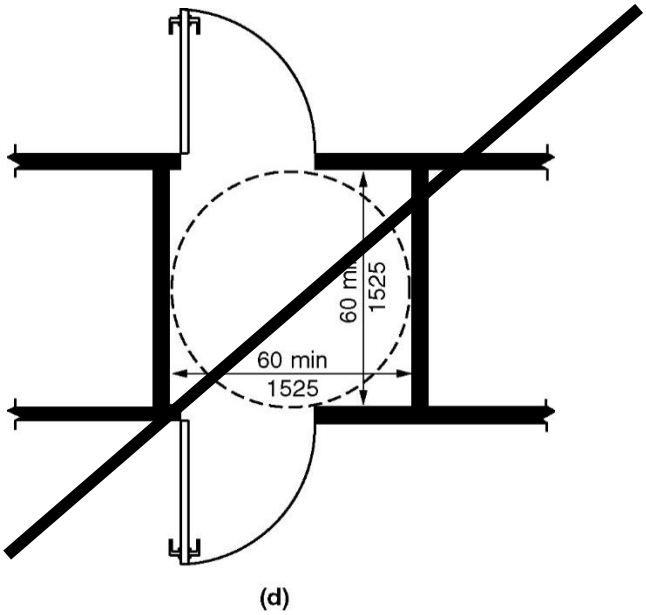
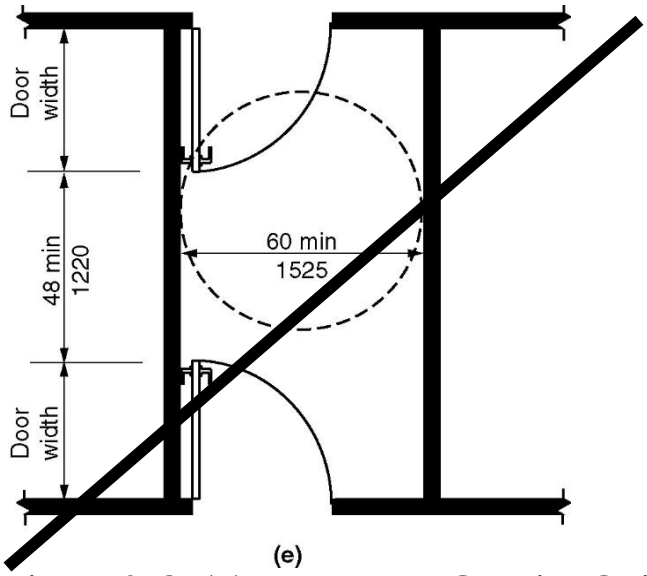


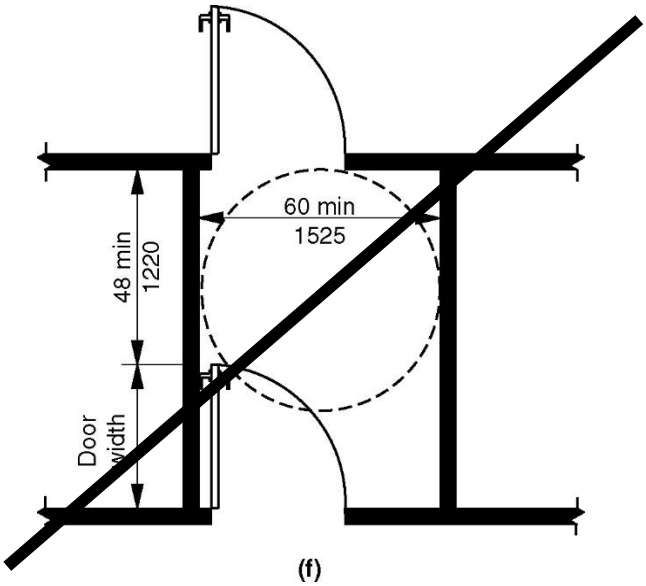
Figure 404.2.5(C) Two Doors or Gates in a Series - ~~New Buildings~~



~~Figure 404.2.5(D) Two Doors or Gates in a Series - Existing Buildings~~



~~**Figure 404.2.5(E) Two Doors or Gates in a Series - Existing Buildings**~~



~~**Figure 404.2.5(F) Two Doors or Gates in a Series - Existing Buildings**~~

SECTION 409
PRIVATE RESIDENCE ELEVATORS

409.4 Elevator car requirements. Elevator cars shall comply with Section 409.4.

409.4.1 Inside dimensions.

~~**409.4.1.1 New buildings.** In new buildings, elevator~~ Elevator cars shall provide a clear floor area 36 inches (915 mm) minimum in width and 52 inches (1320 mm) minimum in depth.

~~**409.4.1.2 Existing buildings.** In existing buildings, elevator cars shall provide a clear floor area 36 inches (915 mm) minimum in width and 48 inches (1220 mm) minimum in depth.~~

Exception: In existing buildings, elevator cars shall be permitted to provide a clear floor area 36 inches (915 mm) minimum in width and 48 inches (1220 mm) minimum in depth where the installation of a car complying with Section 409.4.1 would result in the removal or rearrangement of existing walls, partitions, enclosures, or stairs.

SECTION 410
PLATFORM LIFTS

410.5.1 Lifts with single door or doors on opposite ends.

~~**410.5.1.1 New buildings.** In new buildings, platform~~ Platform lifts with a single door or doors on opposite ends shall provide a clear floor width of 36 inches (915 mm) minimum and a clear floor depth of 52 inches (1320 mm) minimum.

Exceptions: 1. Incline platform lifts with passenger restraining arms, shall be permitted to provide a clear floor width of 36 inches (915 mm) minimum and a clear floor depth of 48 inches (1220 mm) minimum.

2. In existing buildings, platform lifts with a single door or with doors on opposite ends shall be permitted to provide a clear floor depth of 48 inches (1220 mm) minimum where compliance with the platform depth specified in Section 410.5.1 would result in the removal or rearrangement of existing walls, partitions, enclosures, or stairs.

~~**410.5.1.2 Existing buildings.** In existing buildings, platform lifts with a single door or with doors on opposite ends shall provide a clear floor width of 36 inches (915 mm) minimum and a clear floor depth of 48 inches (1220 mm) minimum.~~

410.5.2 Platform lifts with doors on adjacent sides.

~~**410.5.2.1 New buildings.** In new buildings, platform~~ Platform lifts with doors on adjacent sides shall provide a clear floor width of 42 inches (1065 mm) minimum and a clear floor depth of 60 inches (1525 mm) minimum.

Exception. In existing buildings, platform lifts with doors on adjacent sides shall be permitted to provide a clear floor platform depth of 60 inches (1525 mm) where compliance with the platform depth specified in Section 410.5.2 would result in the removal or rearrangement of existing walls, partitions, enclosures, or stairs.

~~**410.5.2.2 Existing buildings.** In existing buildings, platform lifts with doors on adjacent sides shall be permitted to provide a clear floor width of 36 inches (915 mm) and a clear floor depth of 60 inches (1525 mm).~~

SECTION 503
PASSENGER LOADING ZONES

503.3 Access aisle. Passenger loading zones shall have an adjacent access aisle complying with Section 503.3.

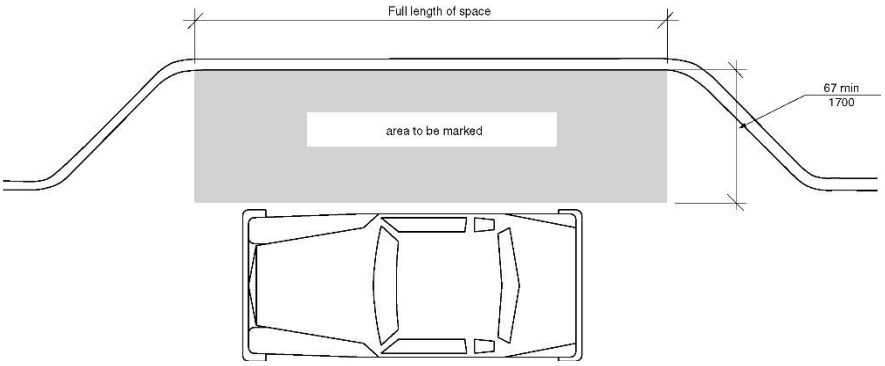
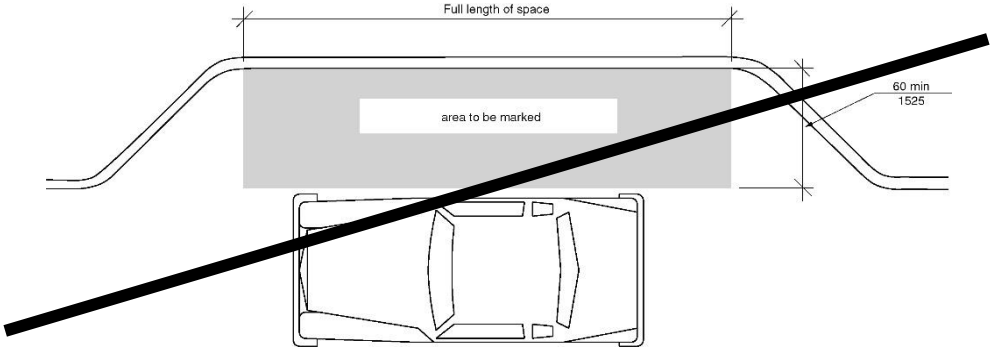


Figure 503.3(A) Passenger Loading Zone Access Aisle - ~~New Buildings~~



~~Figure 503.3(B) Passenger Loading Zone Access Aisle - Existing Buildings~~

503.3.1 Location. Access aisles shall adjoin an accessible route. Access aisles shall not overlap vehicular ways.

503.3.2 Width.

~~503.3.2.1 New buildings and facilities.~~ ~~In new buildings and facilities, aisles~~ Aisles serving vehicle pull-up spaces shall be 67 inches (1700 mm) minimum in width.

~~503.3.2.2 Existing buildings and facilities.~~ ~~In existing buildings and facilities, access aisles serving vehicle pull-up spaces shall be 60 inches (1525 mm) minimum in width.~~

SECTION 608
SHOWER COMPARTMENTS

608.2.1.2 Clearance.

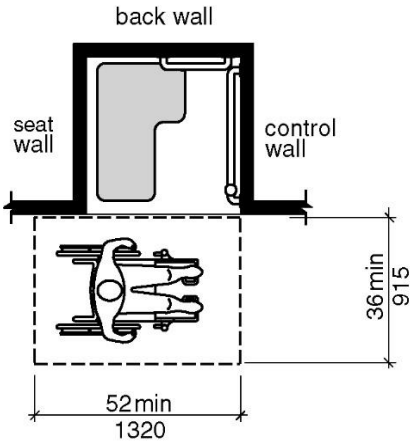


Figure 608.2.1.2(A) Transfer-type Shower Compartment Clearances - ~~New Buildings~~ – Option 1

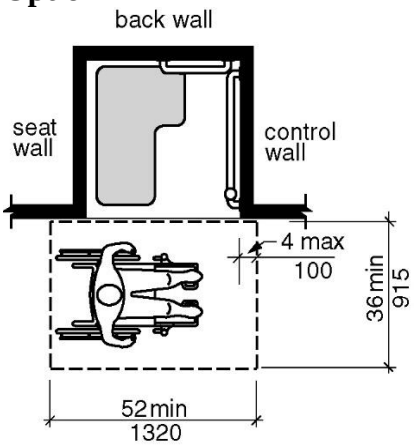
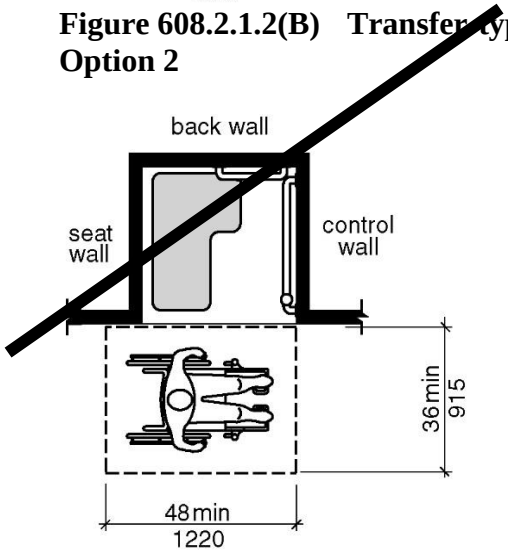


Figure 608.2.1.2(B) Transfer-type Shower Compartment Clearances - ~~New Buildings~~ - Option 2



~~Figure 608.2.1.2(C) Transfer-type Shower Compartment Clearances - Existing Buildings~~

~~608.2.1.2.1 New buildings and facilities.~~ ~~In~~ In new buildings and facilities, a clearance of 52 inches (1320 mm) minimum in length and 36 inches (915 mm) minimum in depth shall be provided adjacent to the open face of the compartment. The length of the clear floor space shall

be measured perpendicular from either the control wall or from 4 inches (100 mm) behind the control wall.

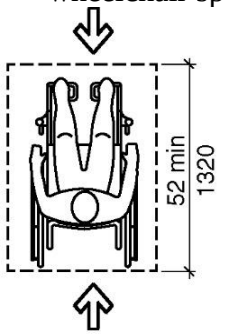
~~**608.2.1.2.2 Existing buildings and facilities.** In existing buildings and facilities, a clearance of 48 inches (1220 mm) minimum in length measured perpendicular from the control wall, and 36 inches (915 mm) minimum in depth shall be provided adjacent to the open face of the compartment.~~

SECTION 802
ASSEMBLY AREAS

802.4 Depth.

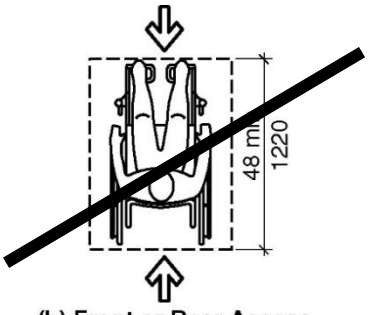
802.4.1 New buildings and facilities. ~~In new buildings and facilities, where~~ Where a wheelchair space is entered from the front or rear, the wheelchair space shall be 52 inches (1320 mm) minimum in depth. Where a wheelchair space is only entered from the side, the wheelchair space shall be 60 inches (1525 mm) minimum in depth.

~~**802.4.2 Existing buildings and facilities.** In existing buildings and facilities, where a wheelchair space is entered from the front or rear, the wheelchair space shall be 48 inches (1220 mm) minimum in depth. Where a wheelchair space is only entered from the side, the wheelchair space shall be 60 inches (1525 mm) minimum in depth.~~



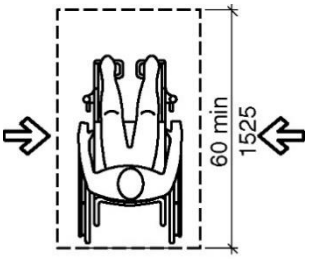
(a) Front or Rear Access
New Buildings

Figure 802.4(A) Depth of Wheelchair Space in Assembly Area - Front or Rear Access - ~~New Buildings~~



(b) Front or Rear Access
Existing Building

~~**Figure 802.4(B) Depth of Wheelchair Space in Assembly Area - Front or Rear Access - Existing Buildings**~~



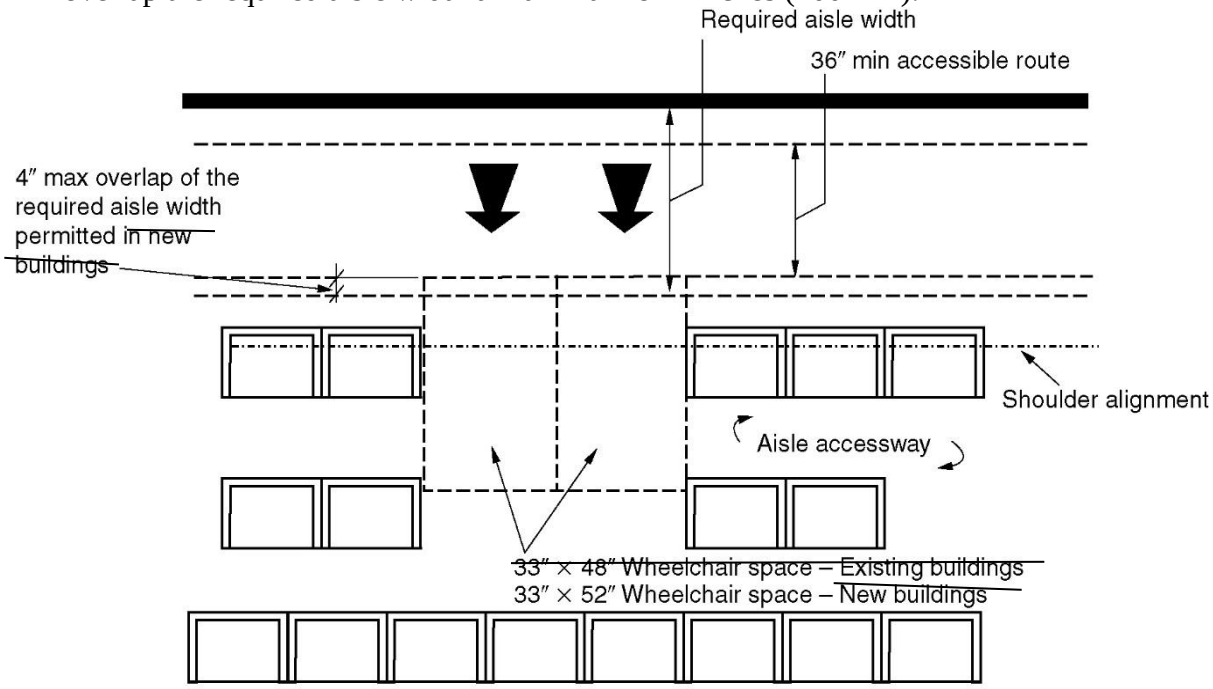
(c) Side Access
New and Existing Buildings

Figure 802.4(BC) Depth of Wheelchair Space in Assembly Area - Side Access - ~~New and Existing Buildings~~

802.5 Approach. Wheelchair spaces shall adjoin an accessible route. The accessible route shall not overlap a wheelchair space.

802.5.1 Overlap. ~~A~~ The width of a wheelchair space shall not overlap the required width of an aisle.

~~Exception:~~ ~~In new buildings, the~~ The depth of a wheelchair space shall ~~be permitted to~~ overlap the required aisle width a maximum of 4 inches (100 mm).



(a) REAR APPROACH

Figure 802.5.1(A) Wheelchair Space Location Overlap - Rear Approach - ~~New and Existing Buildings~~

802.7 Companion seat. A companion seat, complying with Section 802.7, shall be provided beside each wheelchair space.

802.7.1 Companion seat type. The companion seat shall be equivalent in size, quality, comfort and amenities to the seats in the immediate area to the wheelchair space location. Companion seats shall be permitted to be moveable.

802.7.2 Companion seat alignment. In row seating, the companion seat shall be located to provide shoulder alignment with the wheelchair space occupant. The shoulder of the wheelchair space occupant is considered to be 36 inches (915 mm) or more from the front and 12 inches (305 mm) or more from the rear of the wheelchair space. The floor surface for the companion seat shall be at the same elevation as the wheelchair space floor surface.

Exception: Companion seat alignment shall not be required in tiered seating that includes dining surfaces or work surfaces.

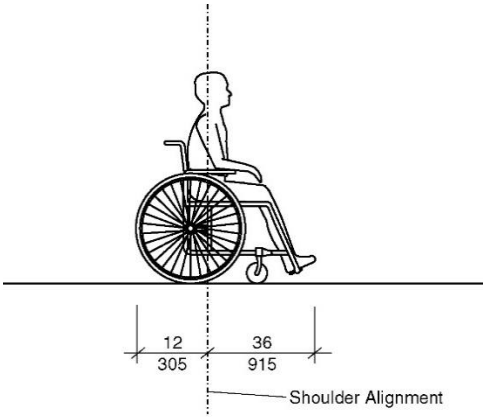
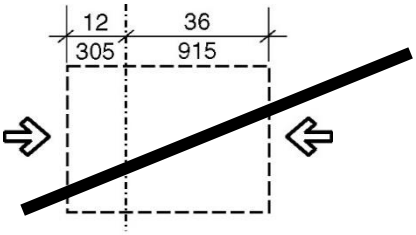


Figure 802.7.2(A) Companion Seat Alignment – Elevation



~~**Figure 802.7.2(B) Companion Seat Alignment – Front or Rear Approach – Existing Buildings**~~

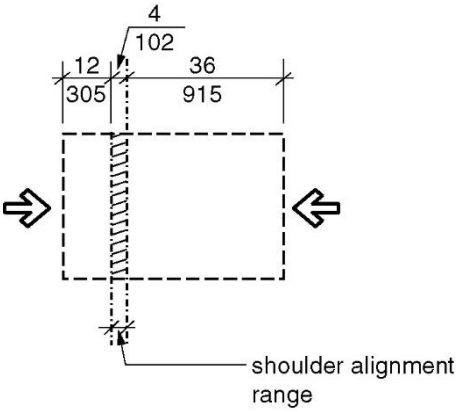


Figure 802.7.2(B~~C~~) Companion Seat Alignment - Front or Rear Approach - ~~New Buildings~~

Note: Renumber Figure 802.7.2(D)

SECTION 805
TRANSPORTATION FACTILITIE

805.2.2 Dimensions.

~~805.2.2.1 New buildings and facilities.~~ ~~In new buildings and facilities, bus~~ Bus stop boarding and alighting areas shall have a 100-inch (2540 mm) minimum clear length, measured perpendicular to the curb or vehicle roadway edge, and a 60-inch (1525 mm) minimum clear width, measured parallel to the vehicle roadway.

~~805.2.2.2 Existing buildings and facilities.~~ ~~In existing buildings and facilities, bus stop boarding and alighting areas shall have a 96-inch (2440 mm) minimum clear length, measured perpendicular to the curb or vehicle roadway edge, and a 60-inch (1525 mm) minimum clear width, measured parallel to the vehicle roadway.~~

SECTION 1007
MINATURE GOLF FACILITIES

1007.3.2 Golf club reach range area.

~~1007.3.2.1 New buildings and facilities.~~ ~~In new buildings and facilities, areas~~ Areas within holes where golf balls rest shall be within 36 inches (915 mm) maximum of a clear floor space 36 inches (915 mm) minimum in width and 52 inches (1320 mm) minimum in length having a running slope not steeper than 1:20. The clear floor space shall be served by an accessible route.

~~1007.3.2.2 Existing buildings and facilities.~~ ~~In existing building and facilities, areas within holes where golf balls rest shall be within 36 inches (915 mm) maximum of a clear floor space 36 inches (915 mm) minimum in width and 48 inches (1220 mm) minimum in length having a running slope not steeper than 1:20. The clear floor space shall be served by an accessible route.~~

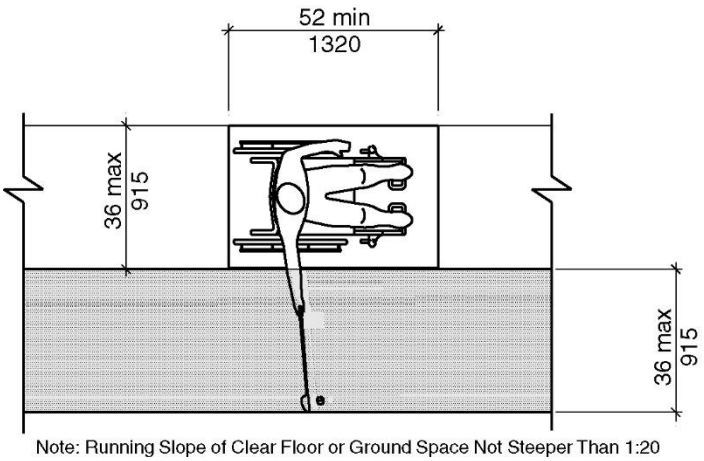
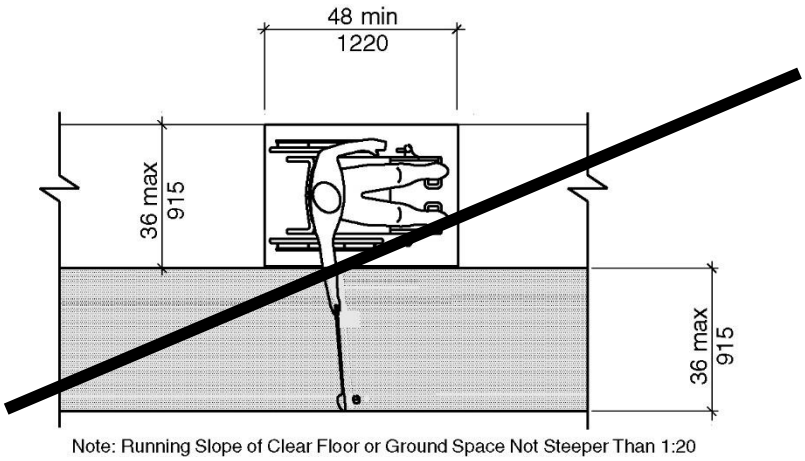


Figure 1007.3.2~~(A)~~ Golf Club Reach Range - ~~New Buildings~~



~~**Figure 1007.3.2(B) Golf Club Reach Range - Existing Buildings**~~

SECTION 1009
SWIMMING POOLS, WADING POOLS, HOT TUBS AND SPAS

1009.2.3 Clear deck space.

~~**1009.2.3.1 New buildings and facilities**. In new buildings and facilities, on~~ On the side of the seat opposite the water, a clear deck space shall be provided parallel with the seat. The space shall be 36 inches (915 mm) minimum in width and shall extend forward 52 inches (1320 mm) minimum from a line located 12 inches (305 mm) behind the rear edge of the seat. The clear deck space shall have a slope not steeper than 1:48.

~~**1009.2.3.2 Existing buildings and facilities.** In existing buildings and facilities, on the side of the seat opposite the water, a clear deck space shall be provided parallel with the seat. The space shall be 36 inches (915 mm) minimum in width and shall extend forward 48 inches (1220 mm) minimum from a line located 12 inches (305 mm) behind the rear edge of the seat. The clear deck space shall have a slope not steeper than 1:48.~~

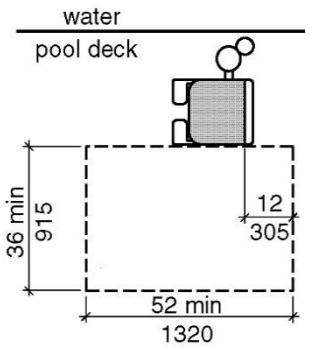
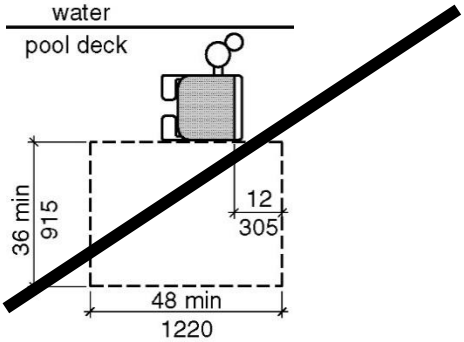


Figure 1009.2.3~~(A)~~ Clear Deck Space at Pool Lifts – ~~New Buildings~~



~~**Figure 1009.2.3(B) Clear Deck Space at Pool Lifts - Existing Buildings**~~

REASON: The purpose of this proposal is to remove criteria for differing space requirements in "existing" buildings versus new construction for the following reasons:

1. Section 301.5 *Compliance with accessibility* of the 2018 International Existing Building Code (IEBC) references the 2009 ICC A117.1 and Section 306.2 of the 2021 Edition refences the 2017. Both these editions permit application of the older space requirements in existing facilities. If the Committee wishes to allow the use of older standards for accessibility in existing buildings and facilities, the IEBC is the appropriate location for such a requirement, not the technical standard. The IEBC presents the opportunity to allow more leeway depending on the size of the work area in relation to the aggregate area of the building.

2. it is highly unlikely that the next edition of the ICC A117.1 will be published in time to be referenced by the 2024 IBC or IEBC. Consequently, interested parties will have 10 years to adjust to the new space requirements.

3. With the duplicate material for new and existing buildings, the ICC A117.1 has become unwieldy and less easily comprehensible.

4. Since its first publication, the IEBC has provided that where compliance is "technically infeasible", alterations must "provide access to the maximum extent technically feasible". There is no logical reason to allow *all* alterations to provide spaces that are smaller than research shows are necessary to accommodate a meaningful range of people who use

wheelchairs if they can comply with the accessibility requirements applicable to new construction or, as is permitted, if they can come close to those requirements without encountering technical infeasibility.

Except for the change to Exceptions 3 and 4 of Section 403.5.1, 409.4, 410.5, and Section 802.5.1, all of the changes proposed eliminate the criteria for existing buildings and facilities and editorially revise the criteria for new construction to be applicable to all construction.

Our proposed revisions to Exceptions 3 and 4 of Section 403.5.1 are intended to be editorial changes that are more consistent with the format for exceptions used in the Standard.

Proposed changes to Sections 409.4 Private Residence Elevators and 410.5 Platform Lifts allow the use of smaller car sizes and platforms only under certain conditions which we anticipate will be common in alterations that are not as extensive as most level 3 alteration as described in the International Existing Building Code. By limiting the application of the exception to these conditions, we believe we strike a balance between cost and benefit. Also, while many will, not all inspectors would interpret these conditions as constituting technical infeasibility.

The proposed change to Section 802.5.1 is made because it was necessary to distinguish between encroachments by the "width" and "length" of a wheelchair space inro the required aisle width.

Sections containing provisions for existing elements that are unaffected by this change: 107.5, 201, 308.3, 404.2.4, 404.2.9, 405.2, 407.2.1, 407.2.2, 407.3.2, 407.3.3, 407.3.5, 407.4.1, 407.4.6, 407.4.7, 408.4.1, 608.6, 805.5.1, 805.9, 904.3, 1003.2.1, 1003.3.1, 1006.2, and 1102.5.

Committee Action: Disapproved (Vote: 19-12-2)

REPORT OF HEARING:

Modification (if any):

Committee Reason: There has not been sufficient experience with the new dimensions on actual construction to determine impact. Deleting the option for existing building to use the 2009 ICC A117.1 and ADA numbers is not appropriate until a change in the IEBC on how to apply accessibility in existing buildings.

Report for 03-03– 2021		
Committee decision: D	***Committee Vote at Meeting: 19-12-2***	***Committee Vote on Ballot:36-4-1***
REPORT OF HEARING: Modification (if any):		
Committee Reason: There has not been sufficient experience with the new dimensions on actual construction to determine impact. Deleting the option for existing building to use the 2009 ICC A117.1 and ADA numbers is not appropriate until a change in the IEBC on how to apply accessibility in existing buildings.		
PUBLIC COMMENT- FIRST DRAFT: *Proponent:* **Rex Pace representing HUD**		
Desired Action: Negative with Comment		
Modification:		
Reason: The same criteria should apply in both new construction and alterations. Extent of compliance should be determined as appropriate for a specific situation on a case-by-case basis before it is assumed that a lesser requirement is necessary.		
Proponent: **Edward Steinfeld representing RESNA**		
Desired Action: Negative with Comment		
Modification:		
Reason: Some on the committee argued that there has not been enough experience with the new dimensional requirements to determine the impact, but they gave no evidence that this was the case. Experience with even larger dimensions in universal design practice shows that there is no serious problem with implementing the new dimensions in existing buildings undergoing substantial renovation. Another argument was that we should wait for changes in the IEBC. This is not a good argument since the IEBC already has provisions for addressing situations where complying with new construction requirements is not feasible. The research behind the new requirements is more thorough than any other requirements in the standard. There was no reason for this exception in the first place due to the process for exceptions already embedded in the IEBC. It has already been 5 years since the new requirements were added. Since the IEBC requires existing buildings that are substantially changed to comply with new construction requirements there should have been plenty of evidence already if compliance was a problem. None was brought forward.		
Proponent: **Marsha Mazz representing United Spinal Association**		
Desired Action: Negative with Comment		
Modification:		
Reason: The committee's reasons for disapproving this proposal were: (1) that there has not been sufficient experience with the new dimensions on actual construction to determine impact; and (2) deleting the option for existing building to use the 2009 ICC A117.1 and ADA numbers is not appropriate until a change in the IEBC on how to apply accessibility in existing buildings. **RESPONSE:** Maintaining the old requirements in the standard signals a lack of confidence in the science supporting the new standards. No provisions in the standard are as well supported by empirical research as these new requirements. Regarding the committees' reasons listed above: (1) This proposal was heard early in the cycle. By now, it should be clear to everyone that our observation in the reason statement that "it is highly unlikely that the next edition of the ICC A 117 .1 will be published in time to be referenced by the 2024 IBC or IEBC" is likely to be true given our current pace. Consequently, interested parties will have 10 years to adjust to the new space requirements. (2) Reason #2 above makes no sense. There is no rationale offered for an expectation that the IEBC would treat accessibility differently from other requirements. Section306.7 Alterations already permits different solutions where full compliance is"technically infeasible". Why should an entity be permitted a 48-inch long clear floor space if providing one that nearly complies with the new 52-inch long requirement is technically feasible?		
Proponent: **Jake Pauls**		
Desired Action: Negative with comment		
Modification:		
Reason: This is a difficult, complex matter mostly because of the related, but apparently not sufficiently helpful *International Existing Buildings Code,* at least as it is adopted (or not adopted). My view is that resolution of the complex nature of the relationship of A117.1 and the IEBC will take more-helpful effort of those who voted for "disapproval" action on the proposal and that is more likely to be accomplished with an overturning of the Committee action and a clearer re-examination of the matter in the second phase of Committee consideration when a clearer picture is available of how A117.1 and the IEBC can best co-exist. This view is based on multiple re-readings of my two pages of notes taken at the time of the A117 Committee as well as a detailed rehearing of the entire debate by the Committee		
Committee decision: AS/AM/D	***Committee Vote at Meeting:***	***Committee Vote on Ballot:***
REPORT OF HEARING – FIRST DRAFT		
Modification (if any):		
Committee Reason:		
PUBLIC COMMENT- SECOND DRAFT: Proponent:		
Desired Action:		
Modification:		
Reason:		
Committee decision: AS/AM/D	***Committee Vote at Meeting:***	***Committee Vote on Ballot:***
FINAL ACTION: Modification (if any):		
Committee Reason:		

03-05 – 2021
304.3.1.1, 304.3.2.1.1

Proponent: Kimberly Paarlberg, represent International Code Council

Revise as follows:

SECTION 304
TURNING SPACE

304.3 Size. Turning spaces shall comply with Section 304.3.1 or 304.3.2.

304.3.1 Circular space.

304.3.1.1 New buildings and facilities. In new buildings and facilities, the turning space shall be a circular space with a 67-inch (1700 mm) minimum diameter.

304.3.1.1.1 Overlap. Turning spaces shall be permitted to include knee and toe clearance complying with Section 306. Where the turning space includes knee and toe clearances under an obstruction, the overlap shall comply with all of the following:

1. The depth of the overlap shall not be more than ~~10~~ 22 inches (~~255~~ 560 mm), and
2. The depth shall not exceed the depth of the knee and toe clearances provided, and
3. The overlap shall be permitted only within the turning circle area shown shaded in Figure 304.3.1.

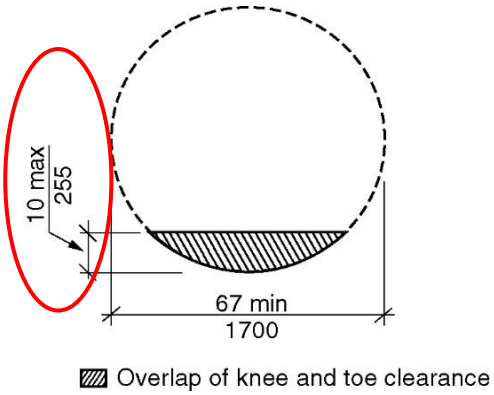


FIGURE 304.3.1.1
CIRCULAR TURNING SPACE –
NEW BUILDINGS SIZE AND OVERLAP

304.3.1.2 Existing buildings and facilities. In existing buildings and facilities, the turning space shall be a circular space with a 60-inch (1525 mm) minimum diameter.

304.3.1.2.1 Overlap. Turning spaces shall be permitted to include knee and toe clearance complying with Section 306.

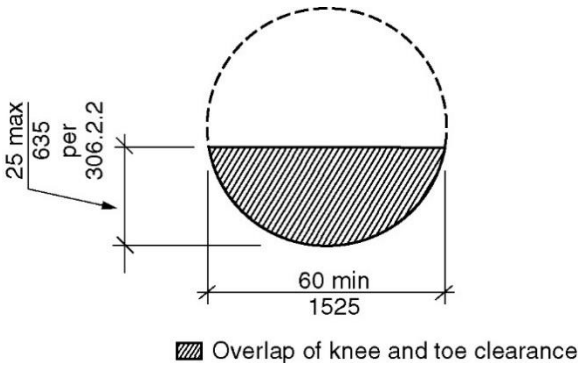


FIGURE 304.3.1.2
CIRCULAR TURNING SPACE –
EXISTING BUILDINGS - SIZE AND OVERLAP

304.3.2 T-Shaped space.

304.3.2.1 New buildings and facilities. In new buildings and facilities, the turning space shall be a T–shaped space complying with one of the following:

1. A T-shaped space, clear of obstruction, that fits within an area 68 inches (1725 mm) wide and 60 inches (1525 mm) deep, with two arms and one base that are all 36 inches (915 mm) minimum in width. Each arm shall extend 16 inches (405 mm) minimum from each side of the base located opposite the other, and the base shall extend 24 inches (610 mm) minimum from the arms. At the intersection of each arm and the base, the interior corners shall be chamfered for 8 inches (205 mm) minimum along both the arm and along the base.
2. A T-shaped space, clear of obstruction, that fits within an area 64 inches (1625 mm) wide and 60 inches (1525 mm) deep, with two arms 38 inches (965 mm) minimum in width and a base 42 inches (1065 mm) minimum in width. Each arm shall extend 11 inches (280 mm) minimum from each side of the base, located opposite the other, and the base shall extend 22 inches (560 mm) minimum from each arm.
3. A T-shaped space, clear of obstruction, 64 inches (1625 mm) wide and 60 inches (1525 mm) deep, with two arms and one base 40 inches (1015 mm) minimum in width. Each arm shall extend 12 inches (305 mm) minimum from each side of the base and the base shall extend 20 inches (510 mm) minimum from each arm.

304.3.2.1.1 Overlap. Turning spaces shall be permitted to include knee and toe clearance complying with Section 306 of either the base or one arm. For Option 1, the base or arm ~~is the portion beyond~~ includes the chamfer.

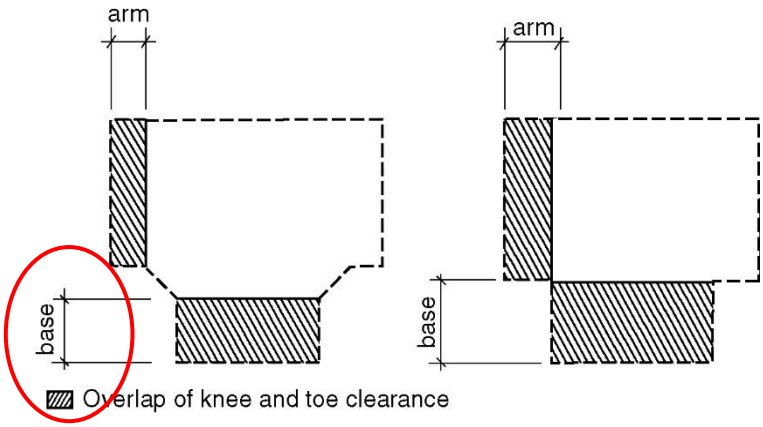


FIGURE 304.3.2.1.1
T-SHAPED TURNING SPACE
NEW BUILDINGS - OVERLAP

304.3.2.2 Existing buildings and facilities. In existing buildings and facilities, the turning space shall be a T-shaped space within a 60-inch (1525 mm) minimum square, with arms and base 36 inches (915 mm) minimum in width. Each arm of the T shall be clear of obstructions 12 inches (305 mm) minimum in each direction, and the base shall be clear of obstructions 24 inches (610 mm) minimum.

304.3.2.2.1 Overlap. Turning spaces shall be permitted to include knee and toe clearance complying with Section 306 only at the end of either the base or one arm.

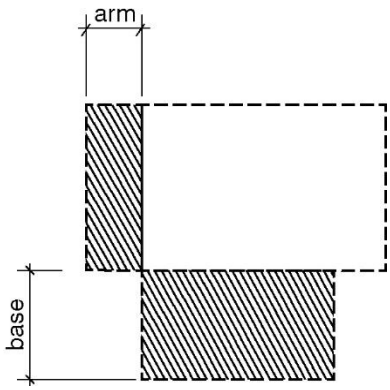
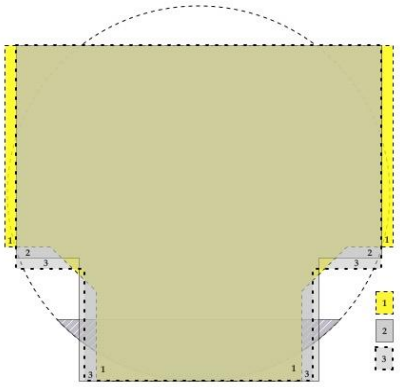


FIGURE 304.3.2.2.1
T-SHAPED TURNING SPACE –
EXISTING BUILDINGS OVERLAP

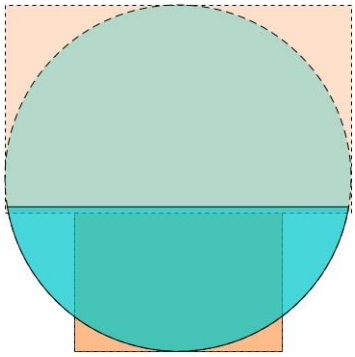
REASON: The purpose of this proposal is to coordinate the overlap allowances for turning spaces. The A117.1 decided not to change the knee and toe clearances between the 2009 and 2017 edition. The turning spaces have increased in size and substantially limited the overlap at the same time. Since the circle and T-turn are to turn 180 degrees, they should be consistent – while now there are substantial differences in all 4 options. With the larger turning space, these proposals will still be a reduction on the total percentage of the turning space permitted under the

sink, counter or drinking fountain. With the current text people just play games with the options to get the best for that design – thus making it much harder to verify compliance. Below are proportional comparisons of the existing and new construction requirements.

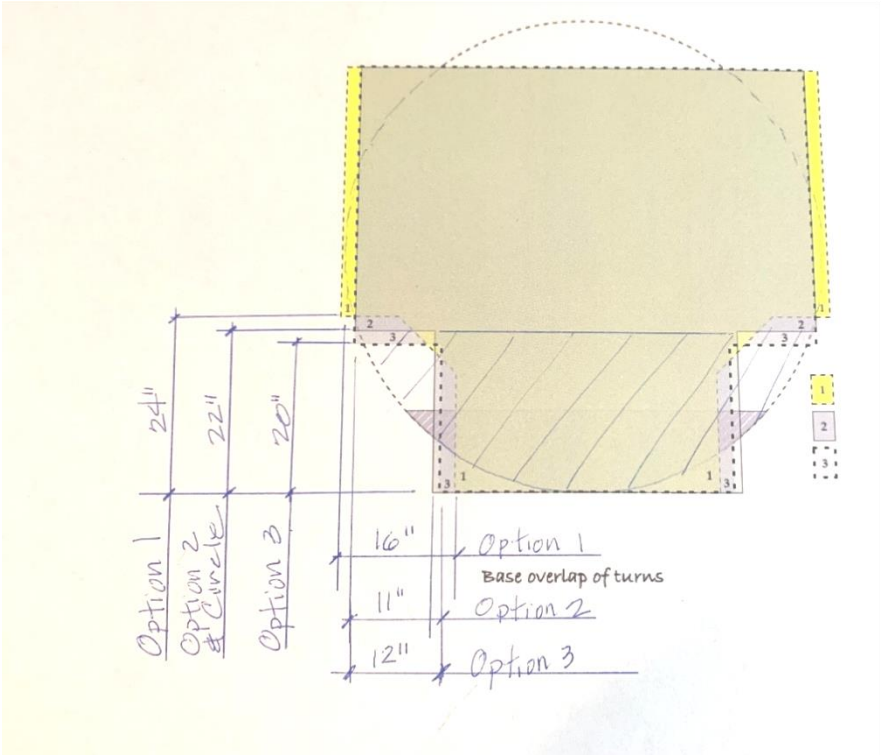
This is less than what is permitted for existing building, but would offer some level of consistency. The overlap would not increase for the Option 2 and 3 of the T-turns. The overlap for the T-turn with the chamfer would increase from 16" to 24", but this should be balanced by the 16" of extra width required to accommodate the chamfers. The circle would increase to match Option 2 of the T-turns, which is the middle ground of the 3 T-turn options. With the increased size for the circle, the overlap would be 33% instead of what is the 25" or 42% that is permitted for existing buildings.



Overlap allowance for new



Overlap allowed for existing



Proposed overlap allowance

Committee Action: Disapproved (Vote: 21-6-2)

REPORT OF HEARING:
Modification (if any):

Committee Reason: The proposed adjustment in wrong direction and should be made to decrease the overlap in the T-turn to match that required in the turning circle.

303.4-PAARLBERG.doc

Report for *03-05– 2021*		
Committee decision: D	***Committee Vote at Meeting: 21-6-2***	***Committee Vote on Ballot:38-2-1***
REPORT OF HEARING: Modification (if any): **Committee Reason:** The proposed adjustment in wrong direction and should be made to decrease the overlap in the T-turn to match that required in the turning circle.		
PUBLIC COMMENT- FIRST DRAFT: Proponent: *Doug Anderson, AHLA* Desired Action: Negative with Comment Modification: Reason: This should allow 17" to match minimum clearance allowed under dining and work surfaces and lavatories. The 10" dimension does not relate to any research or other section of the Standard.		
PUBLIC COMMENT- FIRST DRAFT: *Proponent:* **Kim Paarlberg representing ICC** *Desired Action*: Negative with Comment *Modification:* **Replace the proposal with the following:** **304.3.1.1.1 Overlap.** Turning spaces shall be permitted to include knee and toe clearance complying with Section 306. Where the turning space includes knee and toe clearances under an obstruction, the overlap shall comply with all of the following: 1. The depth of the overlap shall not be more than ~~10~~ 16 inches (~~255~~ 406 mm), and 2. The depth shall not exceed the depth of the knee and toe clearances provided, and 3. The overlap shall be permitted only within the turning circle area shown shaded in Figure 304.3.1. ***Revise figure to match overlap.*** **FIGURE 304.3.1.1** **CIRCULAR TURNING SPACE –** **NEW BUILDINGS SIZE AND OVERLAP** *Reason:* The committee said that this proposal should take Dr. Steinfeld's recommendations into consideration. That does not totally work because those recommendations were based on the knee and toe clearances being raised, which the committee chose not to accept. However, there is no technical justification for the overlap in the circle turn to be far more restrictive than any of the T-turns. So rather than asking for the largest of the overlaps, this is asking strictly for the circle turn to allow for the same overall as the smallest overlap allowed with the T-turns.		
Committee decision: AS/AM/D	***Committee Vote at Meeting:***	***Committee Vote on Ballot:***
REPORT OF HEARING – FIRST DRAFT Modification (if any): Committee Reason:		
PUBLIC COMMENT- SECOND DRAFT: Proponent: Desired Action: Modification: Reason:		
Committee decision: AS/AM/D	***Committee Vote at Meeting:***	***Committee Vote on Ballot:***
FINAL ACTION: Modification (if any): Committee Reason:		

03-06 – 2021
305.5, 611.2, 804.5.3, 1104.11.3.1.1, 1104.12.2.1, 1104.12.2.3.3

Proponent: Edward Steinfeld, IDEA Center, University at Buffalo, representing RESNA

Revise as follows:

SECTION 305
CLEAR FLOOR SPACE

305.5 Position. Unless otherwise specified, clear floor spaces shall be provided as follows:

1. Positioned for either a forward or parallel approach to an element.
2. Centered on the appliance, equipment or fixture.

   Exception: An 8 inch (203 mm) maximum offset from the centerline is permitted for a parallel approach.

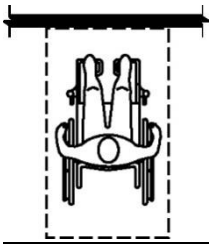


FIGURE 305.5(A)
POSITION OF CLEAR FLOOR SPACE – FORWARD

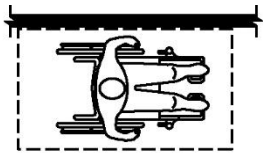
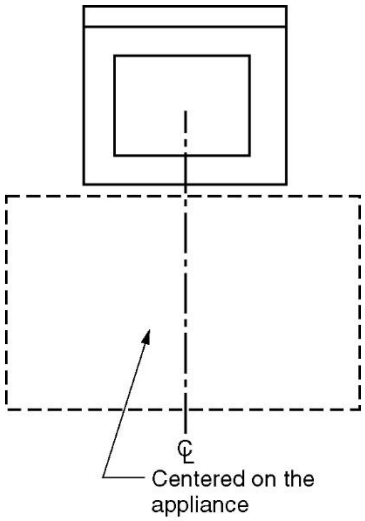


FIGURE 305.5(B)
POSITION OF CLEAR FLOOR SPACE – PARALLEL

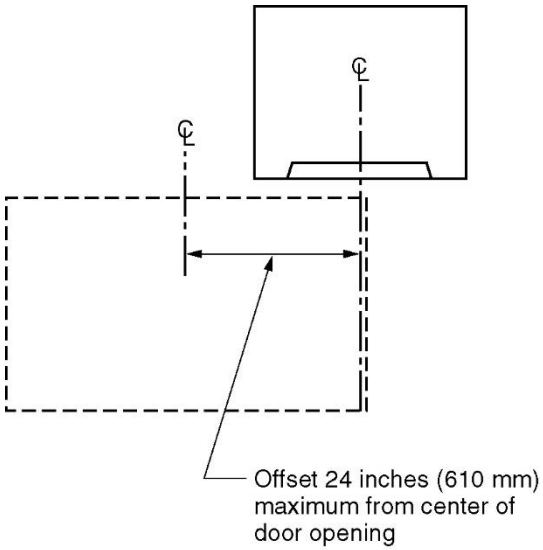
SECTION 611
WASHING MACHINES AND CLOTHES DRYERS

611.2 Clear floor space. A clear floor space positioned for parallel approach shall be provided. ~~For top loading machines, the clear floor space shall be centered on the appliance.~~ For front loading machines, the centerline of the clear floor space shall be offset 24 inches (610 mm) maximum from the centerline of the door opening.



(a) Top Loading

FIGURE 611.2(A)
CLEAR FLOOR SPACE - TOP LOADING



(b) Front Loading

FIGURE 611.2(B)
CLEAR FLOOR SPACE - FRONT LOADING

SECTION 804
KITCHENS

804.5.4.3 Parallel approach. Where the clear floor space is positioned for a parallel approach, the clear floor space shall be ~~centered on the appliance~~ positioned in accordance with Section 305.5.

SECTION 1104
TYPE B UNITS

1104.11.3.1.1 Lavatory. A clear floor space positioned for a parallel approach shall be provided at a lavatory. The clear floor space shall be ~~centered on the lavatory~~ positioned in accordance with Section 305.5.

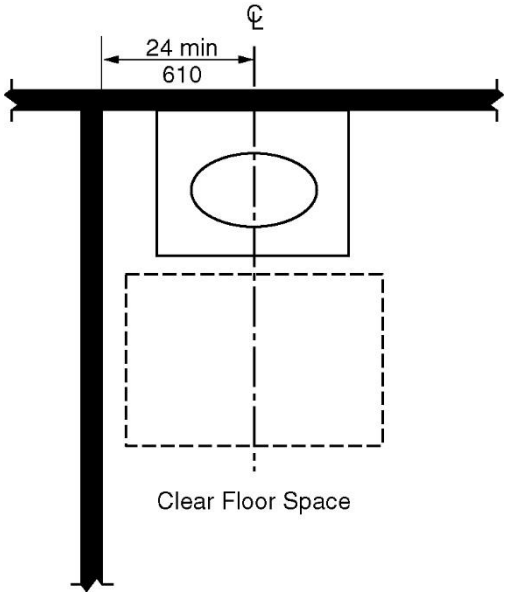


FIGURE 1104.11.3.1.1
LAVATORY IN TYPE B UNITS - OPTION A BATHROOMS

1104.12.2.1 Sink. A clear floor space, positioned for a parallel approach to the sink, shall be provided. The clear floor space shall be ~~centered on the sink bowl~~. positioned in accordance with Section 305.5.

1104.12.2.3.3 Parallel approach. Where the clear floor space is positioned for a parallel approach, the clear floor space shall be ~~centered on the appliance~~ positioned in accordance with Section 305.5.

REASON: This section does not have the centering requirement found in section 11. Further, the wording elsewhere in the standard for parallel approaches is inconsistent regarding centering which is confusing and ambiguous. For example, Section 606.2, 704.2.1.1 and do not mention centering. It would be better to locate the centering requirement here as part of the building blocks and deleted elsewhere. Further, an exception is needed for the parallel approach to devices and equipment where centering is not the ideal solution. Research at the IDEA Center

(and logic) demonstrates that centering clear floor area for a parallel approach actually reduces accessibility with a parallel approach because the shoulder of a wheeled mobility device user is not centered in the clear floor space. Further, appliances and fixtures do not always have their operable parts at the center of the device. Flexibility is needed to provide the best solution for each application. The attached summary of research findings provides support for the 8 in. offset. For the front approach, the difference in reachability between centering the clear floor area and offsetting it is so minimal that the offset exception is not needed.

03-06 – 2021 Modification

Proposed Modification

Proponent: Marsh Mazz, representing Accessibility Services, United Spinal Associates

Replace the proposal with the following:

SECTION 804
KITCHENS

804.5.4.3 Parallel approach. Where the clear floor space is positioned for a parallel approach, the clear floor space shall be ~~centered on~~ offset 8 inches (200 mm) maximum from the centerline of the appliance.

SECTION 1103
TYPE A UNITS

1103.12.4 Sink. Sinks shall comply with Section 1103.12.4.

1103.12.4.1 Clear floor space. A clear floor space, positioned for a forward approach to the sink, shall be provided. Knee and toe clearance complying with Section 306 shall be provided.

Exceptions:

1. The requirement for knee and toe clearance shall not apply to more than one bowl of a multi-bowl sink.
2. Cabinetry shall be permitted to be added under the sink, provided the following criteria are met:
   2.1 The cabinetry can be removed without removal or replacement of the sink,
   2.2 The floor finish extends under the cabinetry, and
   2.3 The walls behind and surrounding the cabinetry are finished.
3. A clear floor space providing a parallel approach ~~and centered on~~ that is offset 8 inches (200 mm) maximum from the centerline of the sink shall be permitted at a kitchen sink in a space where a cook top or conventional range is not provided.
4. A clear floor space providing a parallel approach ~~and centered on~~ that is offset 8 inches (200 mm) maximum from the centerline of the sink shall be permitted at wet bars.

1103.12.5.4 Cooktop. Cooktops shall comply with Section 1103.12.5.4.

1103.12.5.4.1 Approach. A clear floor space, positioned for a parallel or forward approach to the cooktop, shall be provided.

1103.12.5.4.3 Parallel approach. Where the clear floor space is positioned for a parallel approach, the clear floor space shall be ~~centered on~~ offset 8 inches (200 mm) maximum from the centerline of the appliance.

SECTION 1104
TYPE B UNITS

1104.11.3.1.1 Lavatory. A clear floor space positioned for a parallel approach shall be provided at a lavatory. The clear floor space shall be ~~centered on~~ offset 8 inches (200 mm) maximum from the centerline of the lavatory.

Exception: A lavatory complying with Sections 606.3, 606.4 and 1104.1.1 shall be permitted. Cabinetry shall be permitted under the lavatory provided the following criteria are met:

1. The cabinetry can be removed without removal or replacement of the lavatory, and
2. The floor finish extends under the cabinetry, and
3. The walls behind and surrounding the cabinetry are finished.

1104.12.2.1 Sink. A clear floor space, positioned for a parallel approach to the sink, shall be provided. The clear floor space shall be ~~centered on~~ offset 8 inches (200 mm) maximum from the centerline of the sink bowl.

Exception: A sink with a forward approach complying with Section 1103.12.4.1.

1104.12.2.3 Cooktop. Cooktops shall comply with Section 1104.12.2.3.

1104.12.2.3.1 Approach. A clear floor space, positioned for a parallel or forward approach to the cooktop, shall be provided.

1104.12.2.3.3 Parallel approach. Where the clear floor space is positioned for a parallel approach, the clear floor space shall be ~~centered on~~ offset 8 inches (200 mm) maximum from the centerline of the appliance.

Reason: The modification drops the original proposal's general requirement for centering clear floor spaces providing forward approaches. In addition, it limits application of the offset for clear floor spaces providing a parallel approach to those Sections that currently contain a centering requirement for such clear floor spaces, rather than locating it in Chapter 3 Building Blocks where it would require centering with an offset for all clear floor spaces, no matter what types of elements they serve.

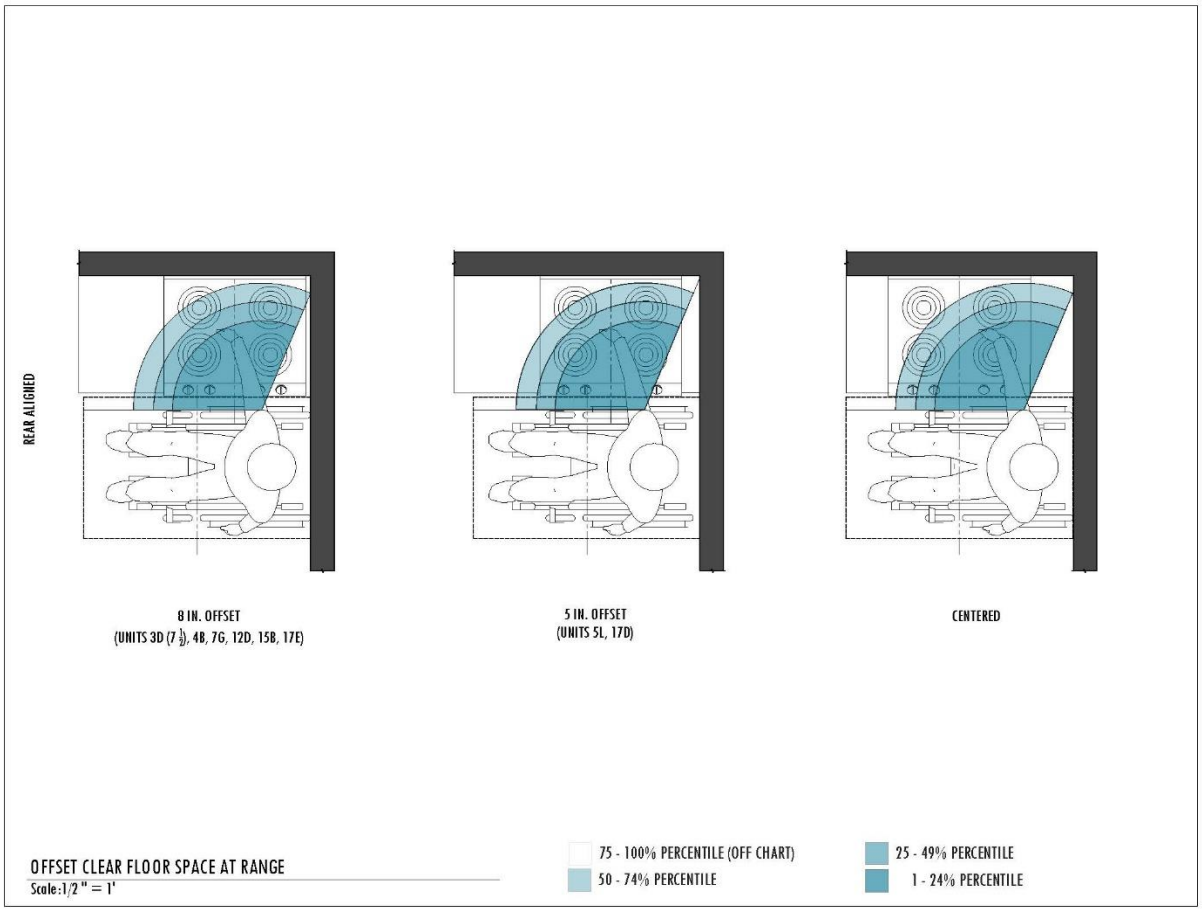
We do believe that the matter of locating clear floor spaces in relation to the elements and operable parts they serve deserves more study. However, we also believe that this proposal will provide needed flexibility for designers and builders without a negative impact on accessibility. Furthermore, the 8-inch offset is supported by Dr. Steinfeld's research.

Note that we have not proposed a change to Section 611.2 which already allows clear floor space for a parallel approach to washing machines and clothes dryers to be offset.

Committee Action: Approved as Modified (Vote:17-5-3)

REPORT OF HEARING:
Modification (if any): Refer to modification above. The modification is a total replacement.

Committee Reason: The modification spells out specific off-set allowances for sinks, cooktops and lavatories instead of where it would have applied to all operable parts. The modification limits the proposal to parallel approaches and not forward approaches. The modification eliminates absolute centering as required for those elements in the current standard.
The modification is based on Mr. Steinfeld's study showing an 8 inch off-set provides better accessibility to the appliance.



305.5-STEINFELD.doc

Report for *03-06– 2021*

Committee decision: AM	***Committee Vote at Meeting:*** 17-5-3	***Committee Vote on Ballot:39-1-1***

REPORT OF HEARING:

Modification (if any):

Replace the proposal with the following:

SECTION 804
KITCHENS

804.5.4.3 Parallel approach. Where the clear floor space is positioned for a parallel approach, the clear floor space shall be ~~centered on~~ offset 8 inches (200 mm) maximum from the centerline of the appliance.

SECTION 1103
TYPE A UNITS

1103.12.4 Sink. Sinks shall comply with Section 1103.12.4.

1103.12.4.1 Clear floor space. A clear floor space, positioned for a forward approach to the sink, shall be provided. Knee and toe clearance complying with Section 306 shall be provided.

Exceptions:

1. The requirement for knee and toe clearance shall not apply to more than one bowl of a multi-bowl sink.
2. Cabinetry shall be permitted to be added under the sink, provided the following criteria are met:
   - 2.1 The cabinetry can be removed without removal or replacement of the sink,
   - 2.2 The floor finish extends under the cabinetry, and
   - 2.3 The walls behind and surrounding the cabinetry are finished.
3. A clear floor space providing a parallel approach ~~and centered on~~ that is offset 8 inches (200 mm) maximum from the centerline of the sink shall be permitted at a kitchen sink in a space where a cook top or conventional range is not provided.
4. A clear floor space providing a parallel approach ~~and centered on~~ that is offset 8 inches (200 mm) maximum from the centerline of the sink shall be permitted at wet bars.

1103.12.5.4 Cooktop. Cooktops shall comply with Section 1103.12.5.4.

1103.12.5.4.1 Approach. A clear floor space, positioned for a parallel or forward approach to the cooktop, shall be provided.

1103.12.5.4.3 Parallel approach. Where the clear floor space is positioned for a parallel approach, the clear floor space shall be ~~centered on~~ offset 8 inches (200 mm) maximum from the centerline of the appliance.

SECTION 1104
TYPE B UNITS

1104.11.3.1.1 Lavatory. A clear floor space positioned for a parallel approach shall be provided at a lavatory. The clear floor space shall be ~~centered on~~ offset 8 inches (200 mm) maximum from the centerline of the lavatory.

Exception: A lavatory complying with Sections 606.3, 606.4 and 1104.1.1 shall be permitted. Cabinetry shall be permitted under the lavatory provided the following criteria are met:

1. The cabinetry can be removed without removal or replacement of the lavatory, and
2. The floor finish extends under the cabinetry, and
3. The walls behind and surrounding the cabinetry are finished.

1104.12.2.1 Sink. A clear floor space, positioned for a parallel approach to the sink, shall be provided. The clear floor space shall be ~~centered on~~ offset 8 inches (200 mm) maximum from the centerline of the sink bowl.

Exception: A sink with a forward approach complying with Section 1103.12.4.1.

1104.12.2.3 Cooktop. Cooktops shall comply with Section 1104.12.2.3.

1104.12.2.3.1 Approach. A clear floor space, positioned for a parallel or forward approach to the cooktop, shall be provided.

1104.12.2.3.3 Parallel approach. Where the clear floor space is positioned for a parallel approach, the clear floor space shall be ~~centered on~~ offset 8 inches (200 mm) maximum from the centerline of the appliance.

Committee Reason: The modification spells out specific off-set allowances for sinks, cooktops and lavatories instead of where it would have applied to all operable parts. The modification limits the proposal to parallel approaches and not forward approaches. The modification eliminates absolute centering as required for those elements in the current standard.
The modification is based on Mr. Steinfeld's study showing an 8 inch off-set provides better accessibility to the appliance.

PUBLIC COMMENT- FIRST DRAFT:

Proponent: **Rex Pace representing HUD**

Desired Action: Negative with Comment

Modification:

Reason: While there should be some flexibility for centering on appliances, the distance of 8" is too great, in particular for type B units. The direction of approach is a critical consideration for the 8" offset and depending on that condition will work. However, considering the direction of approach is not part of the requirement and could result in a position less usable than currently require and therefore is not an acceptable change.

Committee decision: AS/AM/D	***Committee Vote at Meeting:***	***Committee Vote on Ballot:***

REPORT OF HEARING – FIRST DRAFT

Modification (if any):

Committee Reason:

PUBLIC COMMENT- SECOND DRAFT:

Proponent:

Desired Action:

Report for *03-06– 2021*		
Modification:		
Reason:		
Committee decision: AS/AM/D	***Committee Vote at Meeting:***	***Committee Vote on Ballot:***
FINAL ACTION: Modification (if any):		
Committee Reason:		

03-07 – 2021
307.2

Proponent: Edward Steinfeld, IDEA Center, University at Buffalo, representing RESNA

Revise as follows:

SECTION 307
PROTRUDING OBJECTS

307.2 Protrusion limits. Objects with leading edges more than 27 inches (685 mm) and not more than 80 inches (2030mm) above the floor shall protrude 4 inches (100 mm) maximum horizontally into a circulation path.

Exception: Leading edges of overhanging fixtures, countertops and equipment configured for front approach are not consisted a protruding object.

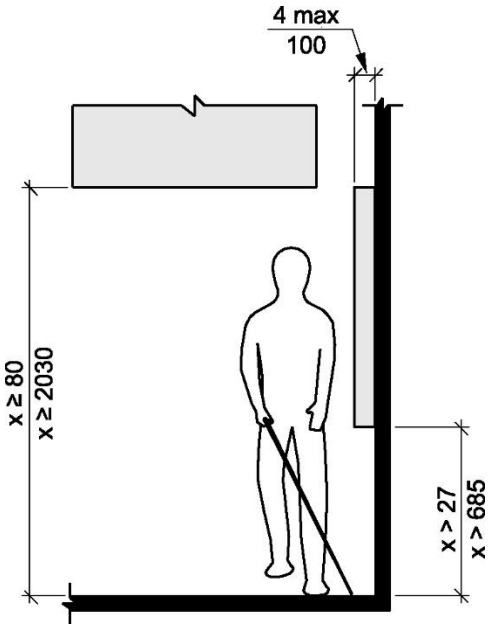


FIGURE 307.2
LIMITS OF PROTRUDING OBJECTS

REASON: There is a conflict between this requirement and other requirements for knee clearances at lavatories, water fountains, baby changing tables, and other fixtures. These are not really protruding objects that can cause an accident.

Notes 4-7-2022: Tabled till 4/21/22 meeting. Moved off table on 4/21/22 to vote on.

Committee Action: 25-0-5 D

REPORT OF HEARING:
Modification (if any):

Committee Reason: Proponent agreed additional work is needed and will bring this back during the comment period.

307.2-STEINFELD.doc

Report for *03-07– 2021*		
Committee decision: D	***Committee Vote at Meeting: 25-0-5***	***Committee Vote on Ballot:38-2-1***
REPORT OF HEARING: Modification (if any): Committee Reason: Proponent agreed additional work is needed and will bring this back during the comment period.		
PUBLIC COMMENT- FIRST DRAFT: Proponent: *Doug Anderson, AHLA* Desired Action: Negative with Comment Modification: Reason: There should be a deeper protrusion dimension for items that would be approached from the front due to the distance the cane extends out from the user.		
PUBLIC COMMENT- FIRST DRAFT: Proponent: Rex Pace Desired Action: Affirmative with comment Modification: Reason: Ensure that commentary clarifies that knee spaces with leading edges can be higher than 27" (better for many people using wheelchairs) if there are side panels or similar to prevent hazards in the perpendicular direction**.**		
Committee decision: AS/AM/D	***Committee Vote at Meeting:***	***Committee Vote on Ballot:***
REPORT OF HEARING – FIRST DRAFT Modification (if any): Committee Reason:		
PUBLIC COMMENT- SECOND DRAFT: Proponent: Desired Action: Modification: Reason:		
Committee decision: AS/AM/D	***Committee Vote at Meeting:***	***Committee Vote on Ballot:***
FINAL ACTION: Modification (if any): Committee Reason:		

03-08 – 2021
307.3

Proponent: Peter A. Stratton, Steven Winter Associates, Inc.

Revise as follows:

SECTION 307
PROTRUDING OBJECTS

307.3 Post-mounted objects. Objects on posts or pylons shall be permitted to overhang 4 inches (100 mm) maximum where more than 27 inches (685 mm) and not more than 80 inches (2030 mm) above the floor. Objects on multiple posts or pylons where the clear distance between posts or pylons is greater than 12 inches (305 mm) shall have the lowest edge of such object either 27 inches (685 mm) maximum or 80 inches (2030 mm) minimum above the floor.

~~Exception~~ Exceptions:

1. Sloping portions of handrails between the top and bottom riser of stairs and above the ramp run shall not be required to comply with this section.
2. Objects on standpipes within exit stairway enclosures shall not be required to comply with this section.

REASON: Standpipe systems in enclosed fire stairs are required to be installed in buildings to allow the fire department to connect fire hoses in the event of a fire. In 100% of all cases, horizontal valves to which a fire hose is connected protrude more than 4 inches from the vertical standpipe at up to 16 inches. In other words, horizontal valves that are a part of the standpipe system can never comply with the 4-inch protrusion limit imposed by Section 307.3. For this reason, horizontal valves protruding from vertical standpipes are important for fire safety and should remain as installed and be exempt from the 4 inch protrusion limit imposed by 307.3.

Committee Action: Disapproved (Vote: 21-4-2)

REPORT OF HEARING:
Modification (if any):

Committee Reason: It is important to avoid protruding objects in egress pathways for occupants evacuating. The proposed exception is not appropriate for blind occupants that shore along the wall will evacuating in the stairwell.

307.3-STRATTON.doc

Report for *03-08 2021*		
Committee decision: D	***Committee Vote at Meeting:*** 21-4-2	***Committee Vote on Ballot: 38-2-1***
REPORT OF HEARING: Modification (if any):		
Committee Reason: It is important to avoid protruding objects in egress pathways for occupants evacuating. The proposed exception is not		

appropriate for blind occupants that shore along the wall will evacuating in the stairwell.

PUBLIC COMMENT- FIRST DRAFT:

Proponent: *Doug Anderson, AHLA*

Desired Action: Negative with Comment

Modification:

Reason: Caning technic would make it virtually impossible to run into these elements within the space of a stair landing. Also, visually impaired users typically use the inside stair handrail to guide them down stairways.

PUBLIC COMMENT- FIRST DRAFT:

Proponent: **Kim Paarlberg representing ICC**

Desired Action: Negative with comment

Modification:

Replace proposal with the following:

307.3 Post-mounted objects. Objects on posts or pylons shall be permitted to overhang 4 inches (100 mm) maximum where more than 27 inches (685 mm) and not more than 80 inches (2030 mm) above the floor. Objects on multiple posts or pylons where the clear distance between posts or pylons is greater than 12 inches (305 mm) shall have the lowest edge of such object either 27 inches (685 mm) maximum or 80 inches (2030 mm) minimum above the floor.

~~**Exception**~~ **Exceptions:**

1. Sloping portions of handrails between the top and bottom riser of stairs and above the ramp run shall not be required to comply with this section.

2. Hose connections and fitting on standpipes shall not be required to comply with this section.

-or-

2. Hose connections and fitting on standpipes shall be permitted to overhang 12 inches maximum where more than 27 inches and not more then 80 inches above the floor.

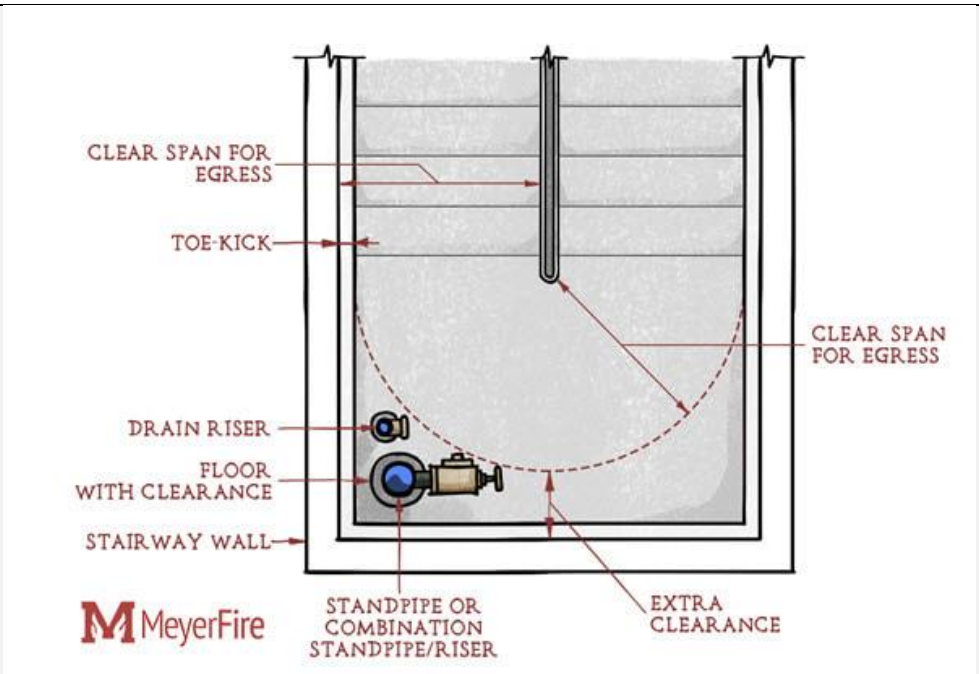
Figure 307.3 (A)

POST-MOUNTED PROTRUDING OBJECTS

Figure 307.3 (B)

POST-MOUNTED PROTRUDING OBJECTS

Reason: There is a current issue with standpipes where required in exit stairways. Fire department have to have access to connections, including substantial room for leverage to operate valves. Where designers have chosen cowl detection, access is limited. Where designers have chosen low bars for detection, some code officials have cited them for reducing the landing to below the required depth. **ADA allows for objects on posts to stick out 12" maximum.**



Standpipes must be located outside of the circulation path for means of egress.

Example of a cowl. Concern with access for fire department and operation.

Example of a low bar. Detectable, but possibly an obstruction for general egress on the landing or could tangle with the hose.
People with long canes are not typically using them in a stairway situation, so how much is this actually helping?

Committee decision: AS/AM/D	***Committee Vote at Meeting:***	***Committee Vote on Ballot:***
REPORT OF HEARING – FIRST DRAFT		
Modification (if any):		
Committee Reason:		
PUBLIC COMMENT- SECOND DRAFT: Proponent:		
Desired Action:		
Modification:		
Reason:		
Committee decision: AS/AM/D	***Committee Vote at Meeting:***	***Committee Vote on Ballot:***
FINAL ACTION: Modification (if any):		
Committee Reason:		

03-09 – 2021
307.4

Proponent: Gene Boecker, Code Consultants, Inc.

Revise as follows:

SECTION 307
PROTRUDING OBJECTS

307.4 Vertical clearance. Vertical clearance shall be 80 inches (2030 mm) minimum. Rails or other barriers shall be provided where the vertical clearance is less than 80 inches (2030 mm). The leading edge of such rails or barrier shall be located between 10 inches (255 mm) and 27 inches (685 mm) ~~maximum~~ above the floor. Where the clear distance between vertical supports for a horizontal element is greater than 12 inches (305 mm), an intermediate horizontal element shall be provided at a height between 10 inches (255 mm) and 18 inches (455 mm) above the floor.

Exception: Door closers and door stops shall be permitted to be 78 inches (1980 mm) minimum above the floor.

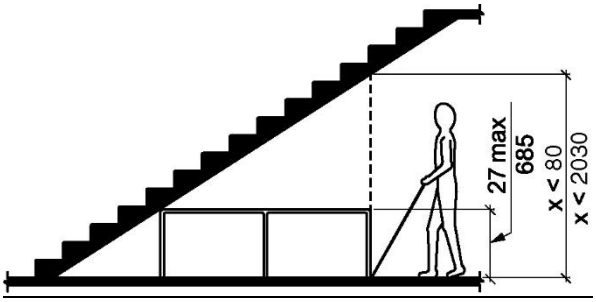


FIGURE 307.4
REDUCED VERTICAL CLEARANCE

REASON: This includes two changes. The first is a minimum height for a horizontal element. A height of 10 inches was proposed based on several factors. It should be high enough that it cannot be mistaken for a step on a stair. It should be high enough that it can be relatively seen by seeing people and not confused with the floor surface. And, it should be of a height that acts as a barrier to dogs. Which is also the reason for the second proposal.

The second part of this is a recommendation for an intermediate horizontal rail when a higher rail is used. As currently written, a single horizontal rail at 27 inches would be acceptable. However, service dogs can step over low elements or walk under a single rail at 27 inches in height. A dimension of 18 inches is proposed as the maximum separation between horizontal elements. That way, if a cane detectable horizontal flat bar is placed at 20 inches in height, an intermediate would be required. Any height between the two would be acceptable. If the top element is at a handrail height of 36 inches only a single intermediate handrail would be required. This is similar to the guard requirements in the building code for areas that are not

open to the public (e.g., loading docks, industrial/utility areas) so the design concept would not be new (IBC 1015.4, exception 4 – which uses a 21-inch sphere limitation).

Committee Action: Approved as Modified (Vote: 20-2-4)

REPORT OF HEARING:
Modification (if any):

Further modify as follows:

307.4 Vertical clearance. Vertical clearance shall be 80 inches (2030 mm) minimum. Rails or other barriers shall be provided where the vertical clearance is less than 80 inches (2030 mm). The leading edge of such rails or barrier shall be located between 10 inches (255 mm) and 27 inches (685 mm) above the floor. ~~Where the clear distance between vertical supports for a horizontal element is greater than 12 inches (305 mm), an intermediate horizontal element shall be provided at a height between 10 inches (255 mm) and 18 inches (455 mm) above the floor.~~

Exception: Door closers and door stops shall be permitted to be 78 inches (1980 mm) minimum above the floor.

Committee Reason:
The modification to delete the last sentence of Section 307.4 is because there are many good options to make a barrier detectable at lower levels (e.g., 2nd bar are curb height, permanent seating) that would not comply with the proposed language. The proposal to add a lower end for the barriers would stop the allowances for barriers such as platforms that are step height or curbs on the floor that are tripping hazard or could be misinterpreted by person with visual impairments looking for the stairway. It was suggested that a possible modification would be "~~between~~ 10 inches minimum and 27 inches maximum" to pick up both ends of the range.

307.4-BOECKER.doc

Report for *03-09– 2021*		
Committee decision: AM	***Committee Vote at Meeting:*** 20-2-4	***Committee Vote on Ballot:35-5-1***
REPORT OF HEARING: Modification (if any): **Further modify as follows:** **307.4 Vertical clearance**. Vertical clearance shall be 80 inches (2030 mm) minimum. Rails or other barriers shall be provided where the vertical clearance is less than 80 inches (2030 mm). The leading edge of such rails or barrier shall be located between 10 inches (255 mm) and 27 inches (685 mm) maximum above the floor. ~~Where the clear distance between vertical supports for a horizontal element is greater than 12 inches (305 mm), an intermediate horizontal element shall be provided at a height between 10 inches (255 mm) and 18 inches (455 mm) above the floor.~~ **Exception**: Door closers and door stops shall be permitted to be 78 inches (1980 mm) minimum above the floor.		
Committee Reason: The modification to delete the last sentence of Section 307.4 is because there are many good options to make a barrier detectable at lower levels (e.g., 2nd bar are curb height, permanent seating) that would not comply with the proposed language. The proposal to add a lower end for the barriers would stop the allowances for barriers such as platforms that are step height or curbs on the floor that are tripping hazard or could be misinterpreted by person with visual impairments looking for the stairway. It was suggested that a possible modification would be "~~between~~ 10 inches minimum and 27 inches maximum" to pick up both ends of the range.		
PUBLIC COMMENT 1- FIRST DRAFT: Proponent: *Doug Anderson, AHLA* Desired Action: Negative with Comment		

Report for *03-09– 2021*

Modification:

Reason: Not sure where the 10” came from. Using 4” from the 4” max sphere rule would be tied to a relevant requirement.

PUBLIC COMMENT- FIRST DRAFT:

Proponent: **Dennis Hall representing CSA**

Desired Action: Negative with Comment

Modification:

*Reason:*10” Rail is a tripping hazard and needs visual contrast with walking surface

Proponent: **Kim Paarlberg representing ICC**

Desired Action: Negative with comment

Modification:

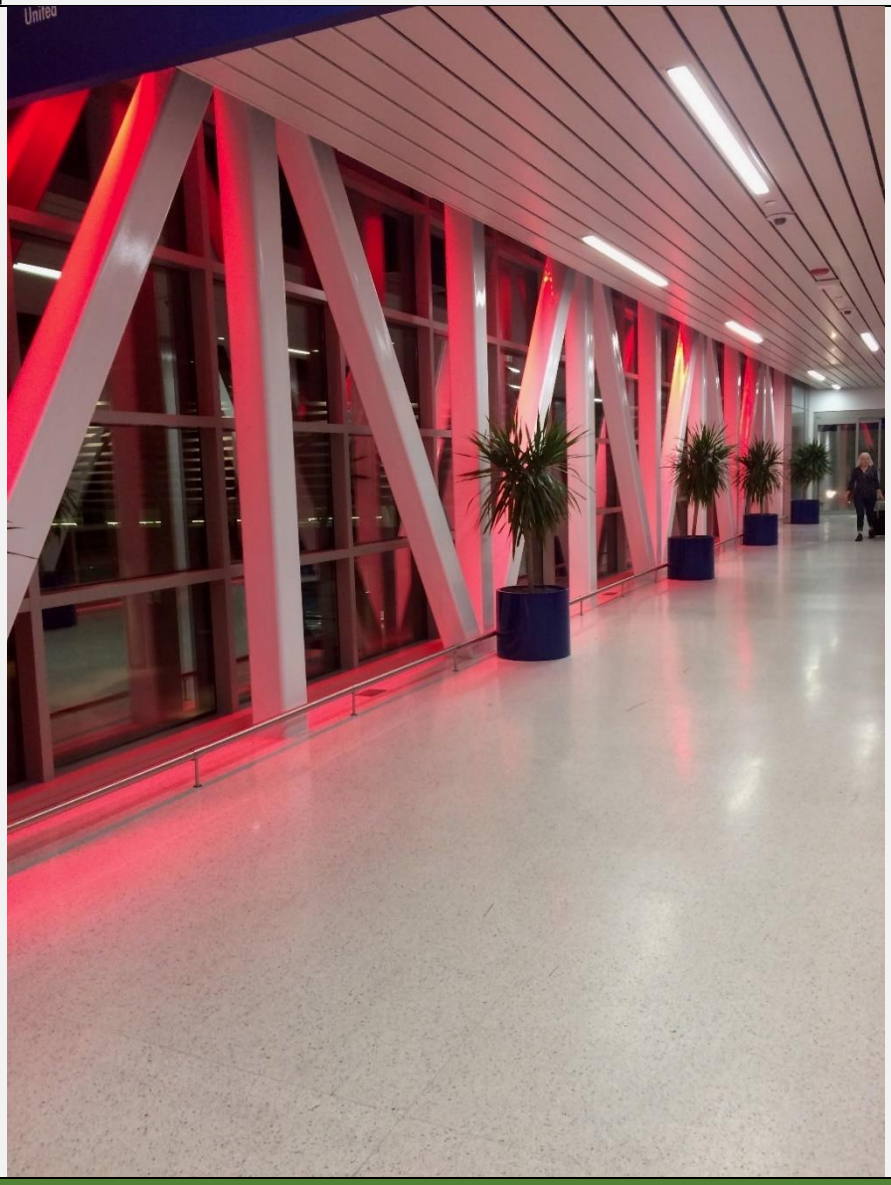
Further modify as follows:

307.4 Vertical clearance. Vertical clearance shall be 80 inches (2030 mm) minimum. Rails or other barriers shall be provided where the vertical clearance is less than 80 inches (2030 mm). The leading edge of such rails or other barriers ~~barrier~~ shall detectable ~~located between 10 inches (255 mm) and~~ 27 inches (685 mm) maximum above the floor. Low rails, curbs or platforms utilized as barriers that are located where they can be tripping hazard shall not be less than 10 inches (255 mm) minimum measured vertically above the floor surface.

Exception: Door closers and doorstops shall be permitted to be 78 inches (1980 mm) minimum above the floor.

Reason: While I understand the intent low curbs or rails that are tripping hazards, I believe that this could be read to prohibit a wall because it goes below 10”. ‘Between’ prohibits items at 10” and 27”. I have also see low curbs be used parallel to a walking surface to keep people from stepping under cross beams on a walkway that work very well, and this would be prohibited by the approved revised text. I would suggest a compromise that I feel meets the intent of the original proposal.

Report for *03-09– 2021*



Proponent: **M. Bradley Gaskins representing NACS**

Desired Action: Negative with Comment

Modification:

Reason: No justification for the 10" dimension. While I understand the idea it creates many situation where a protruding object is now created where one did not exist before. Example. Retail shelves where the lowest shelf protrudes further that than the upper shelves by 1" This is below the minimum 10" Objects that protrude 3 1/2" from the lower shelf is now a protruding object at 4 ½" from the first shelf above 10". This situation as exists would never be confused for a step which is the purpose of the proposal.

Proponent: *Ken Schoonover, Individual Member*

Desired Action: Affirmative with comment

Modification:

Reason:
Further modify the proposal for consistency with how a range of dimensions are specified, as follows:
"The leading edge of such rails or barrier shall be located ~~between~~ 10 inches (255 mm) minimum and 27 inches (685 mm) maximum above the floor."

Committee decision: AS/AM/D	***Committee Vote at Meeting:***	***Committee Vote on Ballot:***

REPORT OF HEARING – FIRST DRAFT

Modification (if any):

Committee Reason:

Report for *03-09– 2021*		
PUBLIC COMMENT- SECOND DRAFT: Proponent:		
Desired Action:		
Modification:		
Reason:		
Committee decision: AS/AM/D	***Committee Vote at Meeting:***	***Committee Vote on Ballot:***
FINAL ACTION: Modification (if any):		
Committee Reason:		

03-17 – 2021
309.4

Proponent: Peter A. Stratton, Steven Winter Associates, Inc.

Add new text as follows:

SECTION 309
OPERABLE PARTS

309.4 Operation. Operable parts shall be operable with one hand and shall not require tight grasping, pinching, or twisting of the wrist. The force required to activate operable parts shall be 5.0 pounds (22.2 N) maximum.

~~**Exception**~~ **Exceptions:**

1. Gas pump nozzles shall not be required to provide operable parts that have an activating force of 5.0 pounds (22.2 N) maximum.
2. Access hatches for waste and linen chutes where such hatches are required to be fire-resistance rated shall not be required to provide an opening force of 5.0 pounds (22.2 N) maximum.

Reason: Access hatches for waste and linen chutes are currently not specifically addressed by the Standard. Some consider access hatches to be an operable part and therefore subject to 5 lb max opening force; others consider these access hatches to be exempt from the 5 lb max opening force because they are fire rated. Access hatches for waste and linen chutes are typically part of a fire assembly. As such, they must close to ensure fire safety; some do not close entirely when limited to 5 lbs of max. opening force and therefore fire safety can be compromised. It seems appropriate to include an exception for opening force under Section 309.1, Operable Parts.

Steven Winter Associates, Inc. recently had a tech notes on this subject will may be helpful for solution options. https://www.swinter.com/party-walls/accessibility-tech-notes-trash-chute-closet-design/?_cldee=a3BhYXJsYmVyZ0BpY2NzYWZlLm9yZw%3d%3d&recipientid=contact-f58c4de3b405e7119b6f005056b925e1-f3cefe29c91040d6a2d2e92cfabb2225&esid=ed2dd9a9-c985-ec11-8d21-000d3a594bbb

---

Committee Action: 18-6-7 Disapproval

REPORT OF HEARING:
Modification (if any):

Committee Reason: A waste and linen chute door is not intended for user passage, therefore the closing force exception for fire doors is not applicable. More input is needed from manufacturers on other options for chute doors.

309.1-STRATTON.doc

Report for *03-17 2021*		
Committee decision: D	***Committee Vote at Meeting: 18-6-7***	***Committee Vote on Ballot:39-1-1***
REPORT OF HEARING: Modification (if any):		
Committee Reason: A waste and linen chute door is not intended for user passage, therefore the closing force exception for fire doors is not applicable. More input is needed from manufacturers on other options for chute doors.		
PUBLIC COMMENT- FIRST DRAFT: Proponent: Doug Anderson		
Desired Action: Negative with Comment		
Modification:		
Reason: Fire safety issue. Limited products on the market achieve this and not sure how they perform over time.		
Committee decision: AS/AM/D	***Committee Vote at Meeting:***	***Committee Vote on Ballot:***
REPORT OF HEARING – FIRST DRAFT		
Modification (if any):		
Committee Reason:		
PUBLIC COMMENT- SECOND DRAFT: Proponent:		
Desired Action:		
Modification:		
Reason:		
Committee decision: AS/AM/D	***Committee Vote at Meeting:***	***Committee Vote on Ballot:***
FINAL ACTION: Modification (if any):		
Committee Reason:		

ICC A117.1 Committee Action Report
Chapter 4

04-01 – 2021
402.2

Proponent: Joseph R. Hetzel, P.E., Joseph R Hetzel Consulting LLC representing American Association of Automatic Door Manufacturers (AAADM)

Revise as follows:

SECTION 402
ACCESSIBLE ROUTES

402.2 Components. Accessible routes shall consist of one or more of the following components: walking surfaces with a running slope not steeper than 1:20, manual or powered doors~~,~~ and doorways, manual or powered gates, ramps, curb ramps excluding the flared sides, blended transitions, elevators, and platform lifts. All components of an accessible route shall comply with the applicable portions of this standard.

REASON: The addition of "gates" to this paragraph, as agreed upon in the July 2013 Committee action for editorial consistency with the revised title to Section 404 (Doors, Doorways and Gates), is not editorially complete with respect to other approved revisions to the content of Section 404. Specifically, the revised subtitle content in Section 404 should be incorporated. Since the Section 404.2 title has been revised to read, "Manual doors, doorways and manual gates" and the Section 404.3 title has been revised to read, "Automatic and power-assisted doors and gates", "manual or powered" descriptions should be included in Section 402.2 for doors and gates.

When the Section 402.2 provisions begin by saying "Accessible routes shall consist of one or more of the following components", elements unique to accessible routes should be included. Just saying "...,doors and doorways, gates,..." does not make this any different than non-accessible routes. By noting the "powered" door and gate options among the list of components, the standard user is cued on the automated products that enhance accessibility.

Qualifying the doors and gates in Section 402.2 via the new titles of Sections 404.2 and 404.3 is also simply following the precedent of already qualifying walking surfaces and curb ramps. Walking surfaces are qualified by Section 403.3 content, and curb ramps are qualified by Section 406.4 content.

Committee Action: 24-3-3 D
REPORT OF HEARING:
Modification (if any):

Committee Reason: The additional verbiage on doors is not necessary and may lead to confusion elsewhere in the standard.

402.2-HETZEL.doc

Report for 0*4-01– 2021*		
Committee decision: D	***Committee Vote at Meeting: 24-3-3***	***Committee Vote on Ballot: 40-0-1***
REPORT OF HEARING: Modification (if any):		
Committee Reason: The additional verbiage on doors is not necessary and may lead to confusion elsewhere in the standard.		
PUBLIC COMMENT- FIRST DRAFT: Proponent:		
Desired Action:		
Modification:		
Reason:		
Committee decision: AS/AM/D	***Committee Vote at Meeting:***	***Committee Vote on Ballot:***
REPORT OF HEARING – FIRST DRAFT		
Modification (if any):		
Committee Reason:		
PUBLIC COMMENT- SECOND DRAFT: Proponent:		
Desired Action:		
Modification:		
Reason:		
Committee decision: AS/AM/D	***Committee Vote at Meeting:***	***Committee Vote on Ballot:***
FINAL ACTION: Modification (if any):		
Committee Reason:		

04-02 – 2021
403.5(New), 405.9.2.2

Proponent: M. Bradley Gaskins, AIA CASp, The McIntosh Group, LLC

Revise as follows:

SECTION 403
WALKING SURFACES

403.5 Edge protection. Edge protection complying with 405.9.2.1 or 405.9.2.2 shall be provided at the edge of walks, sidewalks, or other pedestrian ways.

Exception: Edge protection shall not be required on the edges of walks, sidewalks, or other pedestrian ways having a vertical drop-off of ½ inch (15 mm) maximum within 10 inches (255 mm) horizontally of the edge of the walk, sidewalk, or other pedestrian way.

SECTION 405
RAMPS

405.9.1 Extended floor surface. The floor surface of ramp runs and ramp landings shall extend 12 inches (305 mm) minimum beyond the inside face of a railing complying with Section 505.

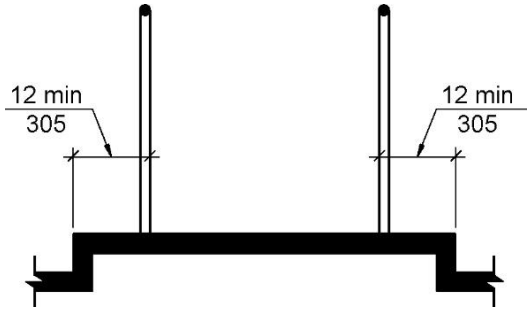


Figure 405.9.1 Extended Floor Surface

405.9.2 Curb or barrier. A curb complying with Section 405.9.2.1 or a barrier complying with Section 405.9.2.2 shall be provided.

405.9.2.1 Curb. A curb shall be a minimum of 4 inches (100 mm) in height.

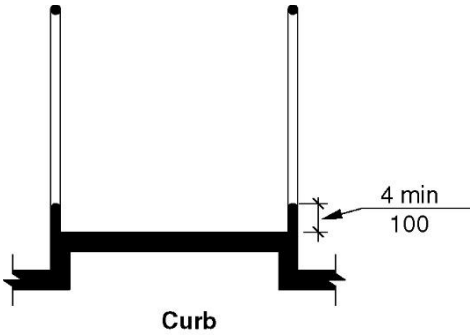


Figure 405.9.2.1 Curb

405.9.2.2 Barrier. Barriers shall be constructed so that the barrier prevents the passage of a 4-inch (100 mm) diameter sphere where any portion of the sphere is within 4 inches (100 mm) of the floor. The outside edge of the floor surface shall extend beyond the inside edge of the barrier at a projected slope from the bottom of the barrier not less than 1:2 from vertical.

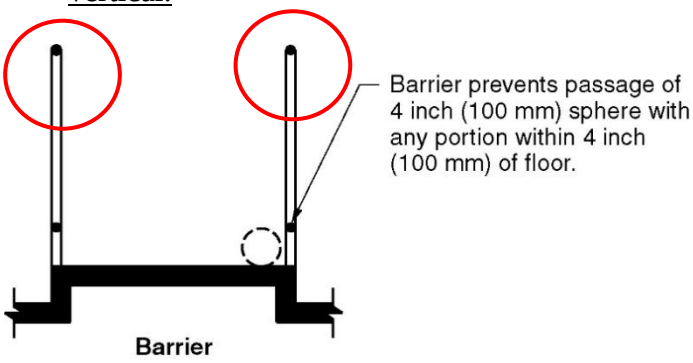


Figure 405.9.2.2 Barrier

Staff note: *Direction is required for changes to Figure 405.9.2.2.*

REASON: The current language does not require edge protection along walks, sidewalks, or other pedestrian ways that are not considered ramps. There are many instances where dangerous gaps between the edge of the walks, sidewalks, or other pedestrian ways and the inside face of guards have been created but remain in compliance with the standards as written. This gap could cause a mobility device wheel or crutch to fall through the gap. This same dangerous situation could also occur along ramps.

04-02 – 2021 Modification

Proposed Modification

Proponent: M. Bradley Gaskins, AIA CASp, The McIntosh Group, LLC

Replace the proposal with the following:

SECTION 403
WALKING SURFACES

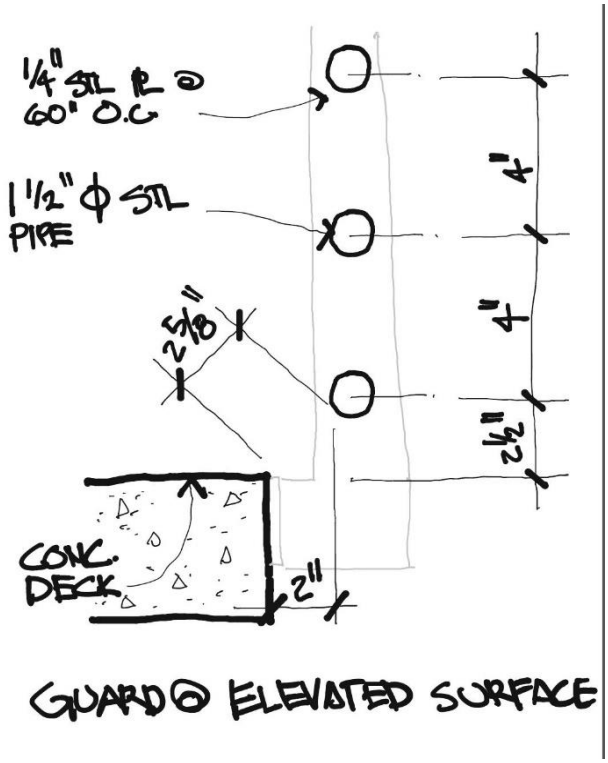
403.7 Edge protection. Edge protection complying with 405.9.2.1 or 405.9.2.2 shall be provided along open-sided walking surfaces located more than 4 inches (100 mm) measured vertically to the floor or grade below at any point within 2 inches (50 mm) horizontally to the edge of the open side.

Exception: Edge protection is not required where the walking surface is adjacent to the top of a stair riser, a street, drive aisle, parking space, access aisle, or passenger loading zone that is 7 3/4" (200 mm) or less measured vertically to the floor or grade below at any point within 2 inches (50 mm) horizontally to the edge of the open side.

SECTION 405
RAMPS

405.9.2.2 Barrier. Barriers shall be constructed so that the barrier prevents the passage of a 4-inch (100 mm) diameter sphere where any portion of the sphere is within 4 inches (100 mm) of the floor. The outside edge of the walking surface shall extend beyond the inside edge of the edge protection at a projected slope from the bottom of the barrier not less than 1:2 from vertical.

Reason: To clarify some issues that may arise with where the edge protection would be required that would be problematic.



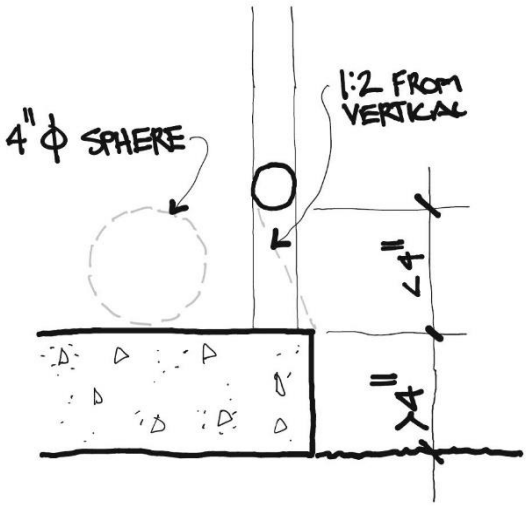


FIGURE 405.9.2.2

Committee Action: Disapproval 28-0-3
REPORT OF HEARING:
Modification (if any): Motion to AM failed 4-24-3

Committee Reason: Adding edge protection at the locations indicated raised concerns about the potential for tripping hazard for non-wheelchair users. Issues with guards should be addressed in the building code since they are not required in ICC A117.1. code. The proposed language is not clear for if this requires a curb or railing; and the extent of where this would be required is not clear.

403.5-GASKINS.doc

Report for 0*4-02– 2021*		
Committee decision: D	***Committee Vote at Meeting: 28-0-3***	***Committee Vote on Ballot: 40-0-1***
REPORT OF HEARING: Modification (if any):		
Committee Reason: Adding edge protection at the locations indicated raised concerns about the potential for tripping hazard for non-wheelchair users. Issues with guards should be addressed in the building code since they are not required in ICC A117.1. code. The proposed language is not clear for if this requires a curb or railing; and the extent of where this would be required is not clear.		
PUBLIC COMMENT- FIRST DRAFT: Proponent:		
Desired Action:		
Modification:		
Reason:		
Committee decision: AS/AM/D	***Committee Vote at Meeting:***	***Committee Vote on Ballot:***
REPORT OF HEARING – FIRST DRAFT		
Modification (if any):		
Committee Reason:		
PUBLIC COMMENT- SECOND DRAFT: Proponent:		

Report for 0*4-02– 2021*		
Desired Action:		
Modification:		
Reason:		
Committee decision: AS/AM/D	***Committee Vote at Meeting:***	***Committee Vote on Ballot:***
FINAL ACTION: Modification (if any):		
Committee Reason:		

04-03 – 2021
403.5, 404.2.3

Proponent: Edward Steinfeld, IDEA Center, University at Buffalo, representing RESNA

Revise as follows:

SECTION 403
WALKING SURFACES

403.5 Clear width. The clear width of an accessible route shall comply with Section 403.5.1. 403.5.2, 403.5.3 or 403.5.4 as applicable. Clear widths shall be measured to walls, exclusive of baseboards and trim.

SECTION 404
DOORS, DOORWAYS AND GATES

404.2.3 Maneuvering clearances. Minimum maneuvering clearances at doors and gates shall comply with Section 404.2.3. Maneuvering clearances shall include the full clear opening width of the doorway and the required latch-side or hinge-side clearance. Clearances shall be measured to adjoining walls, exclusive of baseboards and trim.

REASON: This is a continuing problem in compliance audits. Baseboards and trim do not interfere with accessibility since wheelchair wheels, walkers and canes are never positioned within 1 in. of wall surfaces. Dimensions on architectural drawings are drawn to the walls, not to the trim. Thus, when baseboards and door trim is added, compliance becomes a matter of interpretation.

Committee Action: 23-4-2 D
REPORT OF HEARING:
Modification (if any):

Committee Reason: The proposal was disapproved based on action taken on 04-06. Content with respect to base boards and trim can be further addressed in 04-06.

403.5-STEINFELD.doc

Report for 0*4-03– 2021*		
Committee decision: D	***Committee Vote at Meeting: 23-4-2***	***Committee Vote on Ballot: 40-0-1***
REPORT OF HEARING: Modification (if any):		
Committee Reason: The proposal was disapproved based on action taken on 04-06. Content with respect to base boards and trim can be further addressed in 04-06.		
PUBLIC COMMENT- FIRST DRAFT: Proponent:		
Desired Action:		
Modification:		

Report for 0*4-03– 2021*		
Reason:		
Committee decision: AS/AM/D	***Committee Vote at Meeting:***	***Committee Vote on Ballot:***
REPORT OF HEARING – FIRST DRAFT		
Modification (if any):		
Committee Reason:		
PUBLIC COMMENT- SECOND DRAFT:		
Proponent:		
Desired Action:		
Modification:		
Reason:		
Committee decision: AS/AM/D	***Committee Vote at Meeting:***	***Committee Vote on Ballot:***
FINAL ACTION:		
Modification (if any):		
Committee Reason:		

04-04 – 2021
403.5, 403.5.3, 403.5.3.1, 403.5.3.2

Proponent: Kimberly Paarlberg, International Code Council

Revise as follows:

SECTION 403
WALKING SURFACES

403.5 Clear width. The clear width of an accessible route shall comply with Section 403.5.1. 403.5.2~~,~~ or 403.5.3 ~~or 403.5.4~~ as applicable.

403.5.1 General. The clear width of an interior accessible route shall be 36 inches (915 mm) minimum. The clear width of an exterior accessible route shall be 48 inches (1220 mm) minimum.

Exceptions:

1. In new buildings and facilities, the clear width shall be permitted to be reduced to 32 inches (815 mm) minimum for a length of 24 inches (610 mm) maximum provided the reduced-width segments are separated by segments that are 52 inches (1320 mm) minimum in length and 36 inches (915 mm) minimum in width.
2. In existing buildings and facilities, the clear width shall be permitted to be reduced to 32 inches (815 mm) minimum for a length of 24 inches (610 mm) maximum provided the reduced width segments are separated by segments that are 48 inches (1220 mm) minimum in length and 36 inches (915 mm) minimum in width.
3. The clear width of an exterior accessible route located within seating areas shall be 36 inches (915 mm) minimum.
4. The clear width of an exterior ramp shall comply with Section 405.5.

403.5.2 Clear width at 180-degree turn.

403.5.2.1 New buildings and facilities. In new building and facilities, where an accessible route makes a 180-degree turn around an object that is equal to or greater than 52 inches (1320 mm) in width, the clear widths in the turn shall comply with Section 403.5.3.1. Where an accessible route makes a 180-degree turn around an object that is less than 52 inches (1320 mm) in width, the clear widths approaching the turn, during the turn and leaving the turn, shall be one of the following sets of dimensions:

1. Approaching width is 36 inches (915 mm) minimum, during width is 60 inches (1525 mm) minimum, and leaving width is 36 inches (915 mm) minimum.
2. Approaching width is 42 (1065 mm) inches minimum, during width is 48 inches (1220 mm) minimum, and leaving width is 42 (1065 mm) inches minimum.
3. Approaching width is 43 inches (1090 mm) minimum, during width is 43 inches (1090 mm) minimum, and leaving width is 43 inches (1090 mm) minimum.

403.5.2.2 Existing buildings and facilities. In existing buildings and facilities, where an accessible route makes a 180 degree turn around an object that is less than 48 inches (1220 mm) in width, clear widths shall be 42 inches (1065 mm) minimum approaching the turn, 48 inches (1220 mm) minimum during the turn, and 42 inches (1065 mm) minimum leaving the turn.

Exception: This section shall not apply where the clear width during the turn is 60 inches (1525 mm) minimum.

~~**403.5.3 Clear width at 90-degree turn.**~~

~~**403.5.3.1 New buildings and facilities.** In new buildings and facilities, where an accessible route makes a 90-degree turn the clear widths approaching the turn and leaving the turn shall be one of the following sets of dimensions:~~

~~1. Both legs of the turn shall be 40 inches (1015 mm) minimum in width. The width of each leg of the turn shall be maintained for 28 inches (710 mm) minimum from the inner corner.~~

~~2. Where the interior corners of the turn are chamfered for 8 inches minimum (205 mm) along both walls, both legs of the turn shall be 36 inches (915 mm) minimum in width.~~

~~3. Where one leg of the turn is 42 inches (1065 mm) minimum in width, the other shall be permitted to be 38 inches (965 mm) minimum in width.~~

~~4. Where one leg of the turn is 44 inches (1120 mm) minimum in width, the other shall be permitted to be 36 inches (915 mm) minimum in width.~~

~~**Exceptions:**~~

~~1. Where an accessible route makes a 90-degree turn at doors, doorways and gates complying with Section 404.2.3, the route shall not be required to comply with this section.~~

~~2. Where an accessible route makes a 90-degree turn at an elevator or platform lift complying with Sections 407 through 410, the accessible route shall not be required to comply with this section.~~

~~**403.5.3.2 Existing buildings and facilities.** In existing buildings and facilities, where an accessible route makes a 90-degree turn the clear widths approaching the turn and leaving the turn shall be 36 inches (915 mm) minimum.~~

403.5.3 ~~**403.5.4**~~ **Passing space.**

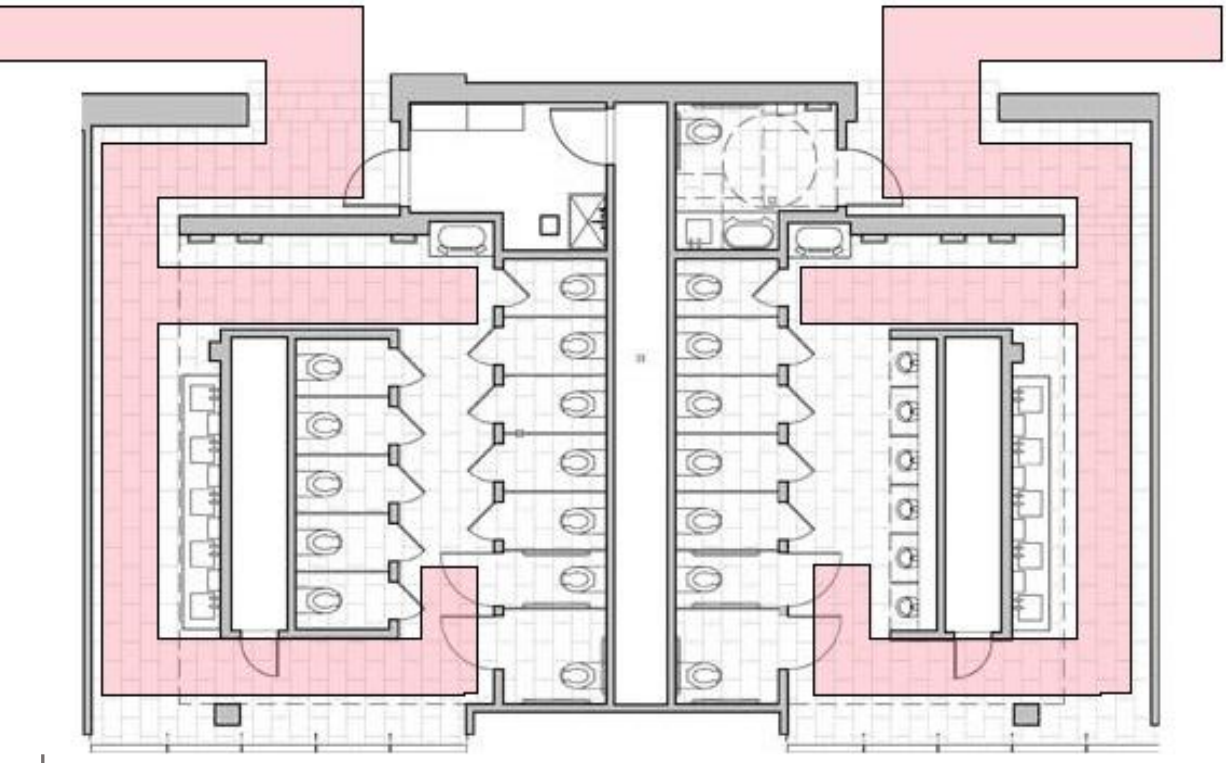
403.5.3.1 ~~**403.5.4.1**~~ **New buildings and facilities.** In new buildings and facilities, an accessible route with a clear width less than 60 inches (1525 mm) shall provide passing spaces at intervals of 200 feet (61 m) maximum. Passing spaces shall be either a 60-inch (1525 mm) minimum by 60-inch (1525 mm) minimum space, or an intersection of two walking surfaces that provide a T-shaped turning space complying with Section 304.3.2.1, provided the base and arms of the T-shaped space extend 52 inches (1320 mm) minimum beyond the intersection.

403.5.3.2 ~~**403.5.4.2**~~ **Existing buildings and facilities.** In existing buildings and facilities, an accessible route with a clear width less than 60 inches (1525 mm) shall provide passing spaces at intervals of 200 feet (61 m) maximum. Passing spaces shall be either a 60-inch (1525 mm) minimum by 60-inch (1525 mm) minimum space, or an intersection of two walking surfaces that provide a T-shaped turning space complying with Section 304.3.2, provided the base and arms of the T-shaped space extend 48 inches (1220 mm) minimum beyond the intersection.

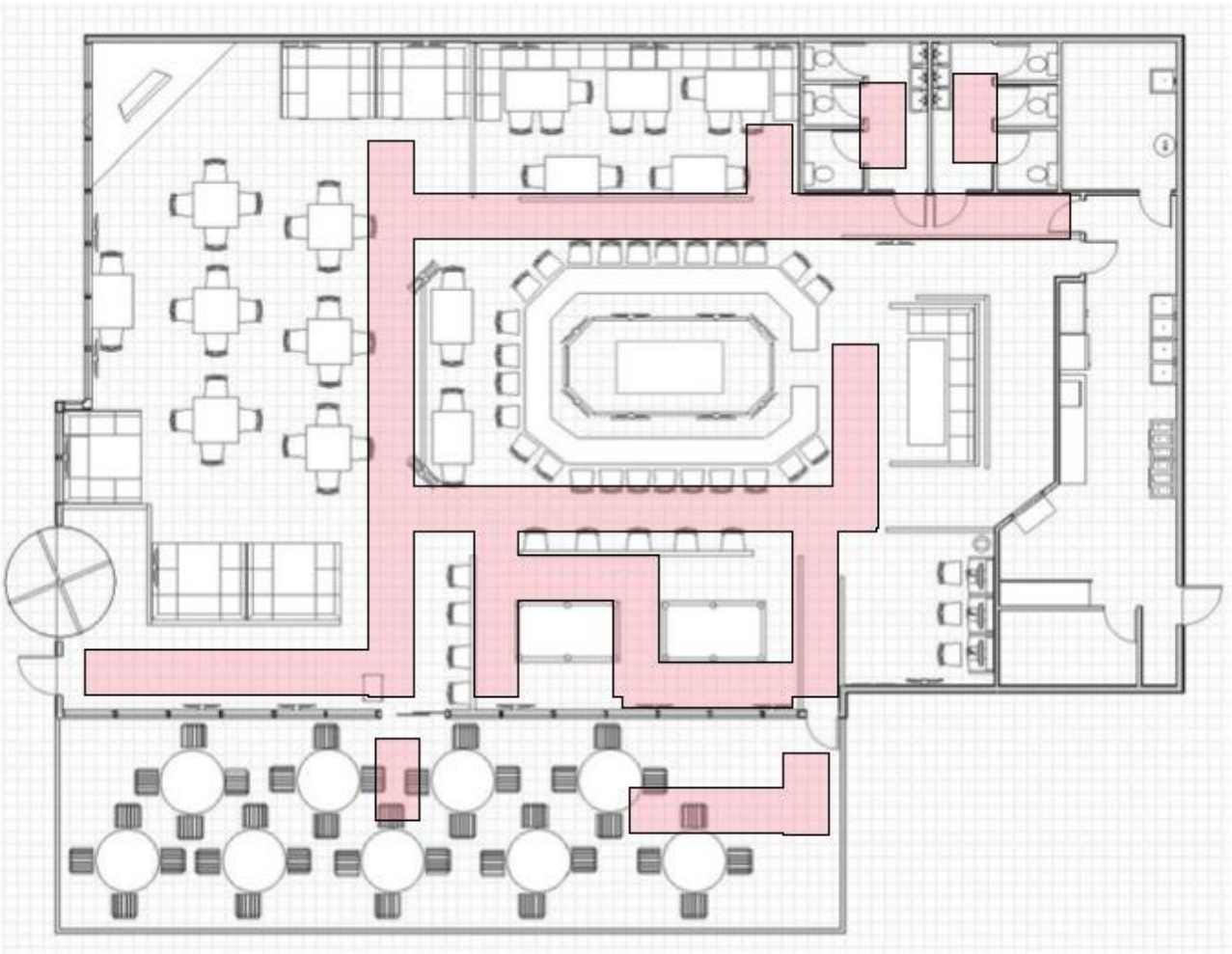
REASON: The intent of this proposal is to remove the 90 degree turn requirement. I believe this is not have the effect the committee thought they were getting. The interpretation is almost impossible to explain and enforce correctly. The explanation to the committee during the deliberation was primarily related to corridors. If a corridor has doors on either side, the door maneuvering clearances (Section 404.2.3.2) would require at least 42” for that corridor. Dr. Steinfeld, at a meeting held after the committee had close to a final approval on the

standard, indicated that this 90 degree turn was not an issue at doors – thus the exceptions to Section 403.5.3.1 were added at the very end of the cycle. He indicated that this was for a smooth transition for scooters along a route. If an aisle or corridor serves more than 50 people, the building code requires a minimum width of 44 inches (IBC Section 1018.5 and 1020.3). Thus the only place this requirement would have an impact is for aisles in small mercantile and small assembly spaces. Is it justified to have something that would impact only small business? The spaces are still maneuverable with mobility devices, just not at speed.

The second issue is the understanding and enforcement. This literally has the accessible route requirements stopping and starting every time it goes through a doorway. Also, places where you assume a turn, such as turning under a drinking fountain, dining surface, work surface or sink are not applicable because the are 'adjoining' an accessible route – not part of it! The requirements for 90 degree turns would not technical work with alcove provisions or turning into a wheelchair space in assembly seating or into a ! Attached are a couple of general layouts showing where this is applicable.



Example bathroom layout with 90 degree and U-turns.



Example of route requirements in assembly seating.

Committee Action: 19-4-4 Disapproval
REPORT OF HEARING:
Modification (if any):

Committee Reason: The 90 degree turns should remain in the standard. Issues raised about turning into clear floor spaces should be addressed differently.

403.5-PAARLBERG.doc

Report for 0*4-04– 2021*

Committee decision: D	***Committee Vote at Meeting: 19-4-4***	***Committee Vote on Ballot:39-1-1***

REPORT OF HEARING:

Modification (if any):

Committee Reason: The 90 degree turns should remain in the standard. Issues raised about turning into clear floor spaces should be addressed differently.

PUBLIC COMMENT- FIRST DRAFT:

Proponent: Kimberly Paarlberg, ICC

Desired Action: Negative with comment

Modification:

Replace the proposal with the following:

403.5.3 Clear width at 90-degree turn.

403.5.3.1 New buildings and facilities. In new buildings and facilities, where an accessible route makes a 90-degree turn the clear widths approaching the turn and leaving the turn shall be one of the following sets of dimensions:

1. Both legs of the turn shall be 40 inches (1015 mm) minimum in width. The width of each leg of the turn shall be maintained for 28 inches (710 mm) minimum from the inner corner.
2. Where the interior corners of the turn are chamfered for 8 inches minimum (205 mm) along both walls, both legs of the turn shall be 36 inches (915 mm) minimum in width.
3. Where one leg of the turn is 42 inches (1065 mm) minimum in width, the other shall be permitted to be 38 inches (965 mm) minimum in width.
4. Where one leg of the turn is 44 inches (1120 mm) minimum in width, the other shall be permitted to be 36 inches (915 mm) minimum in width.

Exceptions:

1. Where an accessible route makes a 90-degree turn at doors, doorways and gates complying with Section 404.2.3, the route shall not be required to comply with this section.
2. Where an accessible route makes a 90-degree turn at an elevator or platform lift complying with Sections 407 through 410, the accessible route shall not be required to comply with this section.
3. Where an accessible route makes a 90-degree turn into a clear floor space, the accessible route shall not be required to comply with this section.

403.5.3.2 Existing buildings and facilities. In existing buildings and facilities, where an accessible route makes a 90-degree turn the clear widths approaching the turn and leaving the turn shall be 36 inches (915 mm) minimum.

Reason: According to Dr. Steinfeld, this 90 turn is not an issue as doorways – thus exception 1 and 2 in the current text. Logically, the same would apply where you turn into an alcove, wheelchair spaces in assemble seating or an accessible toilet compartment, or under a sink or work surface. The average designer does not pick up on the nuance that this is for the route, and not where you turn into a clear floor space. If this requirement is going to remain, then this point needs to be clarified in the text.

If you say this does comply, since none of the turns allow for a 36” or 30” width without additional depth for the turn, the alcove and clear floor space provisions would all need to be revised to allow for this.

I would appreciate additional information from Dr. Steinfeld on where this should be required to further refinements can be discusses.

Committee decision: AS/AM/D	***Committee Vote at Meeting:***	***Committee Vote on Ballot:***

REPORT OF HEARING – FIRST DRAFT

Modification (if any):

Committee Reason:

PUBLIC COMMENT- SECOND DRAFT:

Proponent:

Desired Action:

Modification:

Reason:

Committee decision: AS/AM/D	***Committee Vote at Meeting:***	***Committee Vote on Ballot:***

FINAL ACTION:

Modification (if any):

Committee Reason:

04-05 – 2021
403.5.1, 403.5.1.1(New), 403.5.1.2(New), 406.2.1, 406.3.1, 406.5.1

Proponent: Kimberly Paarlberg, International Code Council

Revise as follows:

SECTION 403
WALKING SURFACES

403.5 Clear width. The clear width of an accessible route shall comply with Section 403.5.1. 403.5.2 or 403.5.3 or 403.5.4 as applicable.

403.5.1 General.

403.5.1.1 New buildings and facilities. In new buildings and facilities, the ~~The~~ clear width of an interior accessible route shall be 36 inches (915 mm) minimum. The clear width of an exterior accessible route shall be 48 inches (1220 mm) minimum.

Exceptions:

1. ~~In new buildings and facilities,~~ ~~the~~ The clear width shall be permitted to be reduced to 32 inches (815 mm) minimum for a length of 24 inches (610 mm) maximum provided the reduced-width segments are separated by segments that are 52 inches (1320 mm) minimum in length and 36 inches (915 mm) minimum in width.
2. ~~In existing buildings and facilities, the clear width shall be permitted to be reduced to 32 inches (815 mm) minimum for a length of 24 inches (610 mm) maximum provided the reduced width segments are separated by segments that are 48 inches (1220 mm) minimum in length and 36 inches (915 mm) minimum in width.~~
2.~~3.~~ The clear width of an exterior accessible route located within seating areas shall be 36 inches (915 mm) minimum.
3.~~4.~~ The clear width of an exterior ramp shall comply with Section 405.5.

403.5.1.2 Existing buildings and facilities. In existing buildings and facilities, the clear width of an interior and exterior accessible route shall be 36 inches (915 mm) minimum.

Exception: The clear width shall be permitted to be reduced to 32 inches (815 mm) minimum for a length of 24 inches (610 mm) maximum provided the reduced width segments are separated by segments that are 48 inches (1220 mm) minimum in length and 36 inches (915 mm) minimum in width.

SECTION 405
RAMPS

405.5 Clear width. The clear width of a ramp run shall be 36 inches (915 mm) minimum. Handrails and handrail supports that are provided on the ramp run shall not project into the required clear width of the ramp run.

Exception: Within employee work areas, the required clear width of ramps that are a part of common use circulation paths shall be permitted to be decreased by work area equipment provided that the decrease is essential to the function of the work being performed.

SECTION 406
CURB RAMPS AND BLENDED TRANSITIONS

406.1 General. Curb ramps and blended transitions on accessible routes shall comply with Section 406.

406.2 Perpendicular curb ramps. Perpendicular curb ramps shall comply with Sections 406.2 and 406.5.

406.2.1 Landings. A landing 48 inches (1220 mm) minimum by 48 inches (1220 mm) minimum shall be provided at the top of a curb ramp. The landing shall be permitted to overlap pedestrian routes and clear spaces. Where the landing is constrained at the back-of-sidewalk, the landing shall be 48 inches (1220 mm) minimum by 60 inches (1525 mm) minimum. The 60-inch (1525 mm) dimension shall be provided in the direction of the curb ramp run. The slope of landings shall be 1:48 maximum in all directions.

Exception: In existing buildings and facilities, the landing shall be 36 inches (915 mm) minimum by 36 inches (915 mm) minimum. Where the landing is constrained at the back-of-sidewalk, the landing shall be 36 inches (915 mm) minimum by 60 inches (1525 mm) minimum.

406.3 Parallel curb ramps. Parallel curb ramps shall comply with Sections 406.3 and 406.5.

406.3.1 Landing. A landing 48 inches (1220 mm) minimum by 48 inches (1220 mm) minimum shall be provided at the bottom of a curb ramp. The landing shall be permitted to overlap pedestrian routes and clear spaces. Where the landing is constrained on two or more sides, the landing shall be 48 inches (1220 mm) minimum by 60 inches (1525 mm) minimum. The 60 inches (1525 mm) dimension shall be provided in the direction of the pedestrian street crossing. The slope of landings shall be 1:48 maximum in all directions.

Exception: In existing buildings and facilities, the landing shall be 36 inches (915 mm) minimum by 36 inches (915 mm) minimum. Where the landing is constrained on two or more sides, the landing shall be 36 inches (915 mm) minimum by 60 inches (1525 mm) minimum.

406.5 Common requirements. Curb ramps and blended transitions shall comply with Section 406.5.

406.5.1 Width. The clear width of curb ramp runs (excluding any flared sides) and blended transitions shall be 48 inches (1220 mm) minimum.

Exception: In existing buildings and facilities, the clear width of curb ramp runs shall be 36 inches (915 mm) minimum.

REASON: The intent of this proposal is to allow for existing buildings to maintain the current requirement for a 36" accessible route for exterior routes and curb ramps where improvements are required for the accessible route from public arrival points and accessible parking spaces to the building entrance. Where current sidewalks and parking lots exist, asking for the extra width could be extensive and almost impossible to argue technical infeasibility. In addition, while the 48" sizes matches the current PROWAG, that is for public rights of way, and these requirements for on the site. This technical requirement is partially addressed in 2021 IEBC Section 306.7.6, but it is more consistent and within scope to provide that information in the ICC A117.1.

2021 IEBC
306.7.6 Accessible route. Exterior accessible routes, including curb ramps, shall be not less than 36 inches (914 mm) minimum in width.

The format would be consistent with the Sections 403.5.2 Clear width at 180-degree turn, 403.5.3 Clear width at 90-degree turn and 403.5.4 Passing space. Exterior ramps are already allowed to stay at 36" clear width between handrails for new construction. There is no suggested changes to blended transitions, because those were not in ICC A117.1 before.

04-05 – 2021 Modification

Proposed Modification

Proponent: Rodney Lindsey, representing Larson Karle Architects

Further modify as follows:

406.2 Perpendicular curb ramps. Perpendicular curb ramps shall comply with Sections 406.2 and 406.5.

406.2.1 Landings. A landing 48 inches (1220 mm) minimum by 48 inches (1220 mm) minimum shall be provided at the top of a curb ramp. The landing shall be permitted to overlap pedestrian routes and clear spaces. Where the landing is constrained at the back-of-sidewalk, the landing shall be 48 inches (1220 mm) minimum by 60 inches (1525 mm) minimum. The 60-inch (1525 mm) dimension shall be provided in the direction of the curb ramp run. The slope of landings shall be 1:48 maximum in all directions.

~~**Exception**~~ **Exceptions:**

1. In existing buildings and facilities, the landing shall be 36 inches (915 mm) minimum by 36 inches (915 mm) minimum. Where the landing is constrained at

the back-of-sidewalk, the landing shall be 36 inches (915 mm) minimum by 60 inches (1525 mm) minimum.

2. In alterations, where there is no landing at the top of curb ramps, curb ramp flares shall be provided and shall not be steeper than 1:12.

Reason: In the A117.1-2009, Section 406.7 Landings allowed for 36" of landing depth at the top of curb ramps. Also, there was an Exception that in alterations, where there is no landing at the top of curb ramps, the curb ramp flares shall be provided and shall not be steeper than 1:12. In the A117.1-2017, Section 406.2.1 Landings, it is not clear that the landing at the top of the perpendicular curb ramp is allowed to be 36", especially for existing conditions, and that Exception for alterations no longer exists. I request that the former Exception be put back into the 2017, and that the landing at the top of the curb ramp be better clarified for existing conditions especially. Also, it would be helpful if IEBC Section 306.7.6 was better coordinated and referenced in the A117.1-2017 for existing conditions.

The purpose of the modification is to help alleviate requirements for the limited constraints of being able to provide a better accessible route to existing elements. In a particular scenario I'm working on currently, we have an existing shopping center (tenant) plaza that has a sidewalk in front of the storefronts with a covered walkway and columns out at the curb side. We are trying to place a new perpendicular curb ramp into this sidewalk, but due to the available width of the walkway, we cannot fit this in due to the A117.1-2017's 48" landing requirement at the top. And since there is no Exception for the alteration to allow for the flares to be 1:12, we are forced to try to get a parallel curb ramp to work instead, which is also having conflicts/issues due to the columns at the curbside along with needing maneuvering clearances at the doorways. It would be very helpful if the Exception for the alterations was still in the A117.1-2017 along with reference to IEBC Section 307.7.6.

Committee Action: Disapproval 19-10-4
REPORT OF HEARING:
Modification (if any):
The proposed modification to add exception to Section 406.2.1 was approved (22-5-4)
A second modification to strike the entire proposal in 04-05 was approved (15-10-4)
As modified failed (13-15-5)

Committee Reason: The site restrictions outside would allow for technical infeasibility if a 48 inch wide route is not feasible. If there is enough space, the exterior route width should be increased. The parallel curb cuts now in the standard is safer than the curb cuts with the angled sides, so that should be used.

403.5.1-PAARLBERG.doc

Report for 0*4-05– 2021*		
Committee decision: D	***Committee Vote at Meeting: 19-10-4***	***Committee Vote on Ballot:38-2-1***
REPORT OF HEARING: Modification (if any):		
Committee Reason: The site restrictions outside would allow for technical infeasibility if a 48 inch wide route is not feasible. If there is enough space, the exterior route width should be increased. The parallel curb cuts now in the standard is safer than the curb cuts with the angled		

Report for 0*4-05– 2021*		
sides, so that should be used.		
PUBLIC COMMENT- FIRST DRAFT: *Proponent:* **Dug Anderson, AHLA**		
Desired Action: Negative with comment		
Modification:		
Reason: Technical infeasibility is not a reliable standard		
PUBLIC COMMENT- FIRST DRAFT: *Proponent:* **Kim Paarlberg representing ICC**		
Desired Action: Negative with comment		
Modification:		
Reason: On existing sites there are many situations where requiring a 48” wide route would be an extensive rework of the sidewalk and parking lots. This is currently permitted in the IEBC. Curb cuts should be permitted on existing sidewalks – to the allowance for curb ramp landing needs to match the 36” sidewalk allowance.		
Committee decision: AS/AM/D	***Committee Vote at Meeting:***	***Committee Vote on Ballot:***
REPORT OF HEARING – FIRST DRAFT		
Modification (if any):		
Committee Reason:		
PUBLIC COMMENT- SECOND DRAFT: Proponent:		
Desired Action:		
Modification:		
Reason:		
Committee decision: AS/AM/D	***Committee Vote at Meeting:***	***Committee Vote on Ballot:***
FINAL ACTION: Modification (if any):		
Committee Reason:		

04-06 – 2021
403.5.1, 404.2.3

Proponent: Marsha Mazz representing United Spinal Association

Revise as follows:

SECTION 403
WALKING SURFACES

403.5.1 General. The clear width of an interior accessible route shall be 36 inches (915 mm) minimum. The clear width of an exterior accessible route shall be 48 inches (1220 mm) minimum.

Exceptions:

1. Each side of the clear width of an accessible route shall be permitted to be reduced in accordance with the following dimensions:
   a. A reduction of 1 1/2 inches (38 mm) to a height of 1-inch (25 mm) maximum above the floor;
   b. A reduction of 1-inch (25 mm) to a height of 7 inches (180 mm) maximum above the floor; and
   c. A reduction of 2 inches (50 mm above 7 inches (180 mm) in height for a length of 24 inches (610 mm) maximum, provided the reduced-width segments are separated by a clear floor space complying with Section 305.3.

~~1. In new buildings and facilities, the clear width shall be permitted to be reduced to 32 inches (815 mm) minimum for a length of 24 inches (610 mm) maximum provided the reduced width segments are separated by segments that are 52 inches (1320 mm) minimum in length and 36 inches (915 mm) minimum in width.~~

~~2. In existing buildings and facilities, the clear width shall be permitted to be reduced to 32 inches (815 mm) minimum for a length of 24 inches (610 mm) maximum provided the reduced width segments are separated by segments that are 48 inches (1220 mm) minimum in length and 36 inches (915 mm) minimum in width.~~

~~3.~~ 2. The clear width of an exterior accessible route located within seating areas shall be permitted to be 36 inches (915 mm) minimum.

~~4.~~ 3. The clear width of an exterior ramp shall be permitted to comply with Section 405.5.

SECTION 404
DOORS, DOORWAYS AND GATES

404.2.3 Maneuvering clearances. Minimum maneuvering clearances at doors and gates shall comply with Section 404.2.3. Maneuvering clearances shall include the full clear opening width of the doorway and the required latch-side or hinge-side clearance.

Exception: Baseboards and other trim elements shall be permitted to project into the maneuvering clearance 1 ½ inches (38 mm) maximum to a height of 1-inch maximum above the floor and 1-inch (25 mm) maximum above a height of 1-inch (25mm) to a height of 7 inches (180 mm) maximum above the floor.

REASON: This proposal is intended to resolve the question as to whether an accessible route or a maneuvering clearance at a door should be measured above baseboards and trim. Space for a stationary wheelchair is 30 inches in width. The additional 6 inches of width on an accessible route is intended to accommodate the arms of a person propelling a wheelchair as well as some sway in the trajectory because most users do not exert exactly the same amount of force on both wheels. We believe that narrowing the route at a moderate baseboard height will not impact the usability of the route and will prevent future conflicts that can result in unnecessary expense.
This proposal also simplifies existing exceptions 1 & 2 by referencing the length of a clear floor space in Section 305.3. We have another proposal to delete the differing space criteria in new and existing facilities. Regardless of whether that passes or fails, this change will not, on its own, change the requirement. Exceptions 3 and 4 in the current standard are renumbered and revised to conform to the format used in the Standards for exceptions.

Committee Action: AS 17-8-2
REPORT OF HEARING:
Modification (if any):

Committee Reason: The committee agreed that it is not the intent to measure the accessible route between baseboards at the floor. There have been multiple reports of reviewers siting violations for this. Modifications can be addressed in the 2nd round.

The basic idea of not measuring the route between baseboards is appropriate, but there are several series issues with the text as currently written. Exception 1 C would only allow 2" on each side, and the current route allowances is to go down to 32" – so this would allow two inches from each side, but not a 4" deep column on one side. Exception 1, a, b and c do not work together horizontally – even though this is written as working together (e.g. a 2" protrusion could not extend floor to ceiling). Exception 1C does not have a height limit at the top end – so this could be read as applying all the way to the ceiling. The changes for 405.3.1 are the width of the route while the changes to 404.2.3 are a depth to the clear floor space – is this permitted on only one side of the clearance, two sides or three sides? That needs to be clarified. If the clearance goes all the way to the full height of the door, what about other projections like light switches or room signs?

403.5.1-MAZZ.doc

Report for 0*4-06– 2021*		
Committee decision: AS	***Committee Vote at Meeting: 17-8-2***	***Committee Vote on Ballot:36-4-1***
REPORT OF HEARING: Modification (if any):		
Committee Reason: The committee agreed that it is not the intent to measure the accessible route between baseboards at the floor. There have been multiple reports of reviewers siting violations for this. Modifications can be addressed in the 2nd round. The basic idea of not measuring the route between baseboards is appropriate, but there are several series issues with the text as currently written. Exception 1 C would only allow 2" on each side, and the current route allowances is to go down to 32" – so this would allow two inches from each side, but not a 4" deep column on one side. Exception 1, a, b and c do not work together horizontally – even though this is written as working together (e.g. a 2" protrusion could not extend floor to ceiling). Exception 1C does not have a height limit at the top end – so this could be read as applying all the way to the ceiling. The changes for 405.3.1 are the width of the route while the changes to 404.2.3 are a depth to the clear floor space – is this permitted on only one side of the clearance, two sides or three sides? That needs to be clarified. If the clearance goes all the way to the full height of the door, what about other projections like light switches or room signs?		

Report for 04-06– 2021

PUBLIC COMMENT 1- FIRST DRAFT:

Proponent: *Doug Anderson, AHLA*

Desired Action: Affirmative with comment

Modification:

Reason: I agree the measurement should be taken at the floor and not above the baseboard. The proposed modifications to the exceptions are unnecessarily complex and will lead to confusion.

PUBLIC COMMENT- FIRST DRAFT:

Proponent: **Dennis Hall representing CSA**

Desired Action: Negative with comment

Modification:

Reason: Too complex, keep simple.

Proponent: **Kim Paarlberg representing ICC**

Desired Action: Negative with comment

Modification:

Further modify the proposal as follows:

SECTION 403
WALKING SURFACES

403.5.1 General. The clear width of an interior accessible route shall be 36 inches (915 mm) minimum. The clear width of an exterior accessible route shall be 48 inches (1220 mm) minimum.

Exceptions:

1. Each side of the clear width of an accessible route shall be permitted to be reduced in accordance with the following dimensions:
   a. A reduction of 1 1/2 inches (38 mm) to a height of 1-inch (25 mm) maximum above the floor;
   b. A reduction of 1-inch (25 mm) to a height of 7 inches (180 mm) maximum above the floor; and
   c. A reduction of 2 inches (50 mm above 7 inches (180 mm) in height for a length of 24 inches (610 mm) maximum, provided the reduced-width segments are separated by a clear floor space complying with Section 305.3.
2. In new buildings and facilities, the clear width shall be permitted to be reduced to 32 inches (815 mm) minimum for a length of 24 inches (610 mm) maximum provided the reduced-width segments are separated by segments that are 52 inches (1320 mm) minimum in length and 36 inches (915 mm) minimum in width.
3. In existing buildings and facilities, the clear width shall be permitted to be reduced to 32 inches (815 mm) minimum for a length of 24 inches (610 mm) maximum provided the reduced width segments are separated by segments that are 48 inches (1220 mm) minimum in length and 36 inches (915 mm) minimum in width.

~~2.~~4. The clear width of an exterior accessible route located within seating areas shall be permitted to be 36 inches (915 mm) minimum.

~~3.~~ **5.** The clear width of an exterior ramp shall comply with Section 405.5.

The following would provide an option that would measure above the baseboards without having to go into the extreme measurement details. Yes, you can do super fancy baseboards that are higher or thicker than standard, but that is exceptionally rare. If this is needed, the dimensions included in the proposal could be included (or not). When rolling down the hall you pass a lot of doors, but there the door trim can be excluded if the existing exceptions are restored. In 11-14, for clearances at kitchens the committee approved "measured at the narrowest point, excluding hardware and appliance controls". We could say something as simple as that for baseboards and door trim.

Further modify the proposal as follows:

SECTION 403
WALKING SURFACES

403.5.1 General. The clear width of an interior accessible route shall be 36 inches (915 mm) minimum. The clear width of an exterior accessible route shall be 48 inches (1220 mm) minimum. Where confined be walls, the clear width of the accessible route shall be measured to adjacent walls above baseboards that are 7 inches or less in height.

Exceptions:

~~1. Each side of the clear width of an accessible route shall be permitted to be reduced in accordance with the following dimensions:~~
   ~~a. A reduction of 1 1/2 inches (38 mm) to a height of 1-inch (25 mm) maximum above the floor;~~
   ~~b. A reduction of 1-inch (25 mm) to a height of 7 inches (180 mm) maximum above the floor; and~~
   ~~c. A reduction of 2 inches (50 mm above 7 inches (180 mm) in height for a length of 24 inches (610 mm) maximum, provided the reduced-width segments are separated by a clear floor space complying with Section 305.3.~~

~~2.~~1. The clear width of an exterior accessible route located within seating areas shall be permitted to be 36 inches (915 mm) minimum.

~~3.~~2. The clear width of an exterior ramp shall be permitted to comply with Section 405.5.

SECTION 404
DOORS, DOORWAYS AND GATES

404.2.3 Maneuvering clearances. Minimum maneuvering clearances at doors and gates shall comply with Section 404.2.3. Maneuvering clearances shall include the full clear opening width of the doorway and the required latch-side or hinge-side clearance. Such maneuvering clearances shall be measured to walls and exclusive of baseboard that are 7 inches or less in height and door trim that is 4-1/2" or less in width.

~~**Exception:** Baseboards and other trim elements shall be permitted to project into the maneuvering clearance 1 ½ inches (38 mm) maximum to a height of 1-inch maximum above the floor and 1-inch (25 mm) maximum above a height of 1-inch (25mm) to a height of 7 inches (180 mm) maximum above the floor.~~

Report for 0*4-06– 2021*		
Reason: This is in response to the committee's comments during discussion. While I totally agree with the intent of 04-03 and 04-06, Exception 1 in Section 403.5.1 is way too complicated for measuring baseboards and toe kicks. The change to 404.2.3 addresses baseboards, but not the trim around the door for door maneuvering clearances – we need to allow for both. In addition - the proposed language as currently approved also conflicts with the current option for columns, doorways or pilasters for reductions on one side instead of both sides (403.5.1 Exception 2 and 3). This first comment puts back the option for items moving into the route on one side and for items such as columns, doorways or other items taller than 7 inches. Also, as you roll down the hall, you go past a lot of doorways with trim on both sides.		
Proponent: *Ken Schnoover, Individual Member*		
Desired Action: Affirmative with comment		
Modification: Further modify as follows: Exception 1. Each side of the clear width … the following dimensions: a. A reduction of 1 1/2 inches (38 mm) maximum to a height of 1-inch (25 mm) maximum above the floor; b. A reduction of 1-inch (25 mm) maximum to a height of 7 inches (180 mm) maximum above the floor; and **c.** A reduction of 2 inches (50 mm) maximum above 7 inches (180 mm) in height for a length of 24 inches (610 mm) maximum, provided the reduced-width segments are separated by a clear floor space complying with Section 305.3.		
Reason: The language literally limits the reductions in Exception 1 to only those absolute dimensions. Further modify the proposal to make the reduction dimensions maximums, as follows:		
Committee decision: AS/AM/D	***Committee Vote at Meeting:***	***Committee Vote on Ballot:***
REPORT OF HEARING – FIRST DRAFT		
Modification (if any):		
Committee Reason:		
PUBLIC COMMENT- SECOND DRAFT: Proponent:		
Desired Action:		
Modification:		
Reason:		
Committee decision: AS/AM/D	***Committee Vote at Meeting:***	***Committee Vote on Ballot:***
FINAL ACTION: Modification (if any):		
Committee Reason:		

04-07 – 2021
404.2

Proponent: Edward Steinfeld, IDEA Center, University at Buffalo, representing RESNA

Revise as follows:

SECTION 404
DOORS, DOORWAYS AND GATES

404.1 General. Doors, doorways and gates that are part of an accessible route shall comply with Section 404.

Exception: Doors, doorways and gates designed to be operated only by security personnel shall not be required to comply with Sections 404.2.3, 404.2.6, 404.2.7, 404.2.8, 404.3.1, 404.3.2, 404.3.4, 404.3.7 and 404.3.8.

404.2 Manual doors, doorways and manual gates. Manual doors, doorways and manual gates intended for <u>through</u> user passage shall comply with Section 404.2.

REASON: Currently, it is not clear what "user passage" means. Some officials and accessibility consultants treat any door that a wheelchair user can move into a door for user passage, even if the closet is a shallow storage closet. Adding the word "through" will make it clear that only doors that a person is expected to pass through entirely are subject to these requirements.

Committee Action: Disapproval 26-0-1
REPORT OF HEARING:
Modification (if any):

Committee Reason: The proposal does not accomplish what the proponent intended.

404.2-STEINFELD.doc

Report for 0*4-07– 2021*		
Committee decision: D	***Committee Vote at Meeting: 26-0-1***	***Committee Vote on Ballot:40-0-1***
REPORT OF HEARING: Modification (if any):		
Committee Reason: The proposal does not accomplish what the proponent intended.		
PUBLIC COMMENT- FIRST DRAFT: Proponent:		
Desired Action:		
Modification:		
Reason:		
Committee decision: AS/AM/D	***Committee Vote at Meeting:***	***Committee Vote on Ballot:***
REPORT OF HEARING – FIRST DRAFT		
Modification (if any):		
Committee Reason:		
PUBLIC COMMENT- SECOND DRAFT: Proponent:		
Desired Action:		

Report for 0*4-07– 2021*		
Modification:		
Reason:		
Committee decision: AS/AM/D	***Committee Vote at Meeting:***	***Committee Vote on Ballot:***
FINAL ACTION: Modification (if any):		
Committee Reason:		

04-08 – 2021
404.2.3.1

Proponent: M. Bradley Gaskins, AIA CASp, The McIntosh Group, LLC

Revise as follows:

SECTION 404
DOORS, DOORWAYS AND GATES

404.2.3 Maneuvering clearances. Minimum maneuvering clearances at doors and gates shall comply with Section 404.2.3. Maneuvering clearances shall include the full clear opening width of the doorway and the required latch-side or hinge-side clearance. The maneuvering clearance shall be located a maximum of 8 inches (205 mm) from the face of the door and shall be clear of adjacent walls or obstructions. The maneuvering space but shall extend vertically from the floor surface to a height 80 inches (2030 mm).

REASON: This shall provide clarification that the required door maneuvering clearance cannot be more than 8 inches from the face of the door, as implied in Section 404.2.3.5 Recessed Doors and Gates.

Staff note: If this proposal is accepted, the committee will need to provide direction on changes to Figures 404.2.3.2(A) through 404.2.3.2(H).

Committee Action: Disapproval 21-4-2
REPORT OF HEARING:
Modification (if any): two modifications were proposed, but the final vote for As Modified was unsuccessful

Committee Reason: The new first sentence is redundant with Section 404.2.3.5 *Recessed doors and gates*. The vertical requirement for the clear floor space is an issue for items adjacent to the door, such as light switches, fire alarm pulls, door framing, baseboards, wall sconces, signage – none of which are obstructions to operation of the door.

404.2.3-GASKINS.doc

Report for 0*4-08– 2021*		
Committee decision: D	***Committee Vote at Meeting: 21-4-2***	***Committee Vote on Ballot:39-1-1***
REPORT OF HEARING: Modification (if any):		
Committee Reason: The new first sentence is redundant with Section 404.2.3.5 *Recessed doors and gates*. The vertical requirement for the clear floor space is an issue for items adjacent to the door, such as light switches, fire alarm pulls, door framing, baseboards, wall sconces, signage – none of which are obstructions to operation of the door.		
PUBLIC COMMENT- FIRST DRAFT: Proponent: *Doug Anderson, AHLA*		
Desired Action: Affirmative with comment		
Modification:		
Reason: This requirement is often confused and clarification would be a positive step.		

Report for 0*4-08– 2021*		
Committee decision: AS/AM/D	***Committee Vote at Meeting:***	***Committee Vote on Ballot:***
REPORT OF HEARING – FIRST DRAFT		
Modification (if any):		
Committee Reason:		
PUBLIC COMMENT- SECOND DRAFT:		
Proponent:		
Desired Action:		
Modification:		
Reason:		
Committee decision: AS/AM/D	***Committee Vote at Meeting:***	***Committee Vote on Ballot:***
FINAL ACTION:		
Modification (if any):		
Committee Reason:		

04-10 – 2021
404.2.5

Proponent: M. Bradley Gaskins, AIA CASp, The McIntosh Group, LLC

Revise as follows:

SECTION 404
DOORS, DOORWAYS AND GATES

404.2.5 Two doors or gates in series. Distance between two hinged or pivoted doors or gates in series shall be 48 inches (1220 mm) minimum plus the width of any door or gate swinging into the space and shall not swing into the required door maneuvering clearance of the adjacent door or gate in the series. The space between the doors and gates shall provide a turning space.

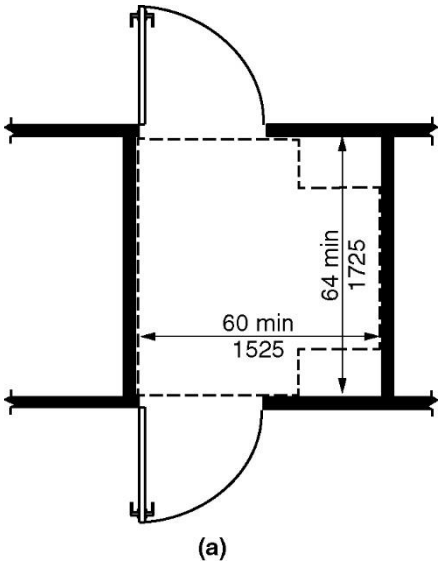
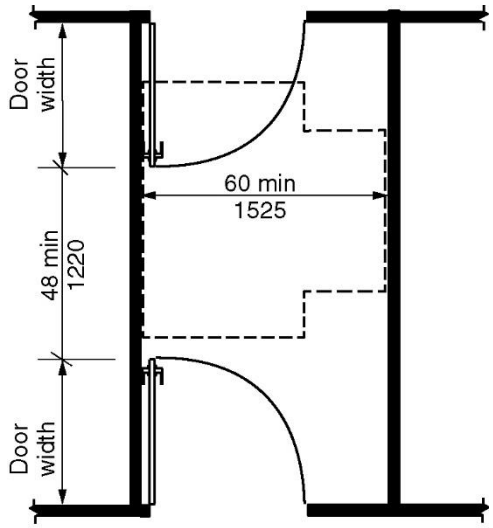
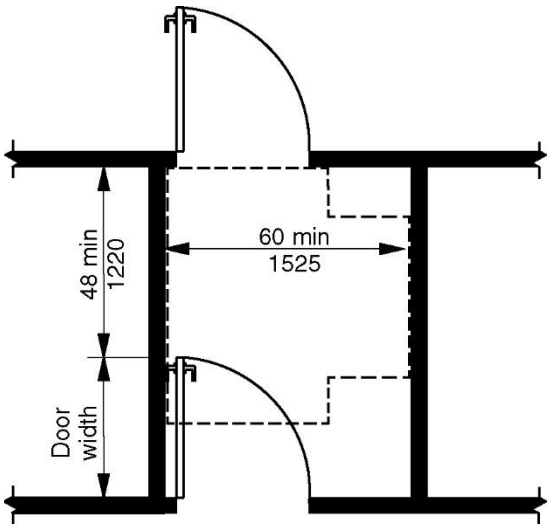


Figure 404.2.5(A) Two Doors or Gates in a Series - New Buildings



(b)



(c)

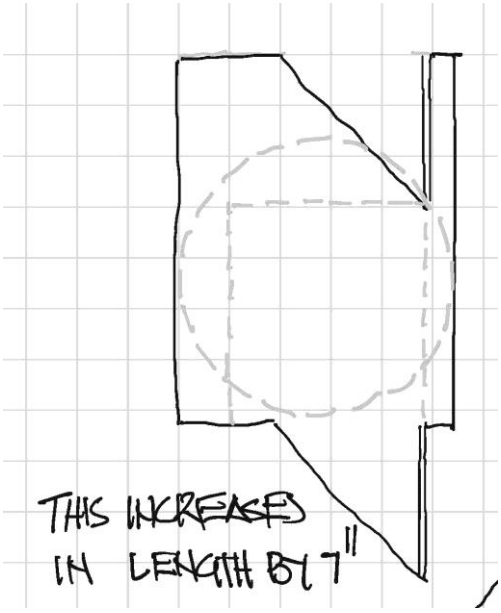
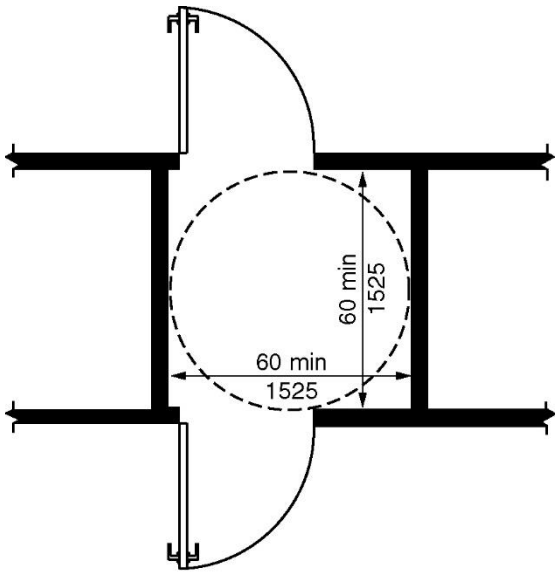


Figure 404.2.5(B) Two Doors or Gates in a Series - New Buildings

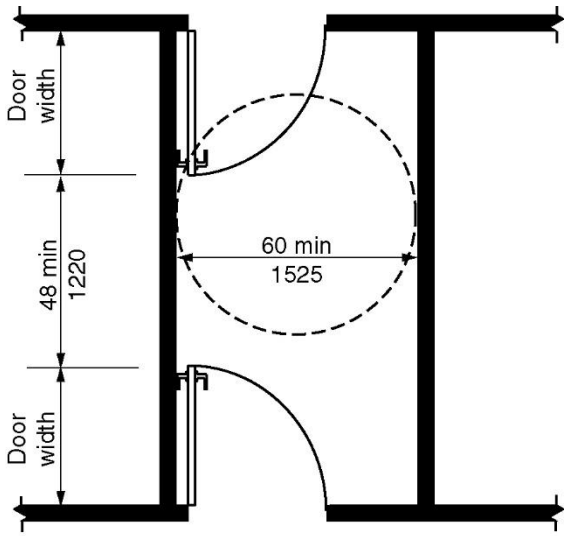
Figure 404.2.5(C) Two Doors or Gates in a Series - New Buildings

Note: The vestibule would increase by 4" due to the increase in the maneuvering clearance for forward approach. Drawing will all be revised include door maneuvering spaces.



(d)

Figure 404.2.5(D) Two Doors or Gates in a Series - Existing Buildings



(e)

Figure 404.2.5(E) Two Doors or Gates in a Series - Existing Buildings

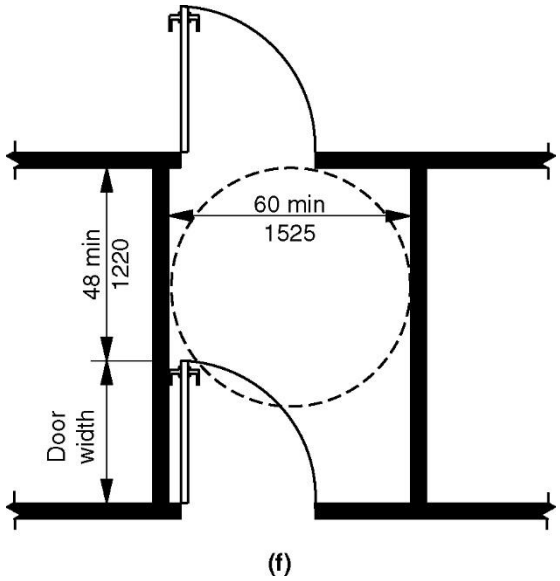


Figure 404.2.5(F) Two Doors or Gates in a Series - Existing Buildings

---

REASON: Often time doors in series are not in line with each other which makes the 48 inch required dimension between the doors hard to determine. The intent of the requirement is to provide for a space to operate the door without being hit by the adjacent door. By making this change it clarifies and provides, for all situations whether the door is in line or not, a space to operate the door without being hit by the adjacent door.

Staff note: If this proposal is accepted, the committee will need to provide direction on changes to Figures 404.2.5(A) through 404.2.5(F).

Committee Action: Disapproval 26-1-1
REPORT OF HEARING:
Modification (if any):

Staff note:

Committee Reason: The intent of the turning space is to protect against possible entrapment. There has not been an issue identified for the first door overlapping the maneuvering clearance for the 2nd door. If the concern is for doors that are not in a direct line, the proposed text did not resolve that issue.

404.2.5-GASKINS.doc

Report for 0*4-10– 2021*		
Committee decision: D	***Committee Vote at Meeting: 26-1-1***	***Committee Vote on Ballot: 40-0-1***
REPORT OF HEARING: Modification (if any):		
Committee Reason: The intent of the turning space is to protect against possible entrapment. There has not been a safety issue identified for the first door overlapping the maneuvering clearance for the 2nd door. If the concern is for doors that are not in a direct line, the proposed text did not resolve that issue.		
PUBLIC COMMENT- FIRST DRAFT: Proponent:		
Desired Action:		
Modification:		
Reason:		
Committee decision: AS/AM/D	***Committee Vote at Meeting:***	***Committee Vote on Ballot:***
REPORT OF HEARING – FIRST DRAFT		
Modification (if any):		
Committee Reason:		
PUBLIC COMMENT- SECOND DRAFT: Proponent:		
Desired Action:		
Modification:		
Reason:		
Committee decision: AS/AM/D	***Committee Vote at Meeting:***	***Committee Vote on Ballot:***
FINAL ACTION: Modification (if any):		
Committee Reason:		

04-11 – 2021
404.2.6.1

Proponent: Kimberly Paarlberg, International Code Council

Revise as follows:

SECTION 404
DOORS, DOORWAYS AND GATES

404.1 General. Doors, doorways and gates that are part of an accessible route shall comply with Section 404.

Exception: Doors, doorways and gates designed to be operated only by security personnel shall not be required to comply with Sections 404.2.3, 404.2.6, 404.2.7, 404.2.8, 404.3.1, 404.3.2, 404.3.4, 404.3.7 and 404.3.8.

404.2 Manual doors, doorways and manual gates…..

404.2.6 Door and gate hardware. Handles, pulls, latches, locks and other operable parts on doors and gates shall have a shape that is easy to grasp with one hand and does not require tight grasping, pinching or twisting of the wrist to operate. The operational force to retract latches or disengage devices that hold the door or gate in a closed position shall be as follows:

1. Hardware operation by a forward, pushing or pulling motion: 15 pounds (66.7 N) maximum.
2. Hardware operation by a rotational motion: 28 inch-pounds (315 N·cm) maximum.

404.2.6.1 Hardware height. Operable parts of such hardware shall be 34 inches (865 mm) minimum and 48 inches (1220 mm) maximum above the floor. Where sliding doors are in the fully open position, operating hardware shall be exposed and usable from both sides.

Exceptions:

1. Locks used only for security purposes and not used for normal operation are permitted at any height.
2. Where the International Swimming Pool and Spa Code requires restricting access to a pool, spa, or hot tub, and where door and gate latch release mechanisms are accessed from the outside of the barrier and are not of the self-locking type, such as mechanism shall be located above the finished floor or ground surface, not less than 52 inches (1219 mm) and not greater than 54 inches (1370 mm), provided that the latch release mechanism is not a self-locking type such as where the lock is operated by means of a key, electronic opener, or the entry of a combination into an integral combination lock.

404.3 Automatic and power-assisted doors and gates. …

404.3.8 Door and gate hardware. Handles, pulls, latches, locks and other operable parts shall comply with Section 404.2.6.

REASON: This is a two-purpose proposal.

The intent of this proposal to exception 1 is to allow for doors to be locked up at night by business owners and to have options for security locking systems. Section 404.1 was revised last cycle to consolidate the exceptions for locks used for security purposes. By changing this to 'security personnel' I am hearing the interpretation that a bank can be locked down by the guard, but not by any of the staff, because they are not 'security personnel'. This is an issue for a lot of different types of spaces. While I don't want to forgive all items like we do in 404.1, I want to at least allow security locks on the doors to be outside of the reach since this is not 'normal use'. This allowance should be allow for manual and automatic doors.

The intent of this proposal to exception 2 is to allow for gates on swimming pools to meet both accessibility and safety concerns associated with swimming pools being accessed by small children without supervision.

This is consistent with 2024 IBC Section 1010.2.3. A similar allowance is also provided for in the 2010 ADA.

04-11 – 2021 Modification

Proposed Modification

Proponent: Marsha Mazz, United Spinal Assoc.

404.2.6.1 Hardware height. Operable parts of such hardware shall be 34 inches (865 mm) minimum and 48 inches (1220 mm) maximum above the floor. Where sliding doors are in the fully open position, operating hardware shall be exposed and usable from both sides.

Exceptions:

1. Locks used only ~~for security purposes~~ to secure the premises when not normally occupied and not used for normal operation are permitted at any height.
2. Where the International Swimming Pool and Spa Code requires restricting access to a pool, spa, or hot tub, and where door and gate latch release mechanisms are accessed from the outside of the barrier and are not of the self-locking type, such as mechanism shall be located above the finished floor or ground surface, not less than 52 inches (1219 mm) and not greater than 54 inches (1370 mm), provided that the latch release mechanism is not a self-locking type such as where the lock is operated by means of a key, electronic opener, or the entry of a combination into an integral combination lock.

Reason: Exception 1 was removed from this section during the last cycle. My recollection is that it was removed because, arguably, all locks are for security purposes rendering the provision applicable to every lock on every door. The original intent of this exception was to allow for the type of lock that is at floor level or in the top of the door frame and typically only operated twice daily when the premises are closed or opened for business. The revised wording makes this clear

and would not be mistakenly applied to a lock that must be operated to gain access to a portion of a building or facility that is occupied e.g., a door to a secured area not operated by security personnel (see Exception to Section 404.1).

Committee Action: Split question – Exp. 1 AM 24-2-2; Exp. 2 AM 13-7-5
REPORT OF HEARING:
Modification (if any):

Further modify as follows:

404.2.6.1 Hardware height. Operable parts of such hardware shall be 34 inches (865 mm) minimum and 48 inches (1220 mm) maximum above the floor. Where sliding doors are in the fully open position, operating hardware shall be exposed and usable from both sides.

Exceptions:

1. Locks used only ~~for security purposes~~ to secure the premises when not normally occupied and not used for normal operation are permitted at any height.
2. Where the ~~International Swimming Pool and Spa Code~~ administrative authority requires restricting access to a pool, spa, or hot tub, and where door and gate latch release mechanisms are accessed from the outside of the barrier and are not of the self-locking type, such ~~as~~ mechanism shall be located above the finished floor or ground surface, not less than 52 inches (1219 mm) and not greater than 54 inches (1370 mm), ~~provided that the latch release mechanism is not a self-locking type such as where the lock is operated by means of a key, electronic opener, or the entry of a combination into an integral combination lock~~.

Committee Reason: Exception 1 was approved to allow for businesses to secure the front door after operating hours. Any needed employee modifications will be done on a case by case basis. The modification clarifies the original intent of this exception.
Exception 2 was approved to coordinate with the 2010 ADA, ISPSC and IBC for allowanced for swimming pool barrier. The intent is to balance accessibility and safety for children. The modification to change the reference from SPSC to 'administrative authority' was to have a more generic reference that was consistent with the A117.1 scope references and in case someone had not adopted the ISPSC. The 2nd modification to remove the end of Exp. 2 was to remove redundant language.

404.1-PAARLBERG.doc

Report for 0*4-11– 2021*		
Committee decision: AM	***Committee Vote at Meeting: 24-2-2; 13-7-5***	***Committee Vote on Ballot:39-1-1***
Modification (if any): **Further modify as follows:** **404.2.6.1 Hardware height.** Operable parts of such hardware shall be 34 inches (865 mm) minimum and 48 inches (1220 mm) maximum above the floor. Where sliding doors are in the fully open position, operating hardware shall be exposed and usable from both sides. **Exceptions:** 1. Locks used only ~~for security purposes~~ to secure the premises when not normally occupied and not used for normal operation are permitted at any height. 2. Where the ~~International Swimming Pool and Spa Code~~ administrative authority requires restricting access to a pool, spa, or hot tub, and where door and gate latch release mechanisms are accessed from the outside of the barrier and are not of the self-locking type, such ~~as~~		

Report for 0*4-11– 2021*		
mechanism shall be located above the finished floor or ground surface, not less than 52 inches (1219 mm) and not greater than 54 inches (1370 mm), ~~provided that the latch release mechanism is not a self-locking type such as where the lock is operated by means of a key, electronic opener, or the entry of a combination into an integral combination lock~~.		
Committee Reason: Exception 1 was approved to allow for businesses to secure the front door after operating hours. Any needed employee modifications will be done on a case by case basis. The modification clarifies the original intent of this exception. Exception 2 was approved to coordinate with the 2010 ADA, ISPSC and IBC for allowanced for swimming pool barrier. The intent is to balance accessibility and safety for children. The modification to change the reference from SPSC to 'administrative authority' was to have a more generic reference that was consistent with the A117.1 scope references and in case someone had not adopted the ISPSC. The 2nd modification to remove the end of Exp. 2 was to remove redundant language		
PUBLIC COMMENT- FIRST DRAFT: Proponent: Dan Buuck, NAHB		
Desired Action: Affirmative with comment		
Modification:		
Reason: Further work is necessary to ensure that this language does not conflict with the Latch Release section in the International Swimming Pool and Spa Code.		
Committee decision: AS/AM/D	***Committee Vote at Meeting:***	***Committee Vote on Ballot:***
REPORT OF HEARING – FIRST DRAFT		
Modification (if any):		
Committee Reason:		
PUBLIC COMMENT- SECOND DRAFT: Proponent:		
Desired Action:		
Modification:		
Reason:		
Committee decision: AS/AM/D	***Committee Vote at Meeting:***	***Committee Vote on Ballot:***
FINAL ACTION: Modification (if any):		
Committee Reason:		

04-12 – 2021
404.2.8

Proponent: Kimberly Paarlberg, International Code Council

Revise as follows:

SECTION 404
DOORS, DOORWAYS AND GATES

404.2.8 Door and gate opening force. Fire doors and doors or gates required to be equipped with panic hardware, break away features or other factors requiring higher opening force for safety reasons shall have the minimum opening force allowable in scoping provisions adopted by the appropriate administrative authority. For other doors or gates, the force for pushing or pulling open doors or
gates shall be as follows:

1. Interior hinged door: 5.0 pounds (22.2 N) maximum.
2. Interior Sliding or folding door: ~~5.0 pounds (22.2 N) maximum~~ the door shall require not more than a 30-pound (133 N) force to be set in motion and shall move to a full open position when subjected to not more than a 15-pound (67 N) force.

Exception: The force required to retract latch bolts or disengage other devices that hold the door or gate in a closed position shall not apply to panic hardware, delayed egress devices or fire-rated hardware.

REASON: This proposal addresses two issues – if the force on sliding and folding doors applies to exterior doors, and the force needed on sliding and folding interior doors. The current text could be read to apply to exterior and interior sliding or folding doors for opening force. Historically, the standard does not have a force for exterior doors due exterior forces such as wind or differences in pressure due to weather changes. A sliding or folding door that is moving on a track cannot meet the same force requirements as a swinging door. The proposed text is consistent with IBC Section 1010.1.3.

Committee Action: Disapproval 23-1-1
REPORT OF HEARING:
Modification (if any):

Committee Reason: More data is needed on the operating forces of sliding and folding doors from the industry before adding these forces to the standard. There needs to be clarification on what types of doors this is intended to address (e.g. closet doors or glass sliding doors). The force may be excessive for some door types. The committee agreed that Item 2 is intended for interior doors.

Report for 0*4-12– 2021*		
Committee decision: D	***Committee Vote at Meeting: 23-1-1***	***Committee Vote on Ballot:38-2-1***
REPORT OF HEARING: Modification (if any):		
Committee Reason: More data is needed on the operating forces of sliding and folding doors from the industry before adding these forces to the standard. There needs to be clarification on what types of doors this is intended to address (e.g. closet doors or glass sliding doors). The force may be excessive for some door types. The committee agreed that Item 2 is intended for interior doors.		
PUBLIC COMMENT- FIRST DRAFT: *Proponent:* **Matt Lescher representing NATO**		
Desired Action: Affirmative with comment		
Modification:		
Reason: The idea is solid for consistency with Chapter 10 of IBC but seems that it should be applied to fire doors and not interior sliding or folding doors.		
Proponent: **Kim Paarlberg representing ICC**		
Desired Action: Negative with comment		
Modification: **404.2.8 Door and gate opening force.** Fire doors and doors or gates required to be equipped with panic hardware, break away features or other factors requiring higher opening force for safety reasons shall have the minimum opening force allowable in scoping provisions adopted by the appropriate administrative authority. For other doors or gates, the force for pushing or pulling open doors or gates shall be as follows: 1. Interior hinged door: 5.0 pounds (22.2 N) maximum. 2. Interior Sliding or folding door: 5.0 pounds (22.2 N) maximum		
Reason: The committee agreed that Item 2 was for only interior doors.		
Committee decision: AS/AM/D	***Committee Vote at Meeting:***	***Committee Vote on Ballot:***
REPORT OF HEARING – FIRST DRAFT		
Modification (if any):		
Committee Reason:		
PUBLIC COMMENT- SECOND DRAFT: Proponent:		
Desired Action:		
Modification:		
Reason:		
Committee decision: AS/AM/D	***Committee Vote at Meeting:***	***Committee Vote on Ballot:***
FINAL ACTION: Modification (if any):		
Committee Reason:		

04-13 – 2021
404.2.9

Proponent: Michael Tierney, representing Builders Hardware Manufacturers Association

Revise as follows:

SECTION 404
DOORS, DOORWAYS AND GATES

404.2.9 Swinging door and gate surface. Door and gate surfaces on the push side and within 10 inches (255 mm) of the floor, measured vertically, shall be smooth ~~surfaces on the push side extending~~ and extend the ~~full~~ width of the surface ~~of the door or gate~~. Door and gate hardware, ~~or any other obstruction~~ obstructions or ~~protrusion~~ protrusions shall not be mounted in nor extend into the area within 10 inches (255 mm) of the floor without being protected by a smooth surface. Parts creating horizontal or vertical joints in such surfaces shall be within 1/16 inch (1.6 mm) of the same plane as the other. Cavities created by added ~~kick~~ protection plates shall be capped.

Exceptions:

1. Sliding doors shall not be required to comply with this section.
2. Tempered glass doors without stiles and having a bottom rail or ~~shoe~~ fitting with the top ~~leading~~ edge tapered at no less than 60 degrees from the horizontal shall not be required to comply with the 10-inch (255 mm) bottom rail height requirement.
3. Doors and gates that do not extend to within 10 inches (255 mm) of the floor shall not be required to comply with this section.
4. The installation of ~~kick~~ protection plates on existing doors and gates, without a smooth surface within 10 inches (255 mm) of the floor, shall be permitted. The ~~kick~~ protection plates shall extend to 10 inches (255 mm) above the floor, measured vertically, and no more than 1 inch (25 mm) from the sides and bottom of the door. Cavities created by such ~~kickplates~~ protection plates shall be capped.

REASON: The change is proposed to clarify the current language to reduce questions and confusion about products that meet the intent of the Section.

Committee Action: 29-0-4 Approved as modified
REPORT OF HEARING:
Modification (if any): Motion to amend: passed 27-0-3

Further modify:

404.2.9 Swinging door and gate surface. Door and gate surfaces on the push side and within 10 inches (255 mm) of the floor, measured vertically, shall be smooth and extend the width ~~of the surface~~ of the door or gate. Door and gate hardware, obstructions or protrusions shall not be mounted in nor extend into the area within 10 inches (255 mm) of the floor without being

protected by a smooth surface. Parts creating horizontal or vertical joints in such surfaces shall be within 1/16 inch (1.6 mm) of the same plane as the other. Cavities created by added protection plates shall be capped.

Exceptions:

1. Sliding doors shall not be required to comply with this section.
2. Tempered glass doors without stiles and having a bottom rail or fitting with the top edge tapered at no less than 60 degrees from the horizontal shall not be required to comply with the 10-inch (255 mm) bottom rail height requirement.
3. Doors and gates that do not extend to within 10 inches (255 mm) of the floor shall not be required to comply with this section.
4. The installation of protection plates on existing doors and gates~~,~~ without a smooth surface within 10 inches (255 mm) of the floor~~,~~ shall be permitted. The protection plates shall extend to 10 inches (255 mm) above the floor, measured vertically, and no more than 1 inch (25 mm) from the sides and bottom of the door. Cavities created by such protection plates shall be capped.

Committee Reason: The modification in the first sentence and Exception 4 is editorial for proper grammar and sentence structure. The proposal is a clarification of the requirements for bottom plates on doors.

404.2.9-TIERNEY.doc

Report for 0*4-13– 2021*		
Committee decision: AM	***Committee Vote at Meeting: 29-0-4***	***Committee Vote on Ballot: 40-0-1***
REPORT OF HEARING: Modification (if any): **Further modify:** **404.2.9 Swinging door and gate surface**. Door and gate surfaces on the push side and within 10 inches (255 mm) of the floor, measured vertically, shall be smooth and extend the width ~~of the surface~~ of the door or gate. Door and gate hardware, obstructions or protrusions shall not be mounted in nor extend into the area within 10 inches (255 mm) of the floor without being protected by a smooth surface. Parts creating horizontal or vertical joints in such surfaces shall be within 1/16 inch (1.6 mm) of the same plane as the other. Cavities created by added protection plates shall be capped. **Exceptions:** 1. Sliding doors shall not be required to comply with this section. 2. Tempered glass doors without stiles and having a bottom rail or fitting with the top edge tapered at no less than 60 degrees from the horizontal shall not be required to comply with the 10-inch (255 mm) bottom rail height requirement. 3. Doors and gates that do not extend to within 10 inches (255 mm) of the floor shall not be required to comply with this section. 4. The installation of protection plates on existing doors and gates~~,~~ without a smooth surface within 10 inches (255 mm) of the floor~~,~~ shall be permitted. The protection plates shall extend to 10 inches (255 mm) above the floor, measured vertically, and no more than 1 inch (25 mm) from the sides and bottom of the door. Cavities created by such protection plates shall be capped.		
Committee Reason: The modification in the first sentence and Exception 4 is editorial for proper grammar and sentence structure. The proposal is a clarification of the requirements for bottom plates on doors.		
PUBLIC COMMENT- FIRST DRAFT: Proponent:		
Desired Action:		
Modification:		
Reason:		
Committee decision: AS/AM/D	***Committee Vote at Meeting:***	***Committee Vote on Ballot:***
REPORT OF HEARING – FIRST DRAFT		
Modification (if any):		
Committee Reason:		
PUBLIC COMMENT- SECOND DRAFT: Proponent:		
Desired Action:		
Modification:		
Reason:		
Committee decision: AS/AM/D	***Committee Vote at Meeting:***	***Committee Vote on Ballot:***
FINAL ACTION: Modification (if any):		
Committee Reason:		

04-14 – 2021
404.2.10.1(New)

Proponent: Sharon Toji, Access Communications

Revise as follows:

SECTION 404
DOORS, DOORWAYS AND GATES

404.2.10 Vision lites. doors, gates and sidelites adjacent to doors or gates containing one or more glazing panels that permit viewing through the panels shall have the bottom of at least one panel on either the door, gate or an adjacent sidelite 43 inches (1090 mm) maximum above the floor.

Exception: Vision lites with the lowest part more than 66 inches (1675 mm) above the floor shall not be required to comply with this section.

404.2.10.1 Vision Lite Depth and Width. Sidelites located alongside the latch side of doors opening off corridors shall have a depth from the adjacent wall or door surface of 3 inches (76 mm) or less and shall have a width of 18 inches (457 mm) minimum.

REASON: Sidelites are becoming very common and they are often very deep and narrow. When doors that need tactile sign identification have sidelites, the sign must be installed on the sidelite but if the sidelite is very deep and especially if it is narrow, persons who need to get their eyes within two or three inches of the sign cannot do that. A tactile sign that is more than a few inches from the door it identifies or within a 5 or 6 inch deep sidelite will probably not be located by someone who is functionally blind. Although it is sometimes possible for the sign company to design and make a bar to install in front of the sidelite that reaches across to accommodate the room designator sign, a better solution is for the architect to design wider and more shallow sidelites since they may have to double as walls for sign installation when they are immediately alongside the door, without adequate space between the door frame and the sidelite to install the tactile designation sign.

Committee Action: Disapproval 26-0-1
REPORT OF HEARING:
Modification (if any):

Committee Reason: This is an issue for signage, not an issue for the size of a side lite. This could be addressed with education on the signage viewing locations, better lighting on the signs, options for placement (especially in corridors with doors in recesses). This could be something for the Communication task group to consider.

404.2.10.1-TOJI.doc

Report for 0*4-14– 2021*		
Committee decision: D	***Committee Vote at Meeting: 26-0-1***	***Committee Vote on Ballot: 40-0-1***
REPORT OF HEARING: Modification (if any):		
Committee Reason: This is an issue for signage, not an issue for the size of a side lite. This could be addressed with education on the signage viewing locations, better lighting on the signs, options for placement (especially in corridors with doors in recesses). This could be something for the Communication task group to consider.		
PUBLIC COMMENT- FIRST DRAFT: Proponent:		
Desired Action:		
Modification:		
Reason:		
Committee decision: AS/AM/D	***Committee Vote at Meeting:***	***Committee Vote on Ballot:***
REPORT OF HEARING – FIRST DRAFT		
Modification (if any):		
Committee Reason:		
PUBLIC COMMENT- SECOND DRAFT: Proponent:		
Desired Action:		
Modification:		
Reason:		
Committee decision: AS/AM/D	***Committee Vote at Meeting:***	***Committee Vote on Ballot:***
FINAL ACTION: Modification (if any):		
Committee Reason:		

04-15 – 2021
404.3.8(New)

Proponent: Joseph R. Hetzel, P.E., Joseph R Hetzel Consulting LLC, representing American Association of Automatic Door Manufacturers (AAADM)

Revise as follows:

SECTION 404
DOORS, DOORWAYS AND GATES

404.3 Automatic and power-assisted doors and gates. …

404.3.8 Automatic door and gate-opening force. The force required for pushing or pulling open power-assisted doors shall comply with ANSI/BHMA A156.19.

REASON: Automatic doors are regulated by ANSI/BHMA standards that dictate maximum allowable forces for manually pushing or pulling open doors when in a power-assist mode, thus language is needed in the A117.1 standard to clarify the origin of these provisions. Where the scoping provisions adopted by authorities having jurisdiction allow for or require an automatic door to be installed, the applicable ANSI/BHMA standard referenced in the International Building Code should apply.

Committee Action: As Modified 13-7-3
REPORT OF HEARING:
Modification (if any): Motion to add "swinging" passed 25-1-0

Further revise as follows:
404.3.8 Automatic door ~~and gate~~ opening force. The force required for pushing or pulling open power-assisted swinging doors shall comply with ANSI/BHMA A156.19.

Staff note: Editorially added reference to Section 106.2.7 for ANSI/BHMA A156.19

Committee Reason: The modification add 'swinging' was to clarify that this is how power-assisted doors operate. The title was modified editorially to match the proposed code text. While the BMHA standard is referenced in Section 404.3, the new section was added so that it was clear what forces would be required on power-assisted swinging doors of opening the door. This is different from the 5 lbs. force in the A117.1.
Since this is a section on doors and gates, there was concern about this only applying to doors. There are questions about the application of the existing Section 404.3.8, *Door and gate hardware*; and how that would be applied since this proposal does not delete that section.

404.2.8 #1-HETZEL.doc

Report for *04-15– 2021*		
Committee decision: AM	***Committee Vote at Meeting: 13-7-3***	***Committee Vote on Ballot:39-1-1***
REPORT OF HEARING: Modification (if any): **Further revise as follows:** **404.3.8 Automatic door ~~and gate~~ opening force.** The force required for pushing or pulling open power-assisted swinging doors shall comply with ANSI/BHMA A156.19 listed in Section 106.2.6.		
Committee Reason: The modification add 'swinging' was to clarify that this is how power-assisted doors operate. The title was modified editorially to match the proposed code text. While the BMHA standard is referenced in Section 404.3, the new section was added so that it was clear what forces would be required on power-assisted swinging doors of opening the door. This is different from the 5 lbs. force in the A117.1. Since this is a section on doors and gates, there was concern about this only applying to doors. There are questions about the application of the existing Section 404.3.8, *Door and gate hardware*; and how that would be applied since this proposal does not delete that section.		
PUBLIC COMMENT- FIRST DRAFT: *Proponent:* **Kim Paarlberg representing ICC**		
Desired Action: Negative with comment		
Modification:		
Reason: The title of this new section is misleading. It should be "Power-assisted door opening force". This section does not include criteria for fully automatic or low-energy automatic doors. Also, "and gates" should be added in the text for consistency throughout this section. The proposed modification is also unnecessary since 404.3 already states that power-assist doors shall comply with BHMA A156.19 and the proposed modification has no overriding effect on this general reference.		
Committee decision: AS/AM/D	***Committee Vote at Meeting:***	***Committee Vote on Ballot:***
REPORT OF HEARING – FIRST DRAFT		
Modification (if any):		
Committee Reason:		
PUBLIC COMMENT- SECOND DRAFT: Proponent:		
Desired Action:		
Modification:		
Reason:		
Committee decision: AS/AM/D	***Committee Vote at Meeting:***	***Committee Vote on Ballot:***
FINAL ACTION: Modification (if any):		
Committee Reason:		

04-16– 2021
404.3.8(New)

Proponent: Joseph R. Hetzel, P.E., Joseph R Hetzel Consulting LLC, representing American Association of Automatic Door Manufacturers (AAADM)

Revise as follows:

SECTION 404
DOORS, DOORWAYS AND GATES

404.3 Automatic and power-assisted doors and gates. …

404.3.8 Automatic door and gate-opening force in manual operation. The force required for pushing or pulling open full power automatic doors under manual operation shall comply with ANSI/BHMA A156.10. The force required for pushing or pulling low-energy automatic operated doors under manual operation shall comply with ANSI/BHMA A156.19.

REASON: Automatic doors are regulated by ANSI/BHMA standards that dictate maximum allowable forces for pushing or pulling open full power and low-energy automatic doors when in a manual mode, thus language is needed in the A117.1 standard to clarify the origin of these provisions. Where the scoping provisions adopted by authorities having jurisdiction allow for or require an automatic door to be installed, the applicable ANSI/BHMA standard referenced in the International Building Code should apply.

Committee Action: Disapproval 20-5-1
REPORT OF HEARING:
Modification (if any):

Committee Reason: The BMHA standards are already addressed in Section 404.3. This section deals with doors and gates, but the text only covers doors. There was a question about when a power door be pushed?
There are questions about the application of the existing Section 404.3.8, Door and gate hardware; and how that would be applied since this proposal does not delete that section.

404.2.8 HETZEL#2.doc

Report for 0*4-16– 2021*		
Committee decision: D	***Committee Vote at Meeting: 20-5-1***	***Committee Vote on Ballot:39-1-1***
REPORT OF HEARING: Modification (if any):		
Committee Reason: The BMHA standards are already addressed in Section 404.3. This section deals with doors and gates, but the text only covers doors. There was a question about when a power door be pushed? There are questions about the application of the existing Section 404.3.8, Door and gate hardware; and how that would be applied since this proposal does not delete that section.		
PUBLIC COMMENT- FIRST DRAFT: *Proponent:* **Dan Buuck representing NAHB**		
Desired Action: Affirmative with Comment		

Report for 0*4-16– 2021*		
Modification:		
Reason: If compliance with the BHMA standard is part of the listing for automatic doors, this requirement is unnecessary. Requiring such doors to be listed to the BHMA standard would greatly simplify compliance and enforcement. It is unclear how to enforce compliance as accepted by the committee.		
Committee decision: AS/AM/D	***Committee Vote at Meeting:***	***Committee Vote on Ballot:***
REPORT OF HEARING – FIRST DRAFT		
Modification (if any):		
Committee Reason:		
PUBLIC COMMENT- SECOND DRAFT: Proponent:		
Desired Action:		
Modification:		
Reason:		
Committee decision: AS/AM/D	***Committee Vote at Meeting:***	***Committee Vote on Ballot:***
FINAL ACTION: Modification (if any):		
Committee Reason:		

04-17 – 2021
404.3.4

Proponent: Kimberly Paarlberg, International Code Council

Revise as follows:

SECTION 404
DOORS, DOORWAYS AND GATES

404.3 Automatic and power-assisted doors and gates. …

404.3.4 Maneuvering clearances. Maneuvering clearances at power-assisted doors and gates shall comply with Section 404.2.3. Maneuvering clearances complying with Section 404.2.3 shall be provided on the egress side of low-energy automatic and full power automatic doors and gates that serve as part of an accessible means of egress.

1. Low-energy automatic and full power automatic doors and gates that have standby power or battery back-up that will unlock and unlatch the door to allow free egress shall not be required to comply with this section.
2. Low-energy automatic and full power automatic doors and gates that remain open in the power-off condition shall not be required to comply with this section.
3. Full power automatic sliding doors and gates that include a break-away feature shall not be required to comply with this section.

REASON: The purpose for this proposal is to clarify 'standby power' requirements. This requirement came from the 2010 ADA, but that document does not clarify this either.

2010 ADA

404.3.2 Maneuvering Clearance. Clearances at power-assisted doors and gates shall comply with 404.2.4. Clearances at automatic doors and gates without standby power and serving an *accessible means of egress* shall comply with 404.2.4.

EXCEPTION: Where automatic doors and gates remain open in the power-off condition, compliance with 404.2.4 shall not be required.

The intent of this proposal is to clarify requirements for back up power at automatic doors.

2021 IBC includes a requirement for automatic doors (IBC 1106), so this will be at required as well as voluntary installations. If an automatic door (assume motion sensor) is in a large facility, how would you know how many times this would need to cycle? People are all over the building, and persons with mobility impairment might be moving slower, so how would you know the automatic door would be available? If this is an exterior door, you would not want to door to open and stand open if the building lost power during a storm, or a thief just cut power to the building!?! Many stores need to have security monitoring equipment immediately inside the door – and those typically match door widths – not door maneuvering

widths. The real purpose of means of egress is free access to leave the building – so maybe just that the door is no longer locked from the inside, so you can just do a front approach with no closer or latch? Additional information from door manufactures would be appreciated.

Committee Action: As Submitted 17-5-2
REPORT OF HEARING:
Modification (if any):

Committee Reason: These added words would indicate the purpose of the stand-by power requirements for the automatic doors.

404.3.1-PAARLBERG.doc

Report for 0*4-17– 2021*		
Committee decision: AS	***Committee Vote at Meeting: 17-5-2***	***Committee Vote on Ballot: 40-0-1***
REPORT OF HEARING: Modification (if any):		
Committee Reason: These added words would indicate the purpose of the stand-by power requirements for the automatic doors.		
PUBLIC COMMENT- FIRST DRAFT: Proponent:		
Desired Action:		
Modification:		
Reason:		
Committee decision: AS/AM/D	***Committee Vote at Meeting:***	***Committee Vote on Ballot:***
REPORT OF HEARING – FIRST DRAFT		
Modification (if any):		
Committee Reason:		
PUBLIC COMMENT- SECOND DRAFT: Proponent:		
Desired Action:		
Modification:		
Reason:		
Committee decision: AS/AM/D	***Committee Vote at Meeting:***	***Committee Vote on Ballot:***
FINAL ACTION: Modification (if any):		
Committee Reason:		

04-18 – 2021
404.3.10(New)

Proponent: Kimberly Paarlberg, International Code Council

Add new text as follows:

SECTION 404
DOORS, DOORWAYS AND GATES

404.3 Automatic and power-assisted doors and gates. …

404.3.10 Door and gate surfaces. On power-assisted swinging doors and gates, surfaces within 10 inches (255 mm) of the finish floor or ground, measured vertically, shall comply with Section 404.2.9.

(Note: No changes to Section 404.2.9. Shown only for reference.)

404.2.9 Door and gate surface. Door and gate surfaces within 10 inches (255 mm) of the floor, measured vertically, shall be smooth surfaces on the push side extending the full width of the door or gate. Door and gate hardware or any other obstruction or protrusion shall not be mounted in nor extend into the area within 10 inches (255 mm) of the floor. Parts creating horizontal or vertical joints in such surfaces shall be within $^{1}/_{16}$ inch (1.6 mm) of the same plane as the other. Cavities created by added kick plates shall be capped.

Exceptions:

1. Sliding doors shall not be required to comply with this section.
2. Tempered glass doors without stiles and having a bottom rail or shoe with the top leading edge tapered at no less than 60 degrees from the horizontal shall not be required to comply with the 10-inch (255 mm) bottom rail height requirement.
3. Doors and gates that do not extend to within 10 inches (255 mm) of the floor shall not be required to comply with this section.
4. The installation of kick plates on existing doors and gates without a smooth surface within 10 inches (255 mm) of the floor shall be permitted. The kick plates shall extend to 10 inches (255 mm) above the floor and no more than 1 inch (25 mm) from the sides and bottom of the door. Cavities created by such kickplates shall be capped.

REASON: As currently written – due to Section 404.2 scoping – Section 404.2.9 and the smooth door surface requirements are only applicable to "manual doors and gates." This exclusion of automatic and power-assisted doors is not coordinated with ADA Section 404.2.10 which would apply similar requirements to any door, manual, automatic or power-assisted.

At a minimum, Section 404.3 needs to be modified so that power-assisted doors must meet this requirement. Unlike an automatic door, a power-assisted door does require the user to initiate a force on the door to begin its operation. Because of this need to push up against the door to start the door opening motion, a smooth solid surface is needed.

I have included two options. The first to address only the power-assisted doors since that is the most critical need, and the second to address both automatic (full power or low-energy) and power-assisted doors. The second option would coordinate with the ADA while the first option is only a partial step towards coordination but a definite improvement in access for the A117.1.

Another issue which is not addressed by this proposal but would be something for the committee to consider is how to handle automatic doors when the power goes out. This would be important for both swinging and sliding doors since they would rely on the break-away feature and become a swinging door. Since the committee did require maneuvering clearances (Exception 1 in 404.3.4) if standby or back-up power is not required, then it may also be reasonable to consider the door surface requirements if such power is not provided and the doors must then be used manually.

Committee Action: As Submitted 23-0-0
REPORT OF HEARING:
Modification (if any):

Committee Reason: A user may need to push on the face of a door with power-assist operation to move through the door, therefore, a bottom plate on the push side is an appropriate requirement.

404.3-PAARLBERG.doc

Report for 0*4-18– 2021*		
Committee decision: AS	***Committee Vote at Meeting: 23-0-0***	***Committee Vote on Ballot:39-1-1***
REPORT OF HEARING: Modification (if any): Committee Reason: A user may need to push on the face of a door with power-assist operation to move through the door, therefore, a bottom plate on the push side is an appropriate requirement.		
PUBLIC COMMENT- FIRST DRAFT: *Proponent:* **Kim Paarlberg representing ICC**		
Desired Action: Affirmative with comment		
Modification: **404.3.10 <u>Power-assist</u> Door and gate surfaces.** On power-assisted swinging doors and gates, surfaces within 10 inches (255 mm) of the finish floor or ground, measured vertically, shall comply with Section 404.2.9.		
Reason: The title of this new section is misleading. It should be “Power-assisted door and gate surfaces”. This section does not include criteria for fully automatic or low-energy automatic doors.		
Committee decision: AS/AM/D	***Committee Vote at Meeting:***	***Committee Vote on Ballot:***
REPORT OF HEARING – FIRST DRAFT		
Modification (if any):		
Committee Reason:		
PUBLIC COMMENT- SECOND DRAFT: Proponent:		
Desired Action:		
Modification:		
Reason:		
Committee decision: AS/AM/D	***Committee Vote at Meeting:***	***Committee Vote on Ballot:***
FINAL ACTION: Modification (if any):		
Committee Reason:		

04-19 – 2021
404.5.1

Proponent: Kimberly Paarlberg, International Code Council

Revise text as follows:

SECTION 405
RAMPS

405.1 General. Ramps along accessible routes shall comply with Section 405.

EXCEPTIONS:

1. In assembly areas, aisle ramps adjacent to seating and not serving elements required to be on an accessible route shall not be required to comply with Section 405.
2. Exterior sidewalks that connect elements on a site and that are a minimum of 48 inches wide and slope with grade are not required to comply with Section 405.

REASON: In hilly sites, sidewalks that move up with the grade may be sloped enough to be considered a ramp. However, to put curb protection and handrails on these sidewalks will block access to street parking and adjacent building entrances. This exception is consistent with Public Right-of-way where dealing with sloped streets.

Committee Action: Disapproval 23-1-0
REPORT OF HEARING:
Modification (if any):

Committee Reason: This allowance is too broad. While it is permitted in PROWAG, an open site should be able to design for the standard accessible route without this exception for slope of grade.

404.3-PAARLBERG.doc

Report for 0*4-19– 2021*		
Committee decision: D	***Committee Vote at Meeting: 23-1-0***	***Committee Vote on Ballot:39-1-1***
REPORT OF HEARING: Modification (if any):		
Committee Reason: This allowance is too broad. While it is permitted in PROWAG, an open site should be able to design for the standard accessible route without this exception for slope of grade.		
PUBLIC COMMENT- FIRST DRAFT: *Proponent:* **Matt Lescher representing NATO**		
Desired Action: Negative with comment		
Modification:		
Reason: This code change is needed for large office campuses, college campuses, and residential developments which have streets but are not located in the PROW. The grade should be tied to the grade of the street.		
Committee decision: AS/AM/D	***Committee Vote at Meeting:***	***Committee Vote on Ballot:***
REPORT OF HEARING – FIRST DRAFT		
Modification (if any):		
Committee Reason:		
PUBLIC COMMENT- SECOND DRAFT: Proponent:		
Desired Action:		

Report for 0*4-19– 2021*		
Modification:		
Reason:		
Committee decision: AS/AM/D	***Committee Vote at Meeting:***	***Committee Vote on Ballot:***
FINAL ACTION: Modification (if any):		
Committee Reason:		

04-20 – 2021
Table 405.2

Proponent: Edward Steinfeld, IDEA Center, University at Buffalo, representing RESNA

Revise as follows:

SECTION 405
RAMPS

405.2 Slope. Ramp runs shall have a running slope greater than 1:20 and not steeper than 1:12.

Exception: In existing buildings or facilities, ramps shall be permitted to have slopes steeper than 1:12 complying with Table 405.2 where such slopes are necessary due to space limitations.

TABLE 405.2
ALLOWABLE RAMP DIMENSIONS FOR CONSTRUCTION IN EXISTING SITES, BUILDINGS AND FACILITIES

Maximum Slope of Ramp[1]	Maximum Rise
1:8	3 inches (75 mm)
~~Steeper than~~ 1:10 ~~but not steeper than 1:8~~	6 inches (150 mm)~~3 inches (75 mm)~~
~~Steeper than~~ 1:12 b~~ut not steeper than 1:10~~	~~6 inches (150 mm)~~ 30 in. (760 mm)

~~1. A slope steeper than 1:8 shall not be permitted.~~

REASON: The existing table implies that ramps lower in rise must have steeper slopes and does not include the rise allowed for 1:12 ramps which implies that they are not allowed. In fact, a lower slope is desirable in all cases. The revisions clarify the intent. Note also the footnote number can be deleted if these changes are made.

Committee Action: 22-2-2 Disapproved

Committee Reason: The current table is an exception, not a requirement for ramp slope - a designer can always choose to use a lower slope. The current table is only applicable as an exception in existing buildings and in minimum situations, so the steeper slope should remain as a viable option in these cases. The proposed text removes the range. A range is desirable to builders who have to construct the ramps. The Table is does not include an exception for ramps rises greater than 6 inches, so a ramp with a rise of 30 inches is already addressed and should not be added into the table. While a ramp run is limited to 30 inches of rise in Section 405.6, putting that limit here would be confusing for some users.

Table 405.2 STEINFELD.doc

Report for 0*4-20– 2021*		
Committee decision: D	***Committee Vote at Meeting: 22-2-2***	***Committee Vote on Ballot: 40-0-1***
REPORT OF HEARING: Modification (if any):		
Committee Reason The current table is an exception, not a requirement for ramp slope - a designer can always choose to use a lower slope. The current table is only applicable as an exception in existing buildings and in minimum situations, so the steeper slope should remain as a viable option in these cases. The proposed text removes the range. A range is desirable to builders who have to construct the ramps. The Table is does not include an exception for ramps rises greater than 6 inches, so a ramp with a rise of 30 inches is already addressed and should not be added into the table. While a ramp run is limited to 30 inches of rise in Section 405.6, putting that limit here would be confusing for some users.		
PUBLIC COMMENT- FIRST DRAFT: Proponent:		
Desired Action:		
Modification:		
Reason:		
Committee decision: AS/AM/D	***Committee Vote at Meeting:***	***Committee Vote on Ballot:***
REPORT OF HEARING – FIRST DRAFT		
Modification (if any):		
Committee Reason:		
PUBLIC COMMENT- SECOND DRAFT: Proponent:		
Desired Action:		
Modification:		
Reason:		
Committee decision: AS/AM/D	***Committee Vote at Meeting:***	***Committee Vote on Ballot:***
FINAL ACTION: Modification (if any):		
Committee Reason:		

04-21 – 2021
405.7.5

Proponent: Ashley Pitts, Jensen Hughes, Inc.

Revise as follows:

SECTION 405
RAMPS

405.7.5 Doorways. Where a door or gate is adjacent to a ramp landing, maneuvering clearances required by Sections 404.2.3 and 404.3.4 shall be permitted to overlap the landing area. Doors, gates, and the swing of the door or gate shall not overlap the required minimum area of the ramp landing. Where a door or gate that is subject to locking is located adjacent to a ramp landing, the landing shall be sized to provide a turning space complying with Section 304.3.

REASON: The commentary to this section states: "The maneuvering clearance can overlap the ramp landing, just not the door or the door swing." This intent is not apparent in the code language. If the intent is to prohibit a door swing from overlapping the minimum required ramp landing, then this should be stated in the code language.

Committee Action: Disapproval 16-5-1
REPORT OF HEARING:
Modification (if any):

Committee Reason: While this proposal is appropriate for minimum size ramps and landings, there were a couple of concerns raised that need additional clarification. The committee agrees with the figures in the A117.1 commentary for Section 405.7.5 that illustrated the concerns for persons moving up a ramp to a landing with a door. However, if a ramp is very large, such as in a sports stadium, the doors swinging over the required ramp landing would most likely not be a conflict. If a ramp is for means of egress only, the door could swing over a ramp landing in the direction of travel.

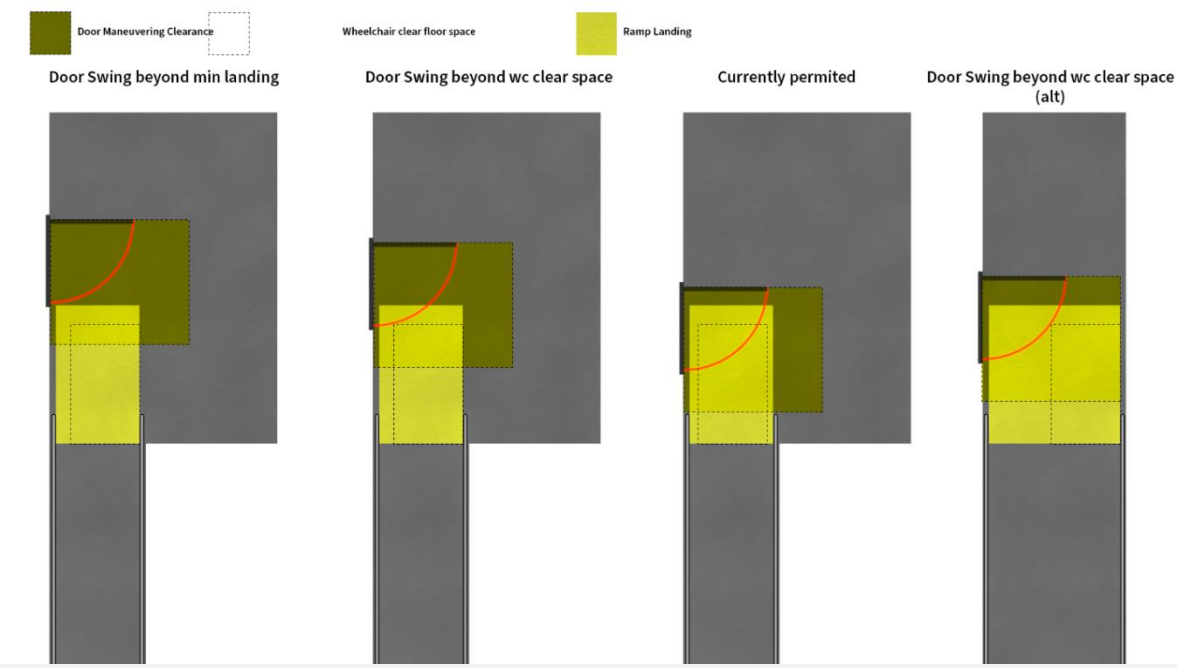
405.7.5-PITTS.doc

Report for 0*4-21– 2021*		
Committee decision: D	***Committee Vote at Meeting: 16-5-1***	***Committee Vote on Ballot:37-3-1***
REPORT OF HEARING: Modification (if any):		
Committee Reason: While this proposal is appropriate for minimum size ramps and landings, there were a couple of concerns raised that need additional clarification. The committee agrees with the figures in the A117.1 commentary for Section 405.7.5 that illustrated the concerns for persons moving up a ramp to a landing with a door. However, if a ramp is very large, such as in a sports stadium, the doors swinging over the required ramp landing would most likely not be a conflict. If a ramp is for means of egress only, the door could swing over a ramp landing in the direction of travel.		
PUBLIC COMMENT- FIRST DRAFT: Proponent: Scott Windley		
Desired Action: Negative with Comment		
Modification: Replace with the following: **405.7.5 Doorways.** Where a door or gate is adjacent to a ramp landing, maneuvering clearances required by Sections 404.2.3		

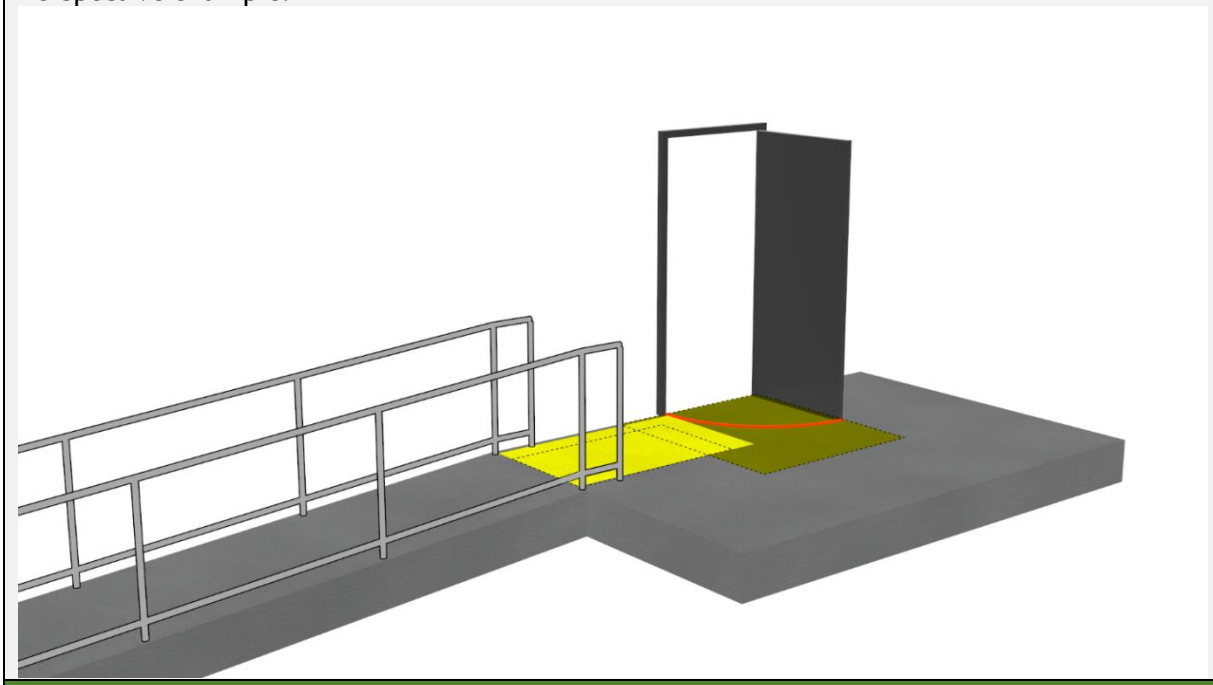
and 404.3.4 shall be permitted to overlap the landing area. Doors or gates shall not swing into the minimum landing width and depth required by sections 405.7.2 and 405.7.3. Where a door or gate that is subject to locking is located adjacent to a ramp landing, the landing shall be sized to provide a turning space complying with Section 304.3.

Exception: Doors or gates that provide only exit discharge shall be permitted to overlap the minimum landing width and depth required by sections 405.7.2 and 405.7.3.

Reason: Potential Solutions:



Perspective example:



Proponent: **Rex Pace representing HUD**

Desired Action: Negative with comment

Modification:

Report for 0*4-21– 2021*
Reason: The additional requirement would increase accessibility and the concerns raised were not compelling nor always clear. Based on recommendations and commentary from ICC and Accessible, believe it is in the best interest of people with disabilities to explicitly prohibit the door swinging into the area at the top or bottom of a ramp.
Proponent: **Kim Paarlberg representing ICC**
Desired Action: Negative with comment
Modification: **Further revise the proposal:** **405.7.5 Doorways.** Where a door or gate is adjacent to a ramp landing, maneuvering clearances required by Sections 404.2.3 and 404.3.4 shall be permitted to overlap the landing area. Doors, gates, and the swing of the door or gate shall not ~~overlap the required minimum area of~~ obstruct the accessible route onto the ramp landing. Where a door or gate that is subject to locking is located adjacent to a ramp landing, the landing shall be sized to provide a turning space complying with Section 304.3.
Reason: The doors opening and stopping a person using a wheelchair on a sloped portion of the ramp is a concern that needs to be addressed.

Committee decision: AS/AM/D	***Committee Vote at Meeting:***	***Committee Vote on Ballot:***
REPORT OF HEARING – FIRST DRAFT		
Modification (if any):		
Committee Reason:		
PUBLIC COMMENT- SECOND DRAFT:		
Proponent:		
Desired Action:		
Modification:		
Reason:		
Committee decision: AS/AM/D	***Committee Vote at Meeting:***	***Committee Vote on Ballot:***
FINAL ACTION:		
Modification (if any):		
Committee Reason:		

04-22 – 2021
Figures 406.2(A), 406.2(B), 406.3(A), 406.3(B), 406.4, 406.5.2, 406.5.5

Proponent: Billie Louise (Beezy) Bentzen, PhD., Accessible Design for the Blind, representing Association for the Education and Rehabilitation of the Blind and Visually Impaired (AER)

Revise as follows:

SECTION 406
CURB RAMPS AND BLENDED TRANSITIONS

Figures 406.2(A) through 406.5.5
Note: These figures should all show detectable warnings.

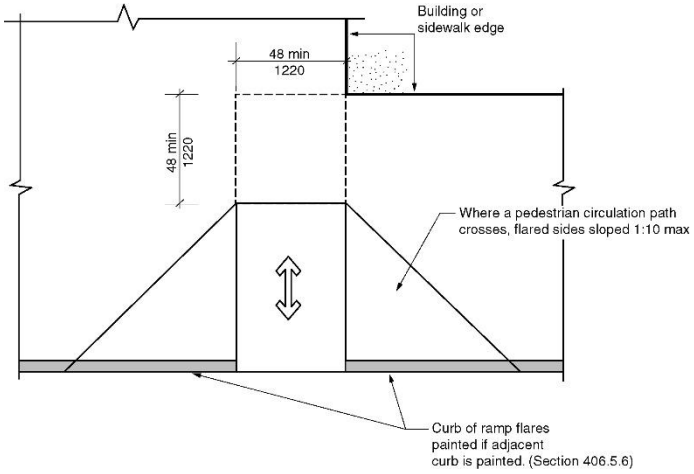


FIGURE 406.2(A)
PERPENDICULAR CURB RAMP

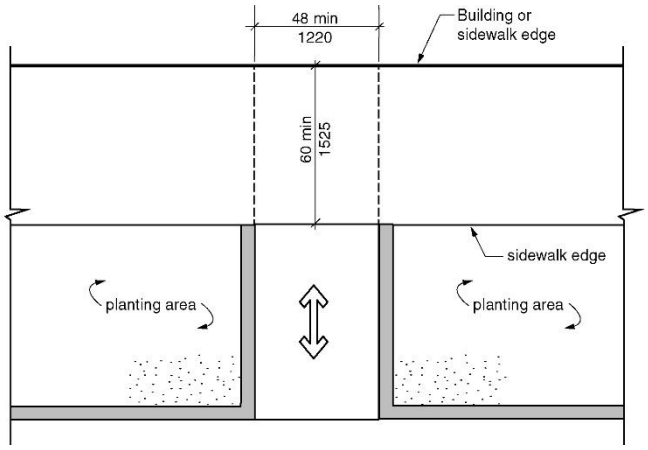


FIGURE 406.2(B)
PERPENDICULAR CURB RAMP

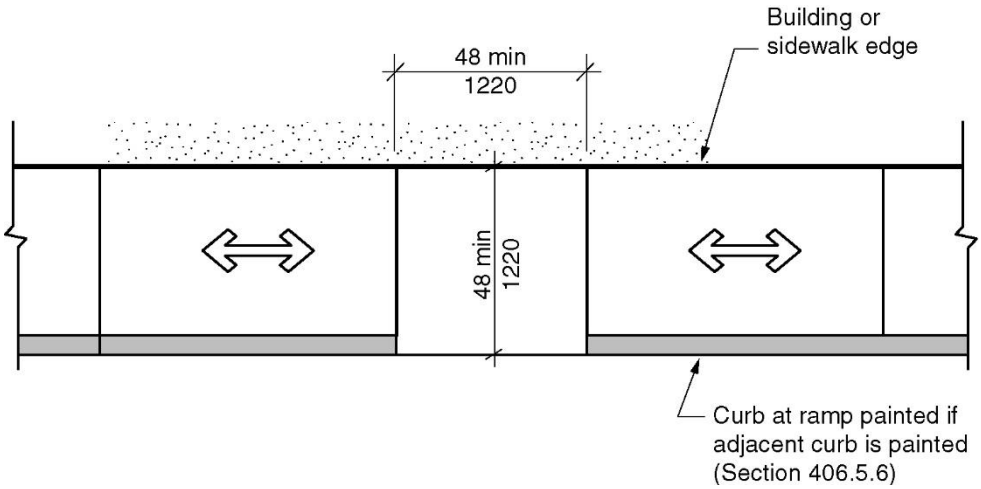


FIGURE 406.3(A)
PARALLEL CURB RAMP

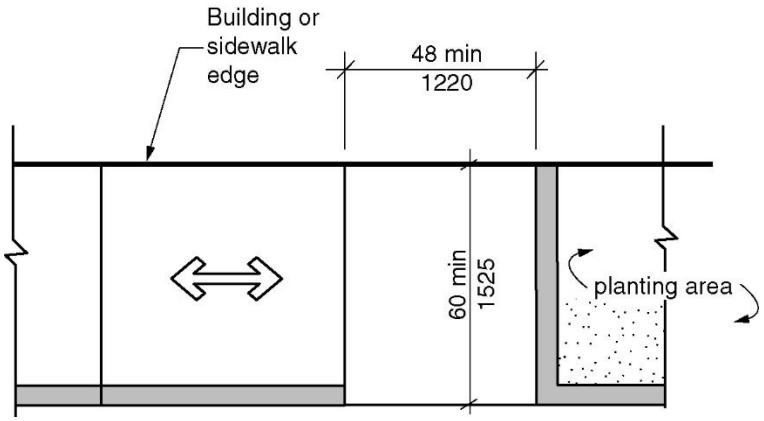


FIGURE 406.3(B)
PARALLEL CURB RAMP

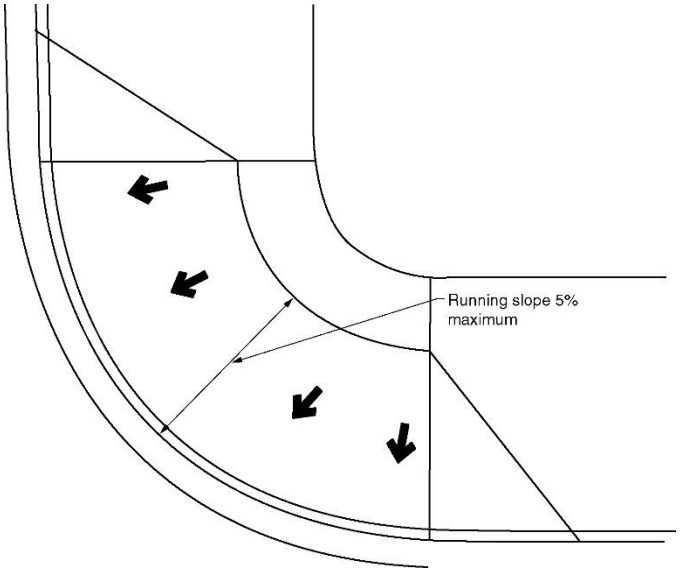


FIGURE 406.4
BLENDED TRANSITION

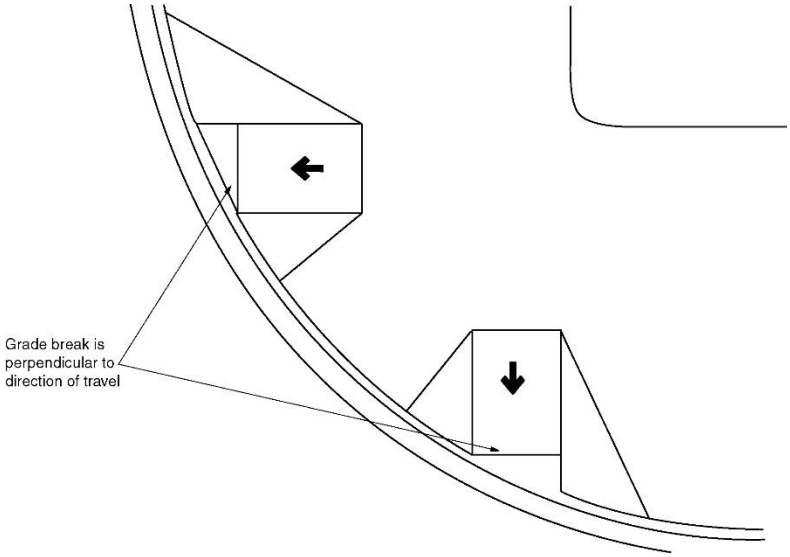


FIGURE 406.5.2
GRADE BREAK

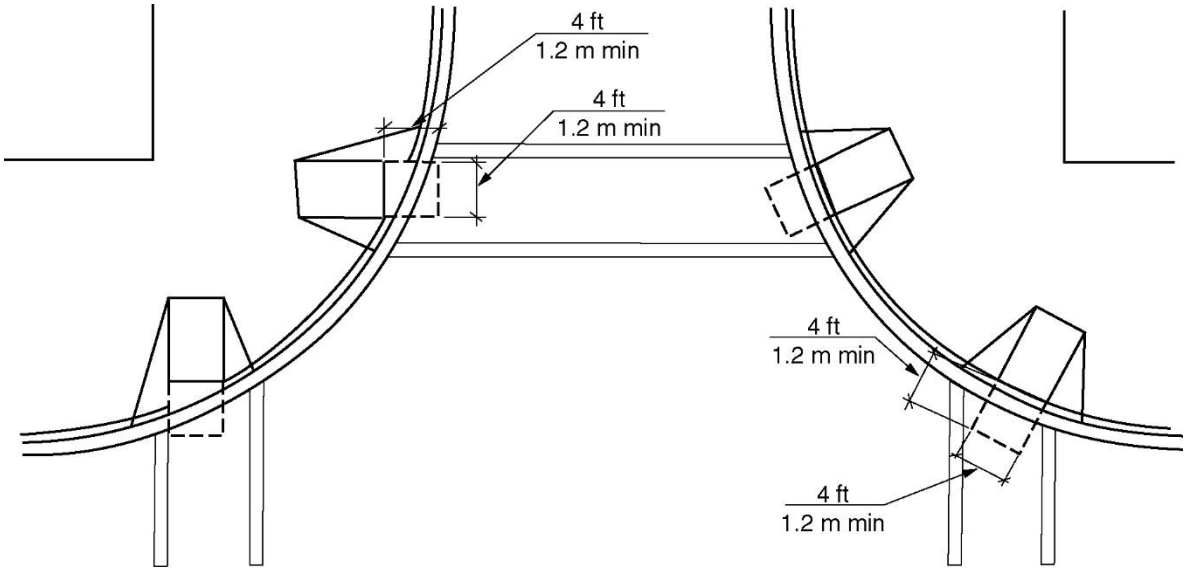


FIGURE 406.5.5
CLEAR SPACE AT BOTTOM OF CURB RAMPS AND BLENDED TRANSITIONS

REASON: Curb ramps are not complete without detectable warnings. While there is a section showing detectable warnings on curb ramps in some detail, they should not be omitted here. It implies that they are not required. Wherever curb ramps are depicted, unless they are not required to have detectable warnings, as in Figure 502.9.1, the detectable warning should be

included. Figure 502.9.1.2 correctly includes the detectable warning, even though it is in Section 502 Parking Spaces.

Staff Note: Where detectable warnings are required is indicated in Section 406.6.2.

Committee Action: Approved as Modified (Vote:23-5-5)

REPORT OF HEARING:
Modification (if any):

Modification 1 to add note to each drawing "See Section 406.6.2 for where detectable warnings are required." (Approved 24-5-5)

Modification 2 to remove showing detectable warnings on each drawing. (Approved 23-5-5)

Proposal as approved as modified (23-5-5)

Committee Reason: The first modification was approved because the committee felt that it was important to clarify that detectable warnings were only required in limited situations, thus the addition of the note in each drawing. The 2nd modification was approved to remove the original proposal's suggestion to show the detectable warning on each curb cut. The committee felt that many people just looked at the pictures rather than the text, so showing the detectable warnings would be misleading. The final proposal was approved because the committee felt the note would address the concern for where detectable warnings would be required and at the same time not seem to require detectable warnings at all locations – especially at locations where detectable warnings would provide misinformation – like at access aisles or into parking lots. PROWAG requires detectable warnings at street crossings.

Figure 406.2(A) et al-BENTZEN.doc

Report for *04-22– 2021*		
Committee decision: AM	***Committee Vote at Meeting:*** 23-5-5	***Committee Vote on Ballot:39-1-1***
REPORT OF HEARING: Modification (if any): Modification 1 to add note to each drawing "See Section 406.6 for where detectable warnings are required." (Approved 24-5-5) Modification 2 to remove showing detectable warnings on each drawing. (Approved 23-5-5)		
Committee Reason: The first modification was approved because the committee felt that it was important to clarify that detectable warnings were only required in limited situations, thus the addition of the note in each drawing. The 2nd modification was approved to remove the original proposal's suggestion to show the detectable warning on each curb cut. The committee felt that many people just looked at the pictures rather than the text, so showing the detectable warnings would be misleading. The final proposal was approved because the committee felt the note would address the concern for where detectable warnings would be required and at the same time not seem to require detectable warnings at all locations – especially at locations where detectable warnings would provide misinformation – like at access aisles or into parking lots. PROWAG requires detectable warnings at street crossings. Send to editorial committee.		
PUBLIC COMMENT- FIRST DRAFT: Proponent: Brad Gaskins representing NACS		
Desired Action: Negative with comment		
Modification:		

Report for *04-22– 2021*		
Reason: Proposal is redundant and unnecessary.		
Committee decision: AS/AM/D	***Committee Vote at Meeting:***	***Committee Vote on Ballot:***
REPORT OF HEARING – FIRST DRAFT		
Modification (if any):		
Committee Reason:		
PUBLIC COMMENT- SECOND DRAFT: Proponent:		
Desired Action:		
Modification:		
Reason:		
Committee decision: AS/AM/D	***Committee Vote at Meeting:***	***Committee Vote on Ballot:***
FINAL ACTION: Modification (if any):		
Committee Reason:		

04-23 – 2021
407, 407.1, 408.1, 409.1

Proponent: Kimberly Paarlberg, International Code Council

Revise as follows:

SECTION 407
PASSENGER ELEVATORS

407.1 General. Elevators shall comply with Sections 408, 409 or 410 and ASME A17.1/CSA B44 listed in Section 106.2.8. Elevators used on an accessible route shall be passenger elevators as classified by ASME A17.1/CSA B44. Passenger elevators classified as Limited-Use/Limited-Application complying with Sections 409 and Private Residence elevators complying with Section 410 shall be permitted to be used where permitted by ASME A17.1/CSA B44.

Note: Renumber Sections 407, 408, 409 and 410 and their subsections as indicated.

SECTION ~~407~~ 408
ELEVATORS

~~407.1~~ 408.1 General. Elevators shall comply with Section 407 ~~and ASME A17.1/CSA B44 listed in Section 106.2.8. Elevators shall be passenger elevators as classified by ASME A17.1/CSA B44~~. Elevator operation shall be automatic.

SECTION ~~408~~ 409
LIMITED USE/LIMITED APPLICATION ELEVATORS

~~408.1~~ 409.1 General. Limited-use/limited-application elevators shall comply with Section 408 ~~and ASME A17.1/CSA B44 listed in Section 106.2.8~~. Elevator operation shall be automatic.

SECTION ~~409~~ 410
PRIVATE RESIDENCE ELEVATORS

~~409.1~~ 410.1 General. Private residence elevators shall comply with Section 409 ~~and ASME A17.1/CSA B44 listed in Section 106.2.8~~. Elevator operation shall be automatic.

~~Exception:~~ ~~Elevators complying with Section 407 or 408 shall not be required to comply with Section 409.~~

SECTION ~~410~~ 411
PLATFORM LIFTS

~~410.1~~ 411.1 General. Platform lifts shall comply with Section 410 and ASME A18.1 listed in Section 106.2.9. Platform lifts shall not be attendant operated and shall provide unassisted entry and exit from the lift.

REASON: The intent of this proposal is to clarify that LULA and Private Residence elevators are a type of passenger elevator and are permitted to be used on an accessible route – when they are used where intended and compliant with the ASME A17.1/CSA B44 standard.

Much like the confusion caused by having Accessible dwelling units and questioning whether Type A and Type B units are also accessible units; where scoping documents require an "Elevator" on an accessible route, it is often perceived as only permitting devices that comply with Section 407 of the standard. The ASME elevator standard classifies LULA and Private Residence elevators as a type of Passenger Elevator. Any of these three types should be allowed to serve as an accessible route – if used appropriately. The A117.1 standard clearly has used and accepted LULAs and Private Residence elevators, but it would just help eliminate questions and confusion as to whether they are a compliant accessible "Elevator" which is often viewed as only being a Section 407 system.

The new general Section 407.1 could be used to eliminate duplicative language found in the existing Sections 407.1, 408.1 and 409.1. For example. all three sections refer to the ASME standard and also require the elevator operation to be automatic. That duplicative language could be deleted since it is addressed by the new general section, or it can be kept to minimize the changes and to reinforce the requirement. Retaining the language within the individual sections does help to coordinate with the ADA.

Another solution if the committee would prefer to not renumber the various sections and keep the A117.1 and the ADA numerically aligned would be to simply insert an exception into the existing Section 407.1 that would use the proposed new sentence or similar language to indicate that the use of a LULA or Private Residence elevator is acceptable where permitted by the elevator standard.

04-23 – 2021 Replacement
402.2

Proponent: Kevin Brinkman, representing NEII

Revise as follows:

402.2 Components. Accessible routes shall consist of one or more of the following components: walking surfaces with a running slope not steeper than 1:20, doors and doorways, gates, ramps, curb ramps excluding the flared sides, blended transitions, passenger elevators, including Limited-Use/Limited-Application elevators and Private Residence elevators, and platform lifts. All components of an accessible route shall comply with the applicable portions of this standard.

Reason: This is an alternative to meet the intent of 04-23-2021. The proponent reason statement indicated that the intent was to clarify that LULA and private residence elevators could be part of an accessible route. This proposed change meets that intent more clearly than the original proposal. The original proposal may cause more confusion due to the renumbering.

Committee Action: 21-13-3 As Modified

REPORT OF HEARING:

Modification (if any):

Replace with the following:

402.2 Components. Accessible routes shall consist of one or more of the following components: walking surfaces with a running slope not steeper than 1:20, doors and doorways, gates, ramps, curb ramps excluding the flared sides, blended transitions, passenger elevators, including Limited-Use/Limited-Application elevators and Private Residence elevators, and platform lifts. All components of an accessible route shall comply with the applicable portions of this standard.

Committee Reason: The added language clarifies that LULAs and private residence elevators can be part of an accessible route where permitted by the scoping and ASME A17.1.

407.1-PAARLBERG.doc

Report for *04-23– 20211*		
Committee decision: AM	***Committee Vote at Meeting:***	***Committee Vote on Ballot: 40-0-1***
REPORT OF HEARING: Modification (if any): **Replace with the following:** **402.2 Components.** Accessible routes shall consist of one or more of the following components: walking surfaces with a running slope not steeper than 1:20, doors and doorways, gates, ramps, curb ramps excluding the flared sides, blended transitions, passenger elevators, including Limited-Use/Limited-Application elevators and Private Residence elevators, and platform lifts. All components of an accessible route shall comply with the applicable portions of this standard.		
Committee Reason: The added language clarifies that LULAs and private residence elevators can be part of an accessible route where permitted by the scoping and ASME A17.1.		
PUBLIC COMMENT- FIRST DRAFT: Proponent:		
Desired Action:		
Modification:		
Reason:		
Committee decision: AS/AM/D	***Committee Vote at Meeting:***	***Committee Vote on Ballot:***
REPORT OF HEARING – FIRST DRAFT		
Modification (if any):		
Committee Reason:		
PUBLIC COMMENT- SECOND DRAFT: Proponent:		
Desired Action:		
Modification:		
Reason:		
Committee decision: AS/AM/D	***Committee Vote at Meeting:***	***Committee Vote on Ballot:***
FINAL ACTION: Modification (if any):		
Committee Reason:		

04-24 – 2021

107.5, 407.2, 407.2.1, 407.2.1.1, 407.2.1.2, 407.2.1.5, 407.2.1.6, 407.2.1.7, 407.2.3(New) through 407.2.3.10.1(New), 407.2.4.4(New), 407.2.4.4.1(New), 497.2.2.4, 407.2.3.1, 407.2.4, 407.4.7.1.1, 407.4.7.1.2, 407.4.7.1.2.1(New), 407.4.7.2, Figure 407.2.1.7

Proponent: Kevin Brinkman, National Elevator Industry, Inc. (NEII)

Revise as follows:

SECTION 107
DEFINITIONS

107.5 Defined terms.

accessibility function button. A button on an elevator hall call console in a destination-oriented elevator system that, when pressed, will activate a series of visual and verbal prompts and announcements providing instruction regarding hall call console operation and direction to an assigned elevator.

hall call console. An elevator call user interface exclusive to a destination-oriented elevator system that requires the user to select a destination floor prior to entering the elevator car.

SECTION 407
ELEVATORS

407.1 General. Elevators shall comply with Section 407 and ASME A17.1/CSA B44 listed in Section 106.2.8. Elevators shall be passenger elevators as classified by ASME A17.1/ CSA B44. Elevator operation shall be automatic.

407.2 Elevator landing requirements. Elevator call controls, hall signals and hoistway signs ~~landings~~ shall comply with Section 407.2. Where elevator call buttons, keypads, or hall call consoles are provided, they shall also comply with Section 309.4.

407.2.1 Call Controls. ~~Where elevator call buttons or keypads are provided, they shall also comply with Sections 407.2.1 and 309.4.~~ Call buttons, accessibility function button, and additional feature buttons shall be raised or flush. Objects beneath hall call buttons shall protrude 1 inch (25 mm) maximum.

Exceptions:

1. Existing elevators shall be permitted to have recessed call buttons.
2. The restriction on objects beneath call buttons shall not apply to existing call buttons.

407.2.1.1 Height. Call buttons, ~~and~~ keypads, and hall call consoles shall be located within one of the reach ranges specified in Section 308, measured to the centerline of the highest operable part.

Exception: Existing call buttons, ~~and~~ existing keypads and hall call consoles shall be permitted to be located 54 inches (1370 mm) maximum above the floor, measured to the centerline of the highest operable part.

(Note: No change to figure)
FIGURE 407.2.1.1
HEIGHT OF ELEVATOR CALL BUTTONS

407.2.1.2 Size. ~~Call buttons~~ Buttons shall be $^{3}/_{4}$ inch (19 mm) minimum in the smallest dimension.

Exception: Existing elevator call buttons shall not be required to comply with this section.

407.2.1.3 Clear floor space. A clear floor space shall be provided at call controls

407.2.1.4 Location. The call button that designates theup direction shall be located above the call button that designates the down direction.

Exception: Destination-oriented elevators shall not be required to comply with this section.

407.2.1.5 Signals. Call buttons shall have visible signals to indicate when each call is registered and when each call is answered. Call buttons shall provide an audible signal or mechanical motion of the button to indicate when each call is registered.

Exceptions:

1. Destination-oriented elevators shall not be required to comply with Section 407.2.1.5~~, provided a visible signal and audible tones and verbal announcements complying with this section are provided~~.
2. Existing elevators shall not be required to comply with Section 407.2.1.5.

~~**407.2.1.6**~~ **407.2.2 Keypads.** Where keypads are provided, keypads shall be in a standard telephone keypad arrangement complying with Figure 707.5(A) and shall comply with Section 407.4.7.2.

~~**407.2.1.7 Destination-oriented elevator signals.** Destination-oriented elevators shall be provided with a visible signal and audible tones and verbal announcementsto indicate which car is responding to a call. The audible tone and verbal announcement shall be activated bypressing a function button. The function button shall beidentified by the International Symbol for Accessibilityand a raised indication. The International Symbol for Accessibility, complying with Section 703.6.3.1, shall be $^{5}/_{8}$ inch (16 mm) in height and be a visual character complying with Section 703.2. The indication shall be three raised dots, spaced $^{1}/_{4}$ inch (6.4 mm) at base diameter, in the form of an equilateral triangle. The functionbutton shall be located immediately below the keypad arrangement or floor buttons.~~

(Delete figure)
~~**FIGURE 407.2.1.7**~~

~~**DESTINATION-ORIENTED ELEVATOR INDICATION**~~

407.2.3 Hall Call Consoles. Hall call consoles shall comply with the following requirements:

407.2.3.1 Location. At least one hall call console in the elevator landing area shall be wall mounted. A minimum of one hoistway entrance shall be adjacent to a hall call console. For a multi-car group, the console shall be located between two entrances.

407.2.3.2 Additional hall call consoles. Additional hall call consoles shall be permitted and can be provided outside the elevator landing area and be wall-mounted, pedestal mounted, or mounted on a kiosk or security turnstile.

407.2.3.3 Required features. Hall call consoles shall include a touch screen or keypad complying with 407.2.2 with display screen, an accessibility function button, and audio output loudspeaker. The accessibility function button shall beidentified by the International Symbol for Accessibility and a raised indication. The International Symbol for Accessibility, complying with Section 703.6.3.1, shall be a minimum of 5/8 inch (16 mm) in height and be a visual character complying with Section 703.2. The indication shall be three raised dots, spaced 1/4 inch (6.4 mm) at base diameter, in the form of an equilateral triangle. The accessibility function button shall be located immediately below the keypad arrangement or floor buttons.

407.2.3.4 Touch screen. Touch screen displays shall comply with 407.2.3.5.

407.2.3.5 Display screen. Upon activation, the display screen shall display information such as user input confirmation, elevator assignment designation, direction to the assigned elevator, and when applicable instruction or error messages.

407.2.3.5.1 Contrast. Display screens shall provide contrast with light characters and symbols on a dark background or dark characters and symbols on a light background. The background shall be solid and static.

407.2.3.5.2 Size. Elevator assignment characters shall be 5/8 inch (16 mm) high minimum.

407.2.3.5.3 Duration. Elevator assignment characters shall be displayed for a minimum of 5 seconds upon activation of the accessibility function button.

407.2.3.6 Audio output. Upon activation of the accessibility function button, the audio output shall provide verbal announcements of operating instructions and information such as, user input confirmation, announcement of the elevator assignment designation, direction to the assigned elevator, and, when applicable, error messages. Audio output shall be recorded, digitized human, or synthesized speech and shall be delivered through a loudspeaker. Auditory volume, measured 35 inches (890 mm) in front of the console, shall be maintained at a minimum of 10 dBA above ambient. The volume shall not exceed 80 dBA.

407.2.3.7 Arrangement. Hall call console arrangement of required features shall comply with 407.2.3.7.

407.2.3.7.1 Keypad call console arrangement. Where keypad call consoles are provided, the display screen shall be located directly above the keypad. The accessibility function button shall be located directly below the keypad at a height of not less than 30 inches (760 mm), measured to the centerline of the button, above the finished floor.

407.2.3.7.2 Touch screen call console arrangement. Where touch screen call consoles are provided, the touch screen shall be located directly above the accessibility function button. Any portion of the touch screen requiring user input shall be located at a maximum height of 1220 mm (48 inches), above the finished floor. The accessibility function button shall be located at a height not less than 30 inches (760 mm), measured to the centerline of the button, above the finished floor.

407.2.3.7.3 Proximity of required elements. Required features shall be provided on a hall call console assembly or as individual elements grouped in close proximity.

407.2.3.7.4 Position. For hall call consoles required by Section 407.2.3.1, the face of individual elements or group of individual elements that are operated by user input shall be permitted to slope away from the user, at an angle of no more than 25 degrees from the vertical plane. The face of hall call console shall be permitted to be sloped away from the user, at an angle of no more than 25 degrees from the vertical plane. Additional hall call consoles are permitted to have an angle greater than 25 degrees.

407.2.3.8 Additional features. Hall call console additional features, if provided, shall comply with the following requirements:

407.2.3.8.1 Hall call console additional buttons. Hall call console buttons provided in addition to the accessibility function button shall be permitted.

407.2.3.8.1.1 Arrangement. Buttons shall be arranged and located adjacent to the keypad with a minimum spacing from the keypad to the additional buttons of 1.5 times the spacing used for the standard telephone keypad complying with 407.2.2.

407.2.3.8.1.2 Identification. Buttons shall be identified by raised characters and braille complying with Sections 703.3.1 through 703.3.9 and 703.4.1 through 703.4.4. Identification shall be placed immediately to the left of the control button to which the designation applies.

407.2.3.9 Security or access controls. Security or access control system card readers associated with elevator operation shall be in close proximity to each hall call console in a consistent manner throughout the facility.

407.2.3.10 Elevator car assignment. When the accessibility function button is pressed, the audio output shall provide verbal instruction for the user to enter a destination floor. The selected destination floor shall be confirmed by verbal announcement and on the display screen. Verbal and visible indication of an invalid input shall be provided. The display screen shall indicate the elevator assignment designation and a verbal announcement shall be made of the assigned elevator responding to the call. Visual and verbal direction to the assigned elevator shall be provided.

407.2.3.10.1 Adjacency assignment. When the accessibility function button is pressed, the system shall assign an elevator adjacent to the hall call console unless the adjacent elevator is out of service.

~~**407.2.2**~~**407.2.4 Hall signals.** Hall signals, including in-car signals, shall comply with Section ~~407.2.2~~ 407.2.4.

~~**407.2.2.1**~~ **407.2.4.1 Visible and audible signals.** A visible and audible signal shall be provided at each hoistway entrance to indicate which car is answering a call and the car's direction of travel. Where in-car signals are provided they shall be visible from the floor area adjacent to the hall call buttons.

Exceptions:

1. Destination-oriented elevators shall not be required to comply with this section, provided a visible signal and audible tones and verbal announcements complying with Section ~~407.2.1.7~~ 402.2.4.4 are provided.
2. In existing elevators, a signal indicating the direction of car travel shall not be required.

~~**407.2.2.2**~~ **407.2.4.2 Visible signals.** Visible signal fixtures shall be centered at 72 inches (1830 mm) minimum above the floor. The visible signal elements shall be $2\frac{1}{2}$ inches (64 mm) minimum between the uppermost and lowest edges of the illuminated shape measured vertically. Signals shall be visible from the floor area adjacent to the hall call button.

Exceptions:

1. Destination-oriented elevators shall be permitted to have signals visible from the floor area adjacent to the hoistway entrance.
2. Existing elevators shall not be required to comply with this section.

(No change to figure)

FIGURE ~~407.2.2.2~~ 407.2.4.2 (A) ELEVATOR VISIBLE SIGNALS HEIGHT OF SIGNALS

(No change to figure)

FIGURE ~~407.2.2.2~~ 407.2.4.2 (B) ELEVATOR VISIBLE SIGNALS SIZE OF SIGNALS

~~407.2.2.3~~ 407.2.4.3 Audible signals. Audible signals shall sound once for the up direction and twice for the down direction, or shall have verbal annunciators that indicate the direction of elevator car travel. Audible signals shall have a frequency of 1500 Hz maximum. Verbal annunciators shall have a frequency of 300 Hz minimum and 3,000 Hz maximum. The audible signal or verbal annunciator shall be 10 dBA minimum above ambient, but shall not exceed 80 dBA, measured at the hall call button.

Exceptions:

1. Destination-oriented elevators shall not be required to comply with this section, provided the audible tone and verbal announcement is the same as those given at the call button or call button keypad.
2. The requirement for the frequency and range of audible signals shall not apply in existing elevators.

407.2.4.4 Destination-oriented elevator signals. Destination-oriented elevators shall be provided with hall call consoles complying with Section 407.2.3 and with a visible signal and audible tones and verbal announcements to indicate which car is responding to a call. The audible tone and verbal announcement shall be activated by pressing an accessibility function button.

407.2.4.4.1 Verbal Announcement. When the accessibility function button is pressed, verbal announcement such as the car designation shall be provided at the elevator car entrance upon arrival. Audio output shall be recorded digitized human or synthesized speech and shall be delivered through a loudspeaker. The verbal annunciator shall have a frequency of 300 Hz minimum and 3000 Hz maximum. Auditory volume, measured 35 inches (890 mm) in front of the elevator entrance and at 48 inches (1220 mm) above the floor, shall be maintained at a minimum of 10 dBA. The volume shall not exceed 80 dBA.

407.2.4.5 ~~407.2.2.4~~ Differentiation. Each destination-oriented elevator in a ~~bank~~ group of elevators shall have audible and visible means for differentiation.

~~407.2.3~~ 407.2.5 Hoistway signs. Signs at elevator hoistways shallcomply with Section ~~407.2.3~~ 407.2.5.

~~407.2.3.1~~ 407.2.5.1 Floor designation. Floor designations shall be provided in raised characters and braille complying with Sections 703.3 and 703.4. Raised

characters shall be 2 inches (51 mm) minimum in height. Floor designations shall be located on both jambs of elevator hoist-way entrances. A raised star shall be provided on both jambs at the main entry level.

(No change to figure)

FIGURE ~~407.2.3.1~~ 407.2.5.1
FLOOR DESIGNATION

~~407.2.3.2~~ 407.2.5.2 Car identification. Destination-oriented elevators cars shall be designated with a single alphabetic character or an alphanumeric designations such as "A1". ~~shall provide~~ ~~car~~ Car identification shall be provided in raised characters and braille complying with Sections ~~703.3~~ 703.3.1 through 703.3.9 and ~~703.4~~ 703.4.1 through 703.4.4. Raised characters shall be 2 inches (51 mm) minimum in height. Car identifications shall be located on both jambs of the hoistway immediately below the floor designation.

(No change to figure)

FIGURE ~~407.2.3.2~~ 407.2.5.2
DESTINATION-ORIENTED ELEVATOR CAR IDENTIFICATION

~~407.2.4~~ 407.2.6 Destination signs. Where signs indicate that elevators do not serve all landings, signs in raised characters and braille complying with Sections ~~703.3~~ 703.3.1 through 703.3.9 and ~~703.4~~ 703.4.1 through 703.4.4 shallbe provided above the hall call button or keypad.

Exception: Destination oriented elevator systems shallnot be required to comply with this section.

Note: No change to Sections 407.3 through 407.4.6.

407.4.7 Designations and indicators of car controls. Designations and indicators of car controls shall comply with Section 407.4.7.

Exceptions:

1. In existing elevators, where a new car operating panel complying with Section 407.4.7 is provided, existing car operating panels shall not be required to comply with Section 407.4.7.
2. Where existing building floor designations differ from the arrangement required by Section 407.4.6.2.2, or are alphanumeric, a new operating panel shall be permitted to use such existing building floor designations.

407.4.7.1 Buttons. Car control buttons shall comply with Section 407.4.7.1.

407.4.7.1.1 Type. Control buttons shall be identifiedby raised characters and braille complying with Sections ~~703.3~~ 703.3.1 through 703.3.9 and ~~703.4~~ 703.4.1 through 703.4.4.

407.4.7.1.2 Designation. Floors shall be designated . . . -4, -3, -2, -1, 0, 1, 2, 3, 4,

etcetera, with floors below the main entry floor designated with minus numbers. Numbers shall be permitted to be omitted, provided the remaining numbers are in sequence. Where a ~~telephone~~ keypad arrangement is used complying with Figure 707.5(A), the number key ("#") shall be utilized to enter the minus symbol ("-"). A minus sign (-) on the lower right button is permitted instead of the number (#) sign. Ancillary letters shall be permitted to be used in conjunction with the numbers, provided the letters are located to the right of the numbers and not more than two letters are used for each floor designation. For access to special floors, such as floors with rear entrances, instructions shall be provided at the keypad or console.

407.4.7.1.2.1 In existing facilities where new elevators are installed or existing elevators are altered into a destination-oriented elevator system, floor designations shall conform to the following:

1. Levels within stories, such as mezzanines located above or below the main entry level shall be permitted to be designated with an alphanumeric character such as "M2", indicating "mezzanine" and the "story number", respectively, in which it is located, provided there is no duplication with alphanumeric designations of elevator cars in the facility. The entire word shall be used, when announced, for the floor description, e.g., "mezzanine" not "M".
2. Non-successive floor numbering shall be permitted.

407.4.7.1.3 Location. Raised character and braille designations shall be placed immediately to the left of the control button to which the designations apply. Where a negative number is used to indicate a negative floor, the braille designation shall be a cell with the dots 3 and 6 followed by the ordinal number.

Exception: Where space on an existing car operating panel precludes raised characters and braille to the left of the control button, markings shall be placed as near to the control button as possible.

407.4.7.1.4 Symbols. The control button for the emergency stop, alarm, door open, door close, main entry floor, and phone, shall be identified with raised symbols and braille as shown in Table 407.4.7.1.4.

TABLE 407.4.7.1.4 -CONTROL BUTTON IDENTIFICATION

(No change to table)

407.4.7.1.5 Visible indicators. Buttons with floor designations shall be provided with visible indicators to show that a call has been registered. The visible indication shall extinguish when the car arrives at the designated floor.

407.4.7.2 Keypads. Keypad keys shall be identified by visual characters complying with Section 703.2 centered on the corresponding keypad button. The number five key shall have a single raised dot. The dot shall have a base diameter of 0.118 inch (3 mm) minimum and 0.120 inch (3.05 mm) maximum, and a height of 0.025 inch (0.6 mm) minimum and 0.037 inch (0.9 mm) maximum. The dot shall be centrally located.

Note: No changes to remaining sections – 407.4.8 through 407.4.10.3.

REASON: Note: It is not the intent of NEII that any of the changes proposed here override other change proposals from NEII for Section 407. If this change and other changes are approved, the changes will need to be merged/coordinated for the final document.

General Rationale: The purpose of this proposal is to update ICC A117.1 to include additional requirements for destination-oriented elevator systems, including the use of "Touch Screens" and related features such as consoles and function buttons, along with verbal announcements. The following proposals are to harmonize with changes being finalized in ASME A17.1/CSA B44, Appendix E. The proposals were developed to ensure that systems currently designed for compliance with the destination-oriented elevator accessibility requirements in the California Building Code (CBC), would also comply with this code. Also included some editorial clean up to make format consistent with other sections of the standard.

Section 107 Rationale: Proposed revision to add definitions for the accessibility function button and hall call console used by destination-oriented elevator systems.

Section 407.2, 407.2.1, and 407.2.2 Rationale: The proposal restructures this section for inclusion of additional requirements for destination-oriented elevators. The proposal includes language to requires that the accessibility function button and hall consoles be mounted within a specific reach range for easy access. Requirement 407.2.1.7 was relocated to 407.2.4.4 to group with other signals. Added a reference in 407.2.2 to the Figure showing the "standard telephone keypad arrangement." Clarify that 407.2.1.2 applies to all buttons in the hall (call buttons, keypads, and hall call consoles). Current A117.1 requires all buttons including keypad buttons, accessibility button and any optional additional button(s) to be ¾ inch minimum smallest dimension.

Section 407.2.3 Rationale: The proposed revision adds requirements for hall consoles, touch screens, and display screens to harmonize with A17.1/B44 Appendix E. The proposed changes include a requirement that verbal announcements be provided when the accessibility function button is activated. The proposed changes also specify the arrangement for hall call consoles including keypad and touch screen arrangements and their locations, as well as the arrangement and identification of additional buttons and features of the hall call console. The hall call consoles must be able to interface with security systems. A provision is also provided to assign an adjacent car when the accessibility function button is used to select a floor.

Section 407.2.4 Rationale: The proposed revisions groups the hall signal requirements. It requires verbal announcements in the car when the car stops to answer the call and at the car entrance when the car arrives to answer the call. The requirements for volume characteristics are consistent with other announcements. Requirement 407.2.4.4 was relocated from 407.2.1.7 to group with other signals. The word "Accessibility" was added to clarify the purpose of the function button and "minimum" was added to clarify that the size for the symbol is a minimum. The language was revised to use the term "group" instead of "bank" to be consistent with common industry terminology.

Section 407.2.5 and 407.2.6 Rationale: The requirements are being renumbered as part of the overall reformatting. 407.2.5.2 was revised to provide identification of cars with an alphabetic identification, or alpha-numeric identification, if necessary.

Section 407.2.7.1 Rationale: The references are being revised to ensure that they align with the exceptions in 703.3 and 703.4 since elevators are exempted from 703.3.10 and 703.4.5 already and 703.3.11 does not apply to elevators (only door signs). Currently, A117.1 requires the use of the number (#) button to indicate minus (-). The California Building Code requires the use of the minus (-) symbol. This proposal is to permit either symbol to be used. Also added a requirement for instructions be provided to access special floors. In existing buildings, the convention for numbering of floors may already be established and should not need to be revised. Where special names such as "mezzanine" are used, the entire word should be announced, not just the first letter. Also provided an exception for buildings where a certain floor number is not to be used.

Section 407.2.7.2 Rationale: The proposed revision clarifies the position for the dot on the "5" key to align with changes to Appendix E. That change was made based on input from a committee member with limited vision who indicated that if the dot is not centered, it impairs quick location of the "5" key.

Committee Action: 28-3-4 As Submitted
REPORT OF HEARING:
Modification (if any):

Committee Reason: The new requirements for destination oriented elevators will clarify requirements and improve accessibility. This is also coordinated with ASME A17.1.

407.6.4 et al-BRINKMAN.doc

Report for 0*4-24– 2021*		
Committee decision: AS	***Committee Vote at Meeting: 28-3-4***	***Committee Vote on Ballot:39-1-1***
REPORT OF HEARING: Modification (if any):		
Committee Reason: The new requirements for destination oriented elevators will clarify requirements and improve accessibility. This is also coordinated with ASME A17.1.		
PUBLIC COMMENT- FIRST DRAFT: *Proponent:* **Rex Pace representing HUD**		
Desired Action: Affirmative with Comment		
Modification:		
Reason: Deferred to the view of those with expertise on this subject		
Committee decision: AS/AM/D	***Committee Vote at Meeting:***	***Committee Vote on Ballot:***
REPORT OF HEARING – FIRST DRAFT		
Modification (if any):		
Committee Reason:		
PUBLIC COMMENT- SECOND DRAFT: Proponent:		
Desired Action:		
Modification:		
Reason:		
Committee decision: AS/AM/D	***Committee Vote at Meeting:***	***Committee Vote on Ballot:***
FINAL ACTION: Modification (if any):		
Committee Reason:		

04-25 – 2021
407.2.1.1

Proponent: Kevin Brinkman representing National Elevator Industry, Inc. (NEII)

Revise as follows:

SECTION 407
ELEVATORS

407.2.1.1 Height. Call buttons and keypads shall be located ~~within one of the reach ranges specified in Section 308, measured to the centerline of the highest operable part~~ vertically between 30 inches (760 mm) and 48 inches (1 220 mm) above the floor, measured to the centerline of the respective button.

~~Exception~~ Exceptions:

1. Existing call buttons and existing keypads shall be permitted to be located 54 inches (1370 mm) maximum above the floor, measured to the centerline of the highest operable part.
2. Where additional call buttons, keypads or other means are provided, they shall be permitted to be located outside the specified reach range.

REASON: The proposed change would specify an upper and lower range rather than the more general reference to reach ranges and clarify that the all the buttons need to be within the range. This is similar the requirements in ASME A17.1/CSA B44, Appendix E. The additional exception allows alternate technologies, such as foot controls, in addition to the required controls. Figure 407.2.1.1 should either be deleted or be updated to accurately reflect the prescriptive requirement. *The minimum height was chosen to align with a more appropriate value for lower reach for a standing person and is still well above the lower reach for a person in a wheelchair (15 inches).*

REPORT OF HEARING:
Modification (if any): Question was split into 2 parts

Main paragraph Committee Action:	28-1-2	As Modified
Exception 2 Committee Action:	29-3-5	Disapproved

Further modify as follows:

407.2.1.1 Height. Call buttons and keypads shall be located vertically ~~between~~ 30 inches (760 mm) minimum and 48 inches (1 220 mm) maximum above the floor, measured to the centerline of the ~~respective button~~ operable parts.

Exception: Existing call buttons and existing keypads shall be permitted to be located 54 inches (1370 mm) maximum above the floor, measured to the centerline of the highest operable part.

Committee Reason: The modifications to the first sentence for the dimensions was to allow for a range that included end points. The modification to change 'respective button' to 'operable parts' was to address keypads. The committee approved the changes to the main paragraph as providing a better range and information on call buttons. The committee voted to disapprove the new Exception 2 because they felt it was too broad and could be interpreted incorrectly for situations where there were multiple call buttons in the same elevator lobby.

407.2.1.1-BRINKMAN.doc

Report for *04-25– 2021*		
Committee decision: AM/D	***Committee Vote at Meeting: 28-1-2/29-3-5***	***Committee Vote on Ballot:38-2-1***
REPORT OF HEARING: Modification (if any): **Further modify as follows:** **407.2.1.1 Height**. Call buttons and keypads shall be located vertically ~~between~~ 30 inches (760 mm) minimum and 48 inches (1 220 mm) maximum above the floor, measured to the centerline of the ~~respective button~~ operable parts. **Exception:** Existing call buttons and existing keypads shall be permitted to be located 54 inches (1370 mm) maximum above the floor, measured to the centerline of the highest operable part.		
Committee Reason: The modifications to the first sentence for the dimensions was to allow for a range that included end points. The modification to change 'respective button' to 'operable parts' was to address keypads. The committee approved the changes to the main paragraph as providing a better range and information on call buttons. The committee voted to disapprove the new Exception 2 because they felt it was too broad and could be interpreted incorrectly for situations where there were multiple call buttons in the same elevator lobby.		
PUBLIC COMMENT- FIRST DRAFT: *Proponent:* **Rex Pace representing HUD**		
Desired Action: Affirmative with comment- (1st & 2nd split)		
Modification:		
Reason: Deferred to the view of those with expertise on this subject. (1st & 2nd split)		
Proponent: **Kevin Brinkman representing NEII**		
Desired Action: Negative with comment-2nd split		
Modification: The following language is a direct replacement for the original proposed language for Exception 2: 2. Where foot controls or other alternate means are provided in addition to the required landing controls, the foot controls or other alternate means shall be permitted to be mounted outside the specified range.		
Reason: The exception is an important part of the overall change because the new lower limit would preclude the use of foot controls which have become more popular due to COVID. A concern was raised that the exception as written might mean that one set of controls could be in the range and duplicate controls on the opposite wall or between other hoistway doors could be outside the range.		
Committee decision: AS/AM/D	***Committee Vote at Meeting:***	***Committee Vote on Ballot:***
REPORT OF HEARING – FIRST DRAFT		
Modification (if any):		
Committee Reason:		
PUBLIC COMMENT- SECOND DRAFT: Proponent:		
Desired Action:		
Modification:		
Reason:		
Committee decision: AS/AM/D	***Committee Vote at Meeting:***	***Committee Vote on Ballot:***
FINAL ACTION: Modification (if any):		
Committee Reason:		

04-26 – 2021
407.2.3.1

Proponent: Kevin Brinkman, representing National Elevator Industry, Inc. (NEII)

Revise as follows:

SECTION 407
ELEVATORS

407.2.3 Hoistway signs. Signs at elevator hoistways shall comply with Section 407.2.3.

407.2.3.1 Floor designation. Floor designations shall be provided in raised characters and braille complying with Sections 703.3 and 703.4. Raised characters shall be 2 inches (51 mm) minimum in height. Floor designations shall be located on both jambs of elevator hoistway entrances. A raised star, placed to the left of the floor designation, shall be provided on both jambs at the main entry level. The outside diameter of the star shall be 2 inches (51 mm) and all points shall be of equal length.

REASON: The proposed change would clarify the location for the star symbol and provide requirements for the size and shape of the symbol.

Staff note: Tabled until 7/14/22 meeting along with 04-27 & 04-28

Committee Action: 20-0-4 Disapproved
REPORT OF HEARING:
Modification (if any):

Committee Reason: Disapproval based on previous committee action on 04-27.

407.2.3-BRINKMAN.doc

Report for 0*4-26– 2021*		
Committee decision: D	***Committee Vote at Meeting: 20-0-4***	***Committee Vote on Ballot:38-2-1***
REPORT OF HEARING: Modification (if any):		
Committee Reason: Disapproval based on previous committee action on 04-27.		
PUBLIC COMMENT- FIRST DRAFT: Proponent: *Doug Anderson, AHLA*		
Desired Action: Negative with comment		
Modification:		
Reason: There should be an allowance for the star to be located below the floor designation when the jamb size is not large enough to accommodate the floor designation and 2" Star on the same line.		
Proponent: **Kevin Brinkman representing NEII**		
Desired Action: Negative with comment		
Modification:		
Reason: This was disapproved based on the action taken on 04-27; however, the correct approach should have been to approve as modified based on the language approved for 04-27 since these proposals were discussed together because the impacted the same requirement. This		

Report for 0*4-26– 2021*		
was the approach used when voting on a later proposal 06-06 at the recommendation of the chair.		
Committee decision: AS/AM/D	***Committee Vote at Meeting:***	***Committee Vote on Ballot:***
REPORT OF HEARING – FIRST DRAFT		
Modification (if any):		
Committee Reason:		
PUBLIC COMMENT- SECOND DRAFT:		
Proponent:		
Desired Action:		
Modification:		
Reason:		
Committee decision: AS/AM/D	***Committee Vote at Meeting:***	***Committee Vote on Ballot:***
FINAL ACTION:		
Modification (if any):		
Committee Reason:		

04-27 – 2021
407.2.3.1

Proponent: Gene Boecker, Code Consultants, Inc.

Revise as follows:

SECTION 407
ELEVATORS

407.2.3 Hoistway signs. Signs at elevator hoistways shall comply with Section 407.2.3.

407.2.3.1 Floor designation. Floor designations shall be provided in raised characters and braille complying with Sections 703.3 and 703.4. Raised characters shall be 2 inches (51 mm) ~~minimum~~ in height. Floor designations shall be located on both jambs of elevator hoistway entrances. A raised star shall be provided on both jambs at the main entry level. The outside diameter of the star shall be 2 inches (51 mm) and all points shall be of equal length.

REASON: This has two changes focused on the same issue. The first is to delete the word "minimum" from the requirement. The height of the floor designation characters must be standardized. I have recently seen a proposal for floor numbers that were 5 inches in height. Most of the time, the characters are a standard 2-inch height but not always. This also make them the same size on every floor which would not be required if the work "minimum" was maintained.

The second is to make sure that the star stays a star, consistent with the image in Table 407.4.7.1.4. The current text only addresses height and results in many cases of having a star that is 2 inches high and 1 inch wide. The added sentence is borrowed from the California Building Code which amends that comparable section of the 2010 Standards in their adoption.

04-27 – 2021 Replacement modification
407.2.3.1

Proponent: Kevin Brinkman, representing the Communications Task Group

Replace the proposal with the following:

407.2.3.1 Floor designation. Floor designations shall be provided in raised characters and braille complying with Sections 703.3 and 703.4, except that raised~~. Raised~~ characters shall be 2 inches (51 mm) minimum in height. Floor designations shall be located on both jambs of elevator hoistway entrances. A raised five-pointed star polygon that is equilateral and equiangular, shall be provided on both jambs at the main entry level~~.~~ and shall be placed to the left of the floor designation. The star symbol and braille shall

be as shown in Table 407.4.7.1.4. The height of the star shall match the height of the floor designation measured from the base of the star to the top of the star. The entire surface of the star shall be raised.

Note: *Modify Fig. 407.2.3.1 to show dimensions from base of star to top of star*
Figure 407.2.3.1
Floor Designation

Reason: The intent of the modification is to 1) clarify that the character height is an exception to the requirements in 703.3 and 703.4 and is not in conflict, 2) to specify the location of the star relative to the floor designation, and to 3) provide additional requirements for the star to ensure that it is filled in and proportional.

For reference:
https://en.wikipedia.org/wiki/Star_polygon#Regular_star_polygon. Description for a "pentagram" which is a "five-pointed star polygon that is equilateral and equiangular".

Staff note: Tabled until 7/14/22 meeting along with 04-26 & 04-28

Committee Action: 19-2-5 Approved as Modified
REPORT OF HEARING:
Modification (if any):

Replace the proposal with the following:

407.2.3.1 Floor designation. Floor designations shall be provided in raised characters and braille complying with Sections 703.3 and 703.4, except that raised~~. Raised~~ characters shall be 2 inches (51 mm) minimum in height. Floor designations shall be located on both jambs of elevator hoistway entrances. A raised five-pointed star polygon that is equilateral and equiangular, shall be provided on both jambs at the main entry level~~.~~ and shall be placed to the left of the floor designation. The star symbol and braille shall be as shown in Table 407.4.7.1.4. The height of the star shall match the height of the floor designation measured from the base of the star to the top of the star. The entire surface of the star shall be raised.

Note: *Modify Fig. 407.2.3.1 to show dimensions from base of star to top of star*
Figure 407.2.3.1
Floor Designation

Committee Reason: The modification replaced the original proposal. This proposal clarified that at the jambs of elevators, the numbers should be larger than the standard raised letter requirement to allow for the number to serve both as a visual and tactile sign. The letters will not be too large because the size is limited by the size of the jamb. The modification clarified the requirements for the star, including shape, location, solid, braille and the size.

407.2.3.1-BOECKER.doc

Report for 0*4-27– 2021*		
Committee decision: AM	***Committee Vote at Meeting: 19-2-5***	***Committee Vote on Ballot:39-1-1***
REPORT OF HEARING: Modification (if any): **Replace the proposal with the following:** **407.2.3.1 Floor designation.** Floor designations shall be provided in raised characters and braille complying with Sections 703.3 and 703.4, except that raised. ~~Raised~~ characters shall be 2 inches (51 mm) minimum in height. Floor designations shall be located on both jambs of elevator hoistway entrances. A raised five-pointed star polygon that is equilateral and equiangular, shall be provided on both jambs at the main entry level~~.~~ and shall be placed to the left of the floor designation. The star symbol and braille shall be as shown in Table 407.4.7.1.4. The height of the star shall match the height of the floor designation measured from the base of the star to the top of the star. The entire surface of the star shall be raised. **Note:** *Modify Fig. 407.2.3.1 to show dimensions from base of star to top of star*		
Committee Reason: The modification replaced the original proposal. This proposal clarified that at the jambs of elevators, the numbers should be larger than the standard raised letter requirement to allow for the number to serve both as a visual and tactile sign. The letters will not be too large because the size is limited by the size of the jamb. The modification clarified the requirements for the star, including shape, location, solid, braille and the size.		
PUBLIC COMMENT- FIRST DRAFT: Proponent: *Doug Anderson, AHLA*		
Desired Action: AM		
Modification:		
Reason: There should be an allowance for the star to be located below the floor designation when the jamb size is not large enough to accommodate the floor designation and 2" Star on the same line.		
Committee decision: AS/AM/D	***Committee Vote at Meeting:***	***Committee Vote on Ballot:***
REPORT OF HEARING – FIRST DRAFT		
Modification (if any):		
Committee Reason:		
PUBLIC COMMENT- SECOND DRAFT: Proponent:		
Desired Action:		
Modification:		
Reason:		
Committee decision: AS/AM/D	***Committee Vote at Meeting:***	***Committee Vote on Ballot:***
FINAL ACTION: Modification (if any):		
Committee Reason:		

04-28 – 2021
407.2.3.1

Proponent: Sharon Toji, Access Communications

Revise as follows:

SECTION 407
ELEVATORS

407.2.3 Hoistway signs. Signs at elevator hoistways shall comply with Section 407.2.3.

407.2.3.1 Floor designation. Floor designations shall be provided in raised characters and braille complying with Sections 703.3 and 703.4. Raised characters shall be 2 inches (51 mm) ~~minimum~~ in height. Floor designations shall be located on both jambs of elevator hoistway entrances. A raised star shall be provided on both jambs at the main entry level. When a star and a floor designation are provided, both the star and the floor designation shall be accompanied by braille.

REASON: Almost universally, elevator hoistway signs on the main floor of buildings include braille only for the star and not the floor designation. Often people need to know what floor they are on, not that it is the exit floor. Since elevator installers don't seem to look carefully at the figure, and it is the text that provides the legal requirement, this addition appears necessary.

Staff note: Tabled until 7/14/22 meeting along with 04-26 & 04-27

Committee Action: 21-1-1 Disapproved
REPORT OF HEARING:
Modification (if any):

Committee Reason: Disapproval based on previous committee action on 04-27.

407.2.3.1-TOJI.doc

Report for 0*4-28– 2021*		
Committee decision: D	***Committee Vote at Meeting: 21-1-1***	***Committee Vote on Ballot:39-1-1***
REPORT OF HEARING: Modification (if any):		
Committee Reason: Disapproval based on previous committee action on 04-27.		
PUBLIC COMMENT- FIRST DRAFT: *Proponent:* **Kevin Brinkman representing NEII**		
Desired Action: Negative with comment		
Modification:		
Reason: This was disapproved based on the action taken on 04-27; however, the correct approach should have been to approve as modified based on the language approved for 04-27 since these proposals were discussed together because the impacted the same requirement. This was the approach used when voting on a later proposal 06-06 at the recommendation of the chair.		
Committee decision: AS/AM/D	***Committee Vote at Meeting:***	***Committee Vote on Ballot:***
REPORT OF HEARING – FIRST DRAFT		

Report for 0*4-28– 2021*		
Modification (if any):		
Committee Reason:		
PUBLIC COMMENT- SECOND DRAFT: Proponent:		
Desired Action:		
Modification:		
Reason:		
Committee decision: AS/AM/D	***Committee Vote at Meeting:***	***Committee Vote on Ballot:***
FINAL ACTION: Modification (if any):		
Committee Reason:		

04-29 – 2021
407.4.6.4, 407.4.6.4.1, 407.4.6.4.2

Proponent: Kevin Brinkman, National Elevator Industry, Inc. (NEII)

Revise as follows:

SECTION 407
ELEVATORS

407.4.6.4 Emergency controls. Emergency ~~controls~~ alarm or emergency stop, when provided, shall comply with Section 407.4.6.4.

407.4.6.4.1 Height. ~~Emergency control~~ The buttons shall have their centerlines ~~35~~ 30 inches (~~890~~ 760 mm) minimum above the floor.

407.4.6.4.2 Location. ~~Emergency control, including the emergency alarm,~~ The buttons shall be ~~grouped at the bottom of the panel~~ below the car call buttons in Section 407.4.6.2 or 407.4.7.1.

REASON: ASME A17.1/CSA B44 has deleted the requirement for emergency controls (previously emergency stop switch and emergency alarm); however, some local jurisdictions still require an emergency alarm button or emergency stop. This change clarifies that the location is to be below the car call buttons but not below some other fixture features such as a locked access panel to elevator personnel specific controls. The height was changed to align with a more appropriate value for lower reach for a standing person and is still well above the lower reach for a person in a wheelchair (15 inches). Moving the lower limit allows more room to fit the elevator floor selection buttons within the required reach range which will improve accessibility.

Committee Action: 30-0-4 As Modified

REPORT OF HEARING:
Modification (if any): Mod passes 24-3-4

Further modify as follows:

407.4.6.4 Emergency controls. Emergency alarm ~~or~~ and emergency stop, ~~when~~ where provided, shall comply with Section 407.4.6.4.

407.4.6.4.1 Height. The buttons shall have their centerlines 30 inches (760 mm) minimum above the floor.

407.4.6.4.2 Location. The buttons shall be below the car ~~call~~ control buttons ~~in~~ complying with Section 407.4.6.2 or 407.4.7.1.

Committee Reason: In Section 407.4.6.4 - The modification for or to and was so that both controls have to comply. The modification for when to where was for proper code language. In Section 407.4.6.4.2 - The modification to change call to control was a correction to make the terms consistent. The modification to change in to complying with was for a better pointer. The proposal was approved as a coordination with ASME A17.1 requirements for emergency alarm and emergency stop buttons.

407.4.6.4-BRINKMAN.doc

Report for 0*4-29– 2021*		
Committee decision: AM	***Committee Vote at Meeting: 30-0-4***	***Committee Vote on Ballot: 40-0-1***
REPORT OF HEARING: Modification (if any): **Further modify as follows:** **407.4.6.4 Emergency controls.** Emergency alarm ~~or~~ and emergency stop, ~~when~~ where provided, shall comply with Section 407.4.6.4. **407.4.6.4.1 Height.** The buttons shall have their centerlines 30 inches (760 mm) minimum above the floor. **407.4.6.4.2 Location.** The buttons shall be below the car ~~call~~ control buttons ~~in~~ complying with Section 407.4.6.2 or 407.4.7.1.		
Committee Reason: In Section 407.4.6.4 - The modification for or to and was so that both controls have to comply. The modification for when to where was for proper code language. In Section 407.4.6.4.2 - The modification to change call to control was a correction to make the terms consistent. The modification to change in to complying with was for a better pointer. The proposal was approved as a coordination with ASME A17.1 requirements for emergency alarm and emergency stop buttons.		
PUBLIC COMMENT- FIRST DRAFT: Proponent:		
Desired Action:		
Modification:		
Reason:		
Committee decision: AS/AM/D	***Committee Vote at Meeting:***	***Committee Vote on Ballot:***
REPORT OF HEARING – FIRST DRAFT		
Modification (if any):		
Committee Reason:		
PUBLIC COMMENT- SECOND DRAFT: Proponent:		
Desired Action:		
Modification:		
Reason:		
Committee decision: AS/AM/D	***Committee Vote at Meeting:***	***Committee Vote on Ballot:***
FINAL ACTION: Modification (if any):		
Committee Reason:		

04-30 – 2021
407.4.7.1.1

Proponent: Marsha K. Mazz, representing United Spinal Association

Revise as follows:

SECTION 407
ELEVATORS

407.4.7.1 Buttons. Car control buttons shall comply with Section 407.4.7.1.

407.4.7.1.1 ~~Type~~ Control Identification. Control buttons shall be identified by raised characters and braille complying with Sections 703.3.1 through 703.3.9 and 703.4.1 through 703.4.4. Either the raised characters or identification provided on the face of the control buttons shall contrast visually with their background with either light characters on a dark background, or dark characters on a light background. Contrasting identification provided on control buttons shall not rely on internal illumination of the button.

REASON: People with usable low vision typically do not read tactilely. Often, such people complain about unreadable elevator car controls. We are proposing to omit the reference to Section 703.3.12 *Finish and Contrast* on raised characters. This subsection contains an exception that allows raised characters to not comply with the requirements for finish and contrast where separate visual characters with the same information are provided.

Although visual characters on signs would be required to comply with the provisions for finish and contrast, elevator car controls are not subject to the requirements for visual characters. Therefore, people with low vision are not afforded visual access to car control identification provided. This proposal would remedy that oversight and would allow two options for providing visual contrast. We deliberately did not propose to require compliance with Section 703.3.12 because that section contains provisions for a non-glare finish which might be difficult to achieve on a lighted car control button. The additional changes to the referenced sections align with the exceptions in 703.3 and 703.4 since elevators are exempted from 703.3.10 and 703.4.5 and 703.3.11 does not apply to elevators (only signs).

We also proposed a change to the section title because the word “type” fails to describe the subject of the requirement and the word is not used in the text.

Committee Action: 26-2-5 As Modified
REPORT OF HEARING:
Modification (if any):

Further modify as follows:

407.4.7.1.1 Control Identification. Control buttons shall be identified by raised characters and braille complying with Sections 703.3.1 through 703.3.9 and 703.4.1 through 703.4.4. Either the ~~raised characters or~~ identification provided on the face of the control buttons or raised characters shall contrast visually with their background with either light characters on a dark background, or dark characters on a light background. Contrasting identification provided on control buttons shall not rely on internal illumination of the button.

Committee Reason: The modification to move the phrase "raised character" is editorial and clarifies that there are two distinct locations. The proposal was approved. The change to the first sentence is a more specific reference. The added text adds appropriate requirements for contrast (similar to Section 703.3.12). The contrast should not rely on the buttons lighting up because that is typically when the floors are registered for the elevator to stop.

407.4.7.1.1-MAZZ.doc

Report for *04-30– 2021*		
Committee decision: AM	***Committee Vote at Meeting: 26-2-5***	***Committee Vote on Ballot:39-1-1***
REPORT OF HEARING: Modification (if any): **Further modify as follows:** **407.4.7.1.1 Control Identification.** Control buttons shall be identified by raised characters and braille complying with Sections 703.3.1 through 703.3.9 and 703.4.1 through 703.4.4. Either the ~~raised characters or~~ identification provided on the face of the control buttons or raised characters shall contrast visually with their background with either light characters on a dark background, or dark characters on a light background. Contrasting identification provided on control buttons shall not rely on internal illumination of the button.		
Committee Reason: The modification to move the phrase "raised character" is editorial and clarifies that there are two distinct locations. The proposal was approved. The change to the first sentence is a more specific reference. The added text adds appropriate requirements for contrast (similar to Section 703.3.12). The contrast should not rely on the buttons lighting up because that is typically when the floors are registered for the elevator to stop.		
PUBLIC COMMENT- FIRST DRAFT: *Proponent:* **Kevin Brinkman representing NEII**		
Desired Action: Affirmative with comment		
Modification: Either the identification provided on the face of the control buttons or the raised characters required by Section 407.4.7.1.3 shall contrast visually with their background with either light characters on a dark background, or dark characters on a light background. Contrasting identification provided on control buttons shall not rely on internal illumination of the button.		
Reason: Suggest further modifying the new language to clearly indicate which characters		
Committee decision: AS/AM/D	***Committee Vote at Meeting:***	***Committee Vote on Ballot:***
REPORT OF HEARING – FIRST DRAFT		
Modification (if any):		
Committee Reason:		
PUBLIC COMMENT- SECOND DRAFT: Proponent:		
Desired Action:		
Modification:		
Reason:		
Committee decision: AS/AM/D	***Committee Vote at Meeting:***	***Committee Vote on Ballot:***
FINAL ACTION: Modification (if any):		
Committee Reason:		

04-31 – 2021
407.4.7.1.2

Proponent: Gene Boecker, Code Consultants, Inc.

Revise as follows:

SECTION 407
ELEVATORS

407.4.7.1.2 Designation. Floors shall be designated . . . -4, -3, -2, -1, 0, 1, 2, 3, 4, etcetera, with floors below the main entry floor designated with minus numbers. Numbers shall be permitted to be omitted, provided the remaining numbers are in sequence. Where a telephone keypad arrangement is used, the number key ("#") shall be utilized to enter the minus symbol ("-"). Ancillary letters shall be permitted to be used in conjunction with the numbers, provided the letters are located to the right of the numbers and not more than two letters are used for each floor designation. The font style for letters and number shall be consistent and the same as that used for hoistway markings complying with Section 407.2.3.1.

REASON: A key factor in any type of reading is anticipation and the reduction of conflicting messages. Therefore, the font style used should be consistent for use with the elevator. That way reading the tactile characters inside the car is not different from that of the hoistway markings.

Committee Action: 25-0-1 Disapproved
REPORT OF HEARING:
Modification (if any):

Committee Reason: This proposal was disapproved because the font style is already addressed in other sections of the code.

407.4.7.1.2-BOECKER.doc

Report for 0*4-31– 2021*		
Committee decision: D	***Committee Vote at Meeting: 25-0-1***	***Committee Vote on Ballot: 40-0-1***
REPORT OF HEARING: Modification (if any):		
Committee Reason: This proposal was disapproved because the font style is already addressed in other sections of the code.		
PUBLIC COMMENT- FIRST DRAFT: Proponent:		
Desired Action:		
Modification:		
Reason:		
Committee decision: AS/AM/D	***Committee Vote at Meeting:***	***Committee Vote on Ballot:***
REPORT OF HEARING – FIRST DRAFT		
Modification (if any):		
Committee Reason:		
PUBLIC COMMENT- SECOND DRAFT: Proponent:		
Desired Action:		
Modification:		
Reason:		

Report for 0*4-31– 2021*		
Committee decision: AS/AM/D	***Committee Vote at Meeting:***	***Committee Vote on Ballot:***
FINAL ACTION: Modification (if any):		
Committee Reason:		

04-32 – 2021
106.2.5(New), 407.4.10

Proponent: Andrew CID, representing Barrier Free Solutions for the Deaf and Hard of Hearing LLC

Revise as follows:

SECTION 407
ELEVATORS

407.4.10 Emergency communications. Emergency live two-way communication systems between an elevator car and a point outside the hoistway shall comply with Section 407.4.10, International Building Code Section 3001.2 listed in Section 106.2.5 and ASME A17.1/CSA B44 listed in Section 106.2.8.

SECTION 106
REFERENCED DOCUMENTS

106.2.5 International Building Code. International Code Council (ICC) International Building Code-2024.

REASON: This proposal is being submitted as there is no standard published, as of this writing, under the a117.1 Standard on Accessible and Usable Buildings and Facilities in full and explicit support of the approved code under International Building Code Section 3001.2 regards to communication accessibility in elevators for the Deaf and Hard of Hearing community. Additionally, the current ASME a17.1 elevator revision as of 2019 provides only a slight reference in "2.27.1.1.3.d" and "2.27.1.1.4.e" regards to accessibility for the hearing impaired. (the a17.1 elevator language can and will be improved upon in the next a17.1 revision). The latest ASME a17.1 revision was a result of a task group collaboration and consensus, of which I was a contributing member of.

But for this a117.1 standard, my proposal is being submitted because the current section that needs to be amended does not provide any language to reflect the need for equal accessibility for the hearing impaired, which is the heart and intent of the current IBC code under 3001.2, which I proposed in 2018 and is effective 2021.

This proposed new standard a117.1 change seeks to provide equal accessibility for the approximately 50M Deaf and Hard of Hearing in the USA. This standard proposal also provides clarification for industry. Underlined wording is new and is added text to capture the intent of the proposal. This proposal clarifies as to what type of features and assistance is required and which shall be provided for the utilization of an available option of a visual and text-based live two-way communication system by an entrapped Deaf or Hard of Hearing passenger(s). The standard change proposal will neither increase or decrease the cost of construction as it is a clarification of requirements and points to a new code reference for elevators. I proposed this (a117.1) in 2015 but was not successful at the time due to my own lack of research, code support, and adequate data. But now that IBC 3001.2 recognizes and references the need for

equal communication access for all, coupled with the new ASME a17.1 elevator reference published as of 2019, I am now confident that the a117.1 standard committee will seriously consider approving this proposed standard for inclusion into the next revision to the benefit of almost 1/4 of the US populace. Lastly, there is no need for me to attach proof of media documentation to support the need for equal communication access for everyone with this proposal as we are all aware that there is an already obvious need for this standard in elevators. As stated, this is evidenced by the numerous news stories of people getting trapped / stuck or dying in malfunctioning elevators. The proposal speaks for itself. However, if any one requests proof of media coverage of such events, I will be happy to forward that as well.

Staff note: Code change G177-21 was approved as modified by public comment 1. 2024 IBC Section 3001.2 will reference ASME A17.1 for two way communication.

The *2021 International Building Code* can be viewed on the ICC website at https://codes.iccsafe.org/content/IBC2021P2.

Committee Action: 23-2-1 Disapproved
REPORT OF HEARING:
Modification (if any):

Committee Reason: The term 'live' proposed for the first sentence is not clear, and how a call was received is sufficiently addressed in the elevator standard requirements. The International Building Code does not need to be addressed because the scoping is what sends you to the standard. Referencing back is not needed.

407.4.10-ANDREW_CID.doc

Report for 0*4-32– 2021*		
Committee decision: D	***Committee Vote at Meeting: 23-2-1***	***Committee Vote on Ballot: 40-0-1***
REPORT OF HEARING: Modification (if any):		
Committee Reason: The term 'live' proposed for the first sentence is not clear, and how a call was received is sufficiently addressed in the elevator standard requirements. The International Building Code does not need to be addressed because the scoping is what sends you to the standard. Referencing back is not needed.		
PUBLIC COMMENT- FIRST DRAFT: Proponent:		
Desired Action:		
Modification:		
Reason:		
Committee decision: AS/AM/D	***Committee Vote at Meeting:***	***Committee Vote on Ballot:***
REPORT OF HEARING – FIRST DRAFT		
Modification (if any):		
Committee Reason:		
PUBLIC COMMENT- SECOND DRAFT: Proponent:		
Desired Action:		
Modification:		
Reason:		
Committee decision: AS/AM/D	***Committee Vote at Meeting:***	***Committee Vote on Ballot:***
FINAL ACTION: Modification (if any):		
Committee Reason:		

04-33 – 2021
407.4.10.1, 407.4.10.3, 407.4.10.4(New), 407.4.10.4.1(New), 407.4.10.4.2(New)

Proponent: Kevin Brinkman, National Elevator Industry, Inc. (NEII)

Revise as follows:

SECTION 407
ELEVATORS

407.4.10 Emergency communications. Emergency ~~two-way~~ communication systems between an elevator car and a point outside the hoistway shall comply with Section 407.4.10 and ASME A17.1/CSA B44 listed in Section 106.2.8.

407.4.10.1 Height. ~~The highest operable part of a two-way communication system shall comply with Section 308.~~ Operable parts of the communication system shall be located between 30 inches (760 mm) and 48 inches (1 220 mm) above the floor.

407.4.10.2 Identification. Raised characters and braille complying with Sections 703.3 and 703.4 and raised symbols complying with Section 407.4.7.1.4 shall be provided adjacent to the device.

407.4.10.3 Instructions. Where instructions for use are provided, essential ~~information~~ instructions shall be presented in visual form, raised characters and braille complying with Sections 703.2, 703.3 and 703.4.

407.4.10.4 Message Display Screen.

407.4.10.4.1 Visibility. The display screen shall be visible from a point located 40 inches (1015 mm) above the center of the clear floor space, 24 inches (610 mm) immediately in front of the car operating panel.

407.4.10.4.1 Characters. Characters displayed on the screen shall be in a conventional form. Characters shall not be italic, oblique, script, highly decorative or other unusual forms. The uppercase letter "I" shall be used to determine the allowable height of all characters of the font. The uppercase letter "I" of the font shall be 3/16 inch (4.8 mm) minimum in height. Characters shall contrast with their background with either light characters on a dark background, or dark characters on a light background.

REASON: The reference to Section 308 would require the operable parts to be located 48 inches maximum and 15 inches minimum above the floor. The lower limit of 15 inches was necessary for older elevators that used a traditional phone handset with a cord because a phone box needed to be located below the car operating panel. Modern phone systems use a single push button

which can be easily located in or near the car operating panel. The 30-inch dimension was chosen to allow the phone button to be located directly below the car operating panel.

ASME A17.1-2019/CSA B44:19 requires an in-car message display to be used by an elevator occupant who may not be able to communicate audibly to emergency personnel. The visibility of the display is to accommodate a wheelchair user through a standing adult, modeled after 707.7.1 for automatic teller machines and fare machines. The font style is the style required for general visual characters in section 703.2.3 and the font size is the size required for the displays used on automatic teller machines and fare machines in section 707.7.2.

The term "two-way" is removed from the requirement because it is included in the referenced requirements in ASME A17.1/CSA B44 and some communication components may not provide effective two-way communications between every passenger and every responder. Some passengers may only communicate verbally while others may only communicate visually therefore it is the collection of all communication components, audible and visual that provides the total communication functionality.

The word 'information" was changed to "instructions" to align with the title and contents of the requirement.

04-33 – 2021 modification

407.4.10.1, 407.4.10.3, 407.4.10.4(New), 407.4.10.4.1(New), 407.4.10.4.2(New)

Proponent: Kevin Brinkman, National Elevator Industry, Inc. (NEII)

Further modify as follows:

> **407.4.10.1 Height.** Operable parts of the communication system shall be located ~~between~~ 30 inches (760 mm) minimum and 48 inches (1 220 mm) maximum above the floor.

Reason: Editorial. To clarify that 30 and 48 inches are part of the range.

Staff Note: Question Divided.

Committee Action: Part 1 - Section 407.4.10 – remove "two-way" AS 4-18-3; D 21-3-1
Part 2 - Remainder of proposal – AS 22-0-3 with editorial modification

REPORT OF HEARING:
Modification (if any):

Further modify as follows:

407.4.10 Emergency communications. Emergency two-way communication systems between an elevator car and a point outside the hoistway shall comply with Section 407.4.10 and ASME A17.1/CSA B44 listed in Section 106.2.8.

407.4.10.1 Height. Operable parts of the communication system shall be located ~~between~~ 30 inches (760 mm) minimum and 48 inches (1 220 mm) maximum above the floor.

Committee Reason: The term "two-way" was reinserted in Section 407.4.10 because the committee felt that since this is included in ASME A17.1 it would not be a conflict and would make the overall intent of the section clearer. The modification to Section 407.4.10.1 is editorial.

The change to Section 407.4.10.1 improved the reach for the operable parts. The additional requirement for the display screen provided appropriate requirements for placement and the information on the screen.

407.4.10-BRINKMAN.doc

Report for 0*4-33– 2021*

Committee decision: AM	***Committee Vote at Meeting: 22-0-3***	***Committee Vote on Ballot:37-3-1***

REPORT OF HEARING:
Modification (if any):
Further modify as follows:

407.4.10 Emergency communications. Emergency two-way communication systems between an elevator car and a point outside the hoistway shall comply with Section 407.4.10 and ASME A17.1/CSA B44 listed in Section 106.2.8.

407.4.10.1 Height. Operable parts of the communication system shall be located ~~between~~ 30 inches (760 mm) minimum and 48 inches (1 220 mm) maximum above the floor.

Committee Reason: The term "two-way" was reinserted in Section 407.4.10 because the committee felt that since this is included in ASME A17.1 it would not be a conflict and would make the overall intent of the section clearer. The modification to Section 407.4.10.1 is editorial.

The change to Section 407.4.10.1 improved the reach for the operable parts. The additional requirement for the display screen provided appropriate requirements for placement and the information on the screen.

PUBLIC COMMENT- FIRST DRAFT:
Proponent: **Rex Pace representing HUD**

Desired Action: Affirmative with comment

Modification:

Reason: Deferred to the view of those with expertise on this subject.

Proponent: **Kim Paarlberg representing ICC**

Desired Action: Negative with comment

Modification:
Further modify the proposal as follows:

407.4.10.4 Message Display Screen.

407.4.10.4.1 Visibility. The display screen shall be visible from a point located ~~40~~ 43 inches (~~1015~~ 1092 mm) minimum and 54 inches (1372 mm) maximum ~~above the center of the clear floor space~~, 15 inches (381 mm) minimum and 24 inches (610 mm) maximum ~~immediately~~ in front of the car operating panel.

407.4.10.4.1 Characters. Characters displayed on the screen shall comply with Section 703.2 for visual characters except that the minimum character height is 3/16 inches (4.8 mm) minimum. ~~be in a conventional form. Characters shall not be italic, oblique, script, highly decorative or other unusual forms. The uppercase letter "I" shall be used to determine the allowable height of all characters of the font. The uppercase letter "I" of the font shall be 3/16 inch (4.8 mm) minimum in height. Characters shall contrast with their background with either light characters on a dark background, or dark characters on a light background.~~

Reason: I support the concept of the change; however, the proposed text is matching the display screen on an automatic teller machine, which is set up for a person seated in a wheelchair. Since this screen is intended for persons with hearing impairments, this should be set up for a standing person as well – 40" seems too low. The clear floor space may be perpendicular to parallel, so 24" is not always the right distance away and is father than someone would stand. The character information is addressed in visual requirements and does not need to be repeated. This will also address items not covered, such a s stroke width, character and line spacing and character width.

PUBLIC COMMENT- FIRST DRAFT:
Proponent: *Ken Schnoover, Individual member*

Desired Action: Affirmative with comment

Modification:

Reason: Delete the first sentence in 407.4.10.4.1, as follows:
~~Characters displayed on the screen shall be in a conventional form.~~ Characters shall not be italic, … (remainder unchanged)

Report for 0*4-33– 2021*		
The provision is vague, subjective and unenforceable. If there are specific features that intended to be required or prohibited, they must be clearly identified and described.		
Committee decision: AS/AM/D	***Committee Vote at Meeting:***	***Committee Vote on Ballot:***
REPORT OF HEARING – FIRST DRAFT		
Modification (if any):		
Committee Reason:		
PUBLIC COMMENT- SECOND DRAFT: Proponent:		
Desired Action:		
Modification:		
Reason:		
Committee decision: AS/AM/D	***Committee Vote at Meeting:***	***Committee Vote on Ballot:***
FINAL ACTION: Modification (if any):		
Committee Reason:		

ICC A117.1 Committee Action Report
Chapter 5

05-01 – 2021

502.1, 502.2, 502.3, 502.3.1(New), 502.3.2(New), 502.4, 502.4.1, 502.4.2, 502.4.4, 502.6, 502.7, 502.8

Proponent: Bradley Gaskins, AIA CASp, The McIntosh Group, LLC

Revise as follows:

SECTION 502
PARKING SPACES

502.1 General. ~~Car and van~~ Automobile parking spaces in parking lots shall comply with Sections 502.2 through 502.8. Automobile ~~Car and van~~ parking spaces provided as part of on-street parking shall comply with Sections 502.9 and 502.10. Where an electrical vehicle charging station is provided at a parking space, it shall comply with Section 502.11.

502.2 Vehicle space size. ~~Car parking spaces shall be 96 inches (2440 mm) minimum in width.~~ Automobile ~~Van~~ parking spaces shall be ~~132~~ 144 inches (~~3355~~ 3660 mm) minimum in width.

~~Exception:~~ ~~Where the adjacent access aisle is 96 inches (2440 mm) minimum in width, van parking spaces shall be 96 inches (2440 mm) minimum in width.~~

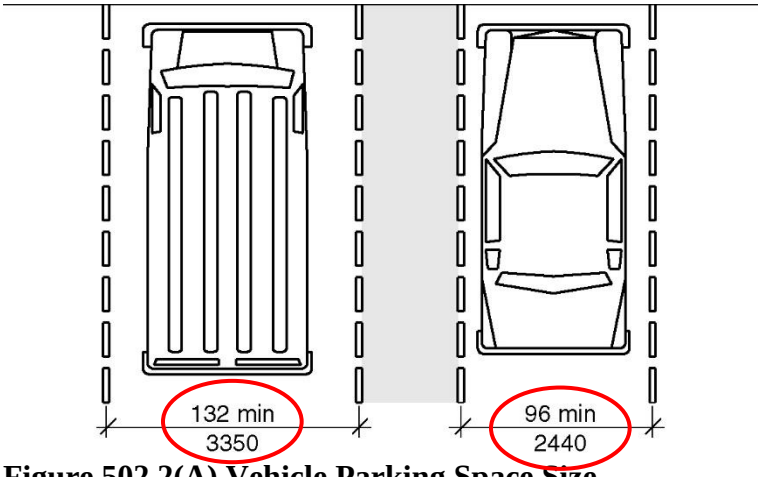
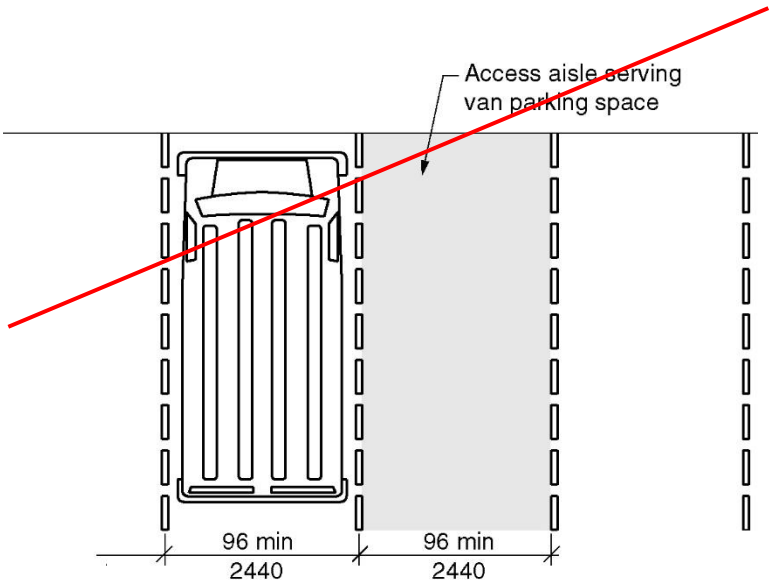


Figure 502.2~~(A)~~ Vehicle Parking Space Size



~~**Figure 502.2(B) Van Parking Space Size Exception**~~

502.3 Vehicle space marking. Automobile ~~Car and van~~ parking spaces shall be marked to define the width with 4 inch (100 mm) minimum wide lines. Where parking spaces are marked with lines, the width measurements of parking spaces and adjacent access aisles shall be made from the centerline of the markings. Where parking spaces are adjacent to curbs or non-paved areas the lines on the side of the curb or other non-paved area shall be permitted to be omitted.

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

502.3.1 Vehicle space outline. Automobile parking spaces shall be outlined with 4 inch (100 mm) minimum wide stripes on each side of the space. The lines shall be blue in color.

502.3.2 International Symbol of Accessibility. The parking space shall be marked with an International Symbol of Accessibility complying with Section 703.6.3.1 in white on a blue background 36 inches (915 mm) minimum wide by 36 inches (915 mm) high minimum outlined with 4 inches (100mm) minimum wide lines. The centerline of the International Symbol of Accessibility shall be a maximum of 6 inches (152 mm) from the centerline of the parking space, its sides parallel to the length of the parking space and its lower corner at, or lower side aligned with, the end of the parking space.

502.4 Access aisle. Automobile ~~Car and van~~ parking spaces shall have an adjacent access aisle complying with Section 502.4.

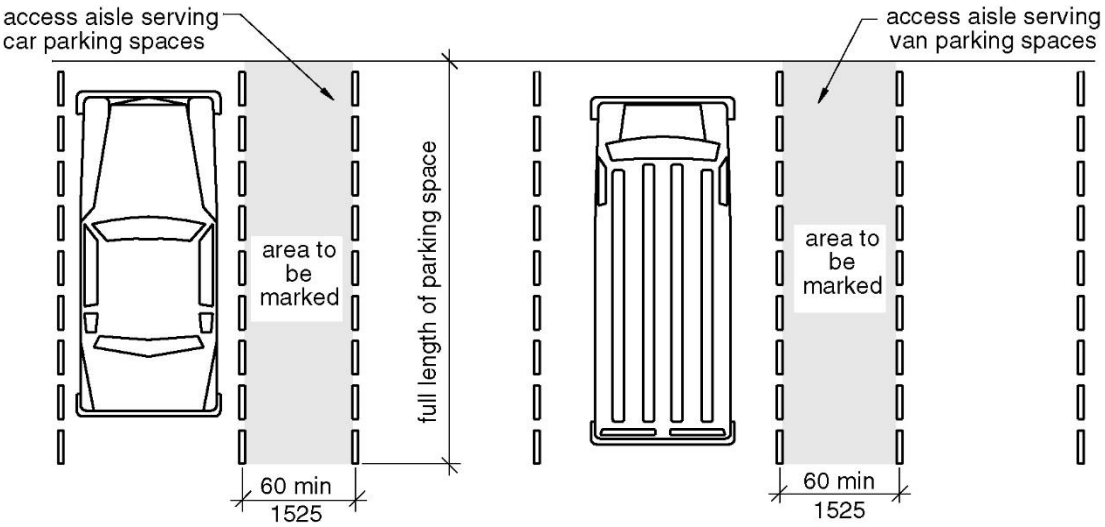


Figure 502.4 Parking Space Access Aisle

Staff note: If this proposal is approved, direction is required for revising this figure

502.4.1 Location. Access aisles shall adjoin an accessible route. Two parking spaces shall be permitted to share a common access aisle. Access aisles shall not overlap with the vehicular way. Parking spaces shall be permitted to have access aisles placed on either side of the car or van parking space. Designated van ~~Van~~ parking spaces that are angled shall have access aisles located on the passenger side of the parking space.

502.4.2 Width. Access aisles serving automobile ~~car and van~~ parking spaces shall be 60 inches (1525 mm) minimum in width.

502.4.3 Length. Access aisles shall extend the full length of the parking spaces they serve.

502.4.4 Marking. Access aisles shall be marked with 4 inch (100 mm) minimum wide lines and with 4 inch (100 mm) minimum wide diagonal lines ~~so as to discourage parking in them~~. The lines shall be white in color. The words "NO PARKING" in all capital letters shall be painted on the surface centered within the access aisle in white letters 12 inches (305 mm) minimum in height and located to be visible from the adjacent vehicular way. 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 markings.

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 access aisle or parking space.

502.5 Floor surfaces. Parking spaces and access aisles shall comply with Section 302 and have surface slopes not steeper than 1:48. Access aisles shall be at the same level as the parking spaces they serve.

502.6 Vertical clearance. A vertical clearance of 98 inches (2490 mm) minimum shall be provided at the following locations:

1. Automobile parking ~~Parking~~ spaces ~~for vans~~.

2. The access aisles serving automobile parking spaces ~~for vans~~.
3. The vehicular routes serving automobile parking spaces for vans.

502.7 Identification. Where parking spaces are required to be identified by signs, the signs shall include the International Symbol of Accessibility complying with Section 703.6.3.1. Signs identifying ~~van~~ automobile parking spaces shall contain the designation "van accessible." Signs shall be ~~60~~ 80 inches (~~1525~~ 2035 mm) minimum above the floor of the parking space, measured to the bottom of the sign.

502.8 Relationship to accessible routes. Parking spaces and access aisles shall be designed so that automobiles ~~cars and vans~~, when parked, do not obstruct the required clear width of adjacent accessible routes.

502.9 On street parking spaces. On-street parallel parking spaces shall comply with Section 502.9.1. On-street perpendicular or angled parking shall comply with Section 502.9.2.

502.9.2 Perpendicular or angled parking spaces. Where perpendicular or angled parking is provided the width of the parking space shall be 144 inches(3660 mm) wide minimum and an access aisle ~~96~~ 60 inches (~~2440~~ 1525 mm) wide minimum shall be provided at street level the full length of the parking space and shall connect to a pedestrian access route. The access aisle shall comply with Section 502.4 and shall be marked so as to discourage parking in the access aisle. Two parking spaces are permitted to share a common access aisle.

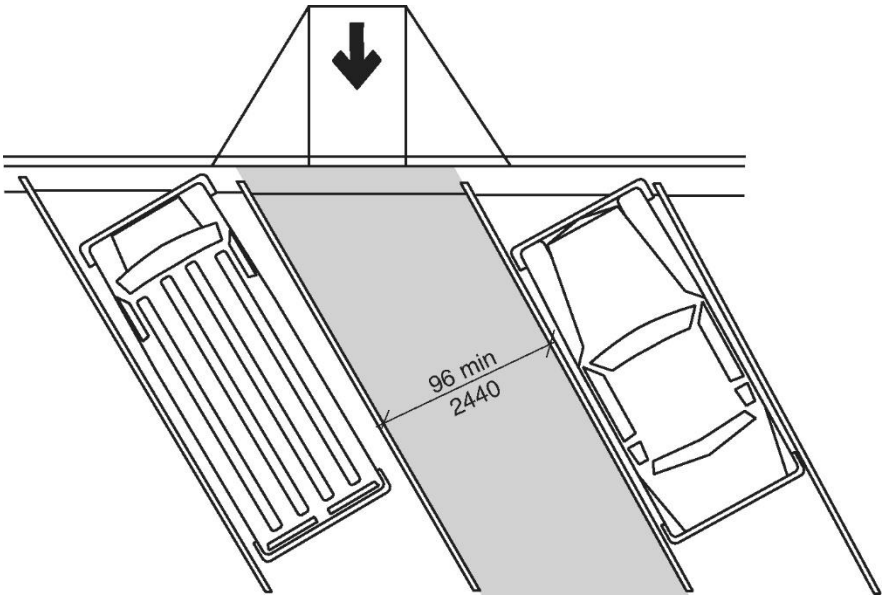


Figure 502.9.2 Perpendicular or Angled Parking Space

Staff note: If this proposal is approved, direction is required for revising this figure

REASON: After reviewing hundreds if not thousands of accessible parking spaces it is apparent that accessible car parking spaces are narrower than standard non-accessible parking spaces. Also, observing people parking in accessible parking spaces they are often occupying part of the access aisle as well making the adjacent accessible parking space as unusable. By widening the parking spaces to more closely resemble the width of standard non-accessible parking spaces the parking spaces become more usable and are more equal to non-accessible parking spaces. Also, noticing the distribution of van accessible spaces vs. car accessible spaces individuals will often have to travel long distances if they need to use a van accessible space. By making all accessible spaces van spaces the distribution is more equal.

Committee Action: 27-1-5 Disapproved
REPORT OF HEARING:
Modification (if any):

Committee Reason: There was no data provided for technical justification to make all the parking spaces sized for vans. There can be an issue with the access aisle for the universal space depending on how people park in the wider spaces. Another option would be to address dispersal of van spaces or the number of van spaces required in the scoping document. The requirements for markings and color would conflict with some of the existing DOT requirements in each state. The wheelchair symbol on the parking space is redundant to the sign in front and is covered by parked cars or snow. The signage on the ground does not work for parking surfaces other than pavement.

502.1-GASKINS.doc

Report for 0*5-01– 2021*		
Committee decision: D	***Committee Vote at Meeting: 27-1-5***	***Committee Vote on Ballot: 40-0-1***
REPORT OF HEARING: Modification (if any):		
Committee Reason: There was no data provided for technical justification to make all the parking spaces sized for vans. There can be an issue with the access aisle for the universal space depending on how people park in the wider spaces. Another option would be to address dispersal of van spaces or the number of van spaces required in the scoping document. The requirements for markings and color would conflict with some of the existing DOT requirements in each state. The wheelchair symbol on the parking space is redundant to the sign in front and is covered by parked cars or snow. The signage on the ground does not work for parking surfaces other than pavement.		
PUBLIC COMMENT- FIRST DRAFT: Proponent:		
Desired Action:		
Modification:		
Reason:		
Committee decision: AS/AM/D	***Committee Vote at Meeting:***	***Committee Vote on Ballot:***
REPORT OF HEARING – FIRST DRAFT		
Modification (if any):		
Committee Reason:		
PUBLIC COMMENT- SECOND DRAFT: Proponent:		
Desired Action:		
Modification:		
Reason:		
Committee decision: AS/AM/D	***Committee Vote at Meeting:***	***Committee Vote on Ballot:***
FINAL ACTION: Modification (if any):		
Committee Reason:		

05-02 – 2021
502.1, 502.2, 502.3, 502.4, 502.4.2

Proponent: Gina Hilberry, Cohen Hilberry Architects, representing United Cerebral Palsy

Revise as follows:

SECTION 502
PARKING SPACES

502.1 General. Car, ~~and~~ van, RV and truck parking spaces in parking lots shall comply with Sections 502.2 through 502.8. Car and van parking spaces provided as part of on-street parking shall comply with Sections 502.9 and 502.10. Where an electrical vehicle charging station is provided at a parking space, it shall comply with Section 502.11.

502.2 Vehicle space size. Car parking spaces shall be 96 inches (2440 mm) minimum in width. Van parking spaces shall be 132 inches (3355 mm) minimum in width**.** Truck and RV parking spaces shall be 180 inches (4572 mm) minimum in width.

Exception: Where the adjacent access aisle is 96 inches (2440 mm) minimum in width, van parking spaces shall be 96 inches (2440 mm) minimum in width.

502.3 Vehicle space marking. Car, ~~and~~ van, RV and truck parking spaces shall be marked to define the width. Where parking spaces are marked with lines, the width measurements of parking spaces and adjacent access aisles shall be made from the centerline of the markings.

Exception: Where parking spaces or access aisles are not adjacent to another parking space or access aisle, measure- line defining the parking space or access aisle.

502.4 Access aisle. Car, ~~and~~ van, RV and truck parking spaces shall have an adjacent access aisle complying with Section 502.4.

502.4.1 Location. Access aisles shall adjoin an accessible route. Two parking spaces shall be permitted to share a common access aisle. Access aisles shall not overlap with the vehicular way. Parking spaces shall be permitted to have access aisles placed on either side of the car or van parking space. Van parking spaces that are angled shall have access aisles located on the passenger side of the parking space.

502.4.2 Width. Access aisles serving ~~car and van~~ parking spaces shall be 60 inches (1525 mm) minimum in width.

502.4.3 Length. Access aisles shall extend the full length of the parking spaces they serve.

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 markings.

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 access aisle or parking space.

502.5 Floor surfaces. Parking spaces and access aisles shall comply with Section 302 and have surface slopes not steeper than 1:48. Access aisles shall be at the same level as the parking spaces they serve.

502.6 Vertical clearance. A vertical clearance of 98 inches (2490 mm) minimum shall be provided at the following locations:

1. Parking spaces for vans.
2. The access aisles serving parking spaces for vans.
3. The vehicular routes serving parking spaces for vans.

A vertical clearance of 174 inches (4420 mm) minimum shall be provided at truck and RV parking.

502.7 Identification. Where parking spaces are required to be identified by signs, the signs shall include the International Symbol of Accessibility complying with Section 703.6.3.1. Signs identifying van parking spaces shall contain the designation "van accessible." Signs shall be 60 inches (1525 mm) minimum above the floor of the parking space, measured to the bottom of the sign.

502.8 Relationship to accessible routes. Parking spaces and access aisles shall be designed so that cars and vans, when parked, do not obstruct the required clear width of adjacent accessible routes.

REASON: As scoping for truck and RV parking is added to Appendix A, minor language changes and some dimensional information is needed in Section 502. With the exception of the addition of dimensions suitable for large trucks and RVs, the language remains unchanged. The assumption is that (similar to car and van drivers), the truck or RV driver will adjust the position of the vehicle in the space as necessary to accommodate a lift on either side of the tractor/cab and that access aisles are not required on both sides.

Committee Action: 22-1-6 Disapproved
REPORT OF HEARING:
Modification (if any):

Committee Reason: The proposal needs to identify that this is for semi-truck parking spaces, not any parking where there could be any size truck. Is there research on how many semi-truck drivers, compared to the all semi-truck drivers need this accommodations. This should be addressed separately in scoping and in the technical requirements. The requirements for RV should match what is in the ABA for RV parking.

502.1-HILBERRY.doc

Report for 0*5-02– 2021*		
Committee decision: D	***Committee Vote at Meeting: 22-1-6***	***Committee Vote on Ballot: 40-0-1***
REPORT OF HEARING: Modification (if any):		
Committee Reason: The proposal needs to identify that this is for semi-truck parking spaces, not any parking where there could be any size truck. Is there research on how many semi-truck drivers, compared to the all semi-truck drivers need this accommodations. This should be addressed separately in scoping and in the technical requirements. The requirements for RV should match what is in the ABA for RV parking.		
PUBLIC COMMENT- FIRST DRAFT: Proponent:		
Desired Action:		
Modification:		
Reason:		
Committee decision: AS/AM/D	***Committee Vote at Meeting:***	***Committee Vote on Ballot:***
REPORT OF HEARING – FIRST DRAFT		
Modification (if any):		
Committee Reason:		
PUBLIC COMMENT- SECOND DRAFT: Proponent:		
Desired Action:		
Modification:		
Reason:		
Committee decision: AS/AM/D	***Committee Vote at Meeting:***	***Committee Vote on Ballot:***
FINAL ACTION: Modification (if any):		
Committee Reason:		

05-03 – 2021
502.1

Proponent: Gene Boecker, Code Consultants, Inc.

Revise as follows:

SECTION 502
PARKING SPACES

502.1 General. Car and van parking spaces in parking lots and parking garages shall comply with Sections 502.2 through 502.8. Car and van parking spaces provided as part of on-street parking shall comply with Sections 502.9 and 502.10. Where an electrical vehicle charging station is provided at a parking space, it shall comply with Section 502.11.

REASON: When, during the last cycle the language was changed to delineate between parking with the traditional angled or perpendicular spaces and the new provisions for parallel parking, the language for garages was inadvertently left out. What has happened is that a number of times it has come into question whether the parking provisions apply with garages or not. The added text clarifies the intent.

Committee Action: 20-0-1 Approved as modified
REPORT OF HEARING:
Modification (if any): Mod Motion passes 23-2-3

Further modify:

502.1 General. Car and van parking spaces ~~in parking lots and parking garages~~ shall comply with Sections 502.2 through 502.8. Car and van parking spaces provided as part of on-street parking shall comply with Sections 502.9 and 502.10. Where an electrical vehicle charging station is provided at a parking space, it shall comply with Section 502.11.

Committee Reason: The modification and the proposal was to clarify that the requirements are for surface, parking garages, carports – wherever parking is provided.

502.1-BOECKER.doc

Report for 05-03– 2021		
Committee decision: AM	***Committee Vote at Meeting: 20-0-1***	***Committee Vote on Ballot: 40-0-1***
REPORT OF HEARING: Modification (if any): **Further modify:** **502.1 General**. Car and van parking spaces ~~in parking lots and parking garages~~ shall comply with Sections 502.2 through 502.8. Car and van parking spaces provided as part of on-street parking shall comply with Sections 502.9 and 502.10. Where an electrical vehicle charging station is provided at a parking space, it shall comply with Section 502.11.		
Committee Reason: The modification and the proposal was to clarify that the requirements are for surface, parking garages, carports – wherever parking is provided.		

Report for 0*5-03– 2021*		
PUBLIC COMMENT- FIRST DRAFT: Proponent:		
Desired Action:		
Modification:		
Reason:		
Committee decision: AS/AM/D	***Committee Vote at Meeting:***	***Committee Vote on Ballot:***
REPORT OF HEARING – FIRST DRAFT		
Modification (if any):		
Committee Reason:		
PUBLIC COMMENT- SECOND DRAFT: Proponent:		
Desired Action:		
Modification:		
Reason:		
Committee decision: AS/AM/D	***Committee Vote at Meeting:***	***Committee Vote on Ballot:***
FINAL ACTION: Modification (if any):		
Committee Reason:		

05-04 – 2021
502.2

Proponent: Gina Hilberry, Cohen Hilberry Architects, representing United Cerebral Palsy

Revise text as follows:

SECTION 502
PARKING SPACES

502.2 Vehicle space size. Car parking spaces shall be 96 inches (2440 mm) minimum in width. Van parking spaces shall be 132 inches (3355 mm) minimum in width**.**

~~Exception~~ Exceptions:

1. Where the adjacent access aisle is 96 inches (2440 mm) minimum in width, van parking spaces shall be 96 inches (2440 mm) minimum in width.
2. Where the vehicle space and access aisle that serve an Accessible, Type A or Type B unit is in a garage and enclosed by walls located at the sides of the space and aisle, the width of the combined vehicle space and access aisle shall be 170 inches (4318 mm). The garage door shall be at least 120 inches (3048 mm) wide. The vehicle space and access aisle are not required to have marking or signage.

REASON: This parking type is not addressed in the standard. The walls enclosing the parking space obstruct movement around the car and can make transfers difficult if the space is held at 13 feet in width. The Supplemental FAQ for the HUD Guidelines clarified the requirement that these spaces be 14 feet 2 inches wide inside and the door must be 10 feet wide (Questions and Answers about the Fair Housing Accessibility Guidelines 24 CR Ch. I, June 28, 1994, Item 14 Parking Spaces and Garages, (d)).

Committee Action: 25-0-4 Disapproved
REPORT OF HEARING:
Modification (if any):

Committee Reason: The orientation of the garage door to the space and the access aisle is not indicated. To provide an accessible route from the space you could use a man door next to the garage door or into the unit. There is no technical justification for the HUD guidance for 14'-2" wide garages. The language needs to clarify what type of garage this is applicable too. Signage and marking exceptions for these spaces are already addressed in scoping.

502.2-HILBERRY.doc

Report for 0*5-04– 2021*		
Committee decision: D	***Committee Vote at Meeting: 25-0-4***	***Committee Vote on Ballot:39-1-1***
REPORT OF HEARING: Modification (if any):		
Committee Reason: The orientation of the garage door to the space and the access aisle is not indicated. To provide an accessible route from the space you could use a man door next to the garage door or into the unit. There is no technical justification for the HUD guidance for 14'-2" wide garages. The language needs to clarify what type of garage this is applicable too. Signage and marking exceptions for these spaces are already addressed in scoping.		

Report for 0*5-04– 2021*		
PUBLIC COMMENT- FIRST DRAFT: *Proponent:* **Rex Pace representing HUD**		
Desired Action: Affirmative with Comment		
Modification:		
Reason: There is a basis for HUD's guidance but guidance by its very natural typically does not address all scenarios. In that respect, we do not agree with the committee's collective reasoning Note that for an accessible unit or unit required by HUD's 504 regulations that a Type A unit would be consistent with, the space would have to meet parking space accessibility requirements.		
Committee decision: AS/AM/D	***Committee Vote at Meeting:***	***Committee Vote on Ballot:***
REPORT OF HEARING – FIRST DRAFT		
Modification (if any):		
Committee Reason:		
PUBLIC COMMENT- SECOND DRAFT: Proponent:		
Desired Action:		
Modification:		
Reason:		
Committee decision: AS/AM/D	***Committee Vote at Meeting:***	***Committee Vote on Ballot:***
FINAL ACTION: Modification (if any):		
Committee Reason:		

05-05 – 2021
502.7

Proponent: Marsha Mazz, representing United Spinal Association

Revise as follows:

SECTION 502
PARKING SPACES

502.7 Identification. Where parking spaces are required to be identified by signs, the signs shall include the International Symbol of Accessibility complying with Section 703.6.3.1. Signs identifying van parking spaces shall contain the designation "van accessible." Signs shall be 60 inches (1525 mm) minimum above the floor of the parking space, measured to the bottom of the lowest sign.

REASON: Where there are two signs, such as one sign indicating that the space is reserved and another indication that the space is van accessible, some people will measure to the higher of the two signs, instead of the lower.

Committee Action: 25-2-1 Approved as modified.
REPORT OF HEARING:
Modification (if any): Mod motion passed 25-3-4

Further modification:

502.7 Identification. Where parking spaces are required to be identified by signs, the signs shall include the International Symbol of Accessibility complying with Section 703.6.3.1. Signs identifying van parking spaces shall contain the designation "van accessible." Signs shall be 60 inches (1525 mm) minimum above the floor of the parking space, measured to the bottom of the lowest sign required by this section.

Committee Reason: The modification was to clarify that this requirement is only for the signage in this section and not fine signs required by the DOT. The purpose of this requirement is to be able to see the wheelchair space and signage over parked cars. Protruding object concerns are delt with in Chapter 3.

502.7-MAZZ.doc

Report for 05-05– 2021		
Committee decision: AM	***Committee Vote at Meeting: 25-2-1***	***Committee Vote on Ballot: 40-0-1***
REPORT OF HEARING: Modification (if any): **Further modification:** **502.7 Identification.** Where parking spaces are required to be identified by signs, the signs shall include the International Symbol of Accessibility complying with Section 703.6.3.1. Signs identifying van parking spaces shall contain the designation "van accessible." Signs shall be 60 inches (1525 mm) minimum above the floor of the parking space, measured to the bottom of the lowest sign required by this section.		

Report for 0*5-05– 2021*		
Committee Reason: The modification was to clarify that this requirement is only for the signage in this section and not fine signs required by the DOT. The purpose of this requirement is to be able to see the wheelchair space and signage over parked cars. Protruding object concerns are delt with in Chapter 3.		
PUBLIC COMMENT- FIRST DRAFT: Proponent:		
Desired Action:		
Modification:		
Reason:		
Committee decision: AS/AM/D	***Committee Vote at Meeting:***	***Committee Vote on Ballot:***
REPORT OF HEARING – FIRST DRAFT		
Modification (if any):		
Committee Reason:		
PUBLIC COMMENT- SECOND DRAFT: Proponent:		
Desired Action:		
Modification:		
Reason:		
Committee decision: AS/AM/D	***Committee Vote at Meeting:***	***Committee Vote on Ballot:***
FINAL ACTION: Modification (if any):		
Committee Reason:		

05-06 – 2021
502.9, 502.9.1, 502.9.1.1, 502.9.1.2, 502.9.2

Proponent: Marsha Mazz, representing United Spinal Association

Revise as follows:

SECTION 502
PARKING SPACES

502.9 Parallel parking spaces. On-street parallel parking spaces located in the public right-of-way shall comply with Section 502.9.1. On-street perpendicular or angled parking spaces shall comply with Section 502.9.2.

502.9.1 Wide sidewalks. Where the width of the adjacent sidewalk or available right-of-way exceeds 14 feet (4265 mm), an access aisle 60 inches (1525 mm) wide minimum shall be provided at street level the full length of the parking space and shall connect to ~~a pedestrian access route~~ an accessible route. The access aisle shall comply with Section 502.4 and shall not encroach on vehicular travel lanes.

502.9.1.1 Alterations. In alterations where the street or sidewalk within the public right-of-way and adjacent to the parking spaces is not altered, an access aisle shall not be required provided the parking spaces are located at the end of the block face.

502.9.1.2 Narrow sidewalks. An access aisle is not required where the width of ~~the adjacent sidewalk or~~ the available right-of-way is less than or equal to 14 feet (4265 mm). Where an access aisle is not provided, the parking spaces shall be located at the end of the block face.

502.9.2 Perpendicular or angled parking spaces. Where perpendicular or angled parking is provided, an access aisle 96 inches (2440 mm) wide minimum shall be provided at street level the full length of the parking space and shall connect to ~~a pedestrian access route~~ an accessible route. The access aisle shall comply with Section 502.4 and shall be marked so as to discourage parking in the access aisle. Two parking spaces are permitted to share a common access aisle.

REASON: This proposal addresses the fact that the criteria for on-street parking is taken from the Access Board's proposed Public Rights-of-Way Accessibility Guidelines published in March 2011 and supplemented in February, 2013. **This is not a final rule. It is subject to change by the Access Board prior to being finalized. Also, before it an become ADA Standards, it must be again proposed for adoption as enforceable ADA Standards by the Departments of Justice and Transportation.** Given the time since the proposed rule was published, there also is a chance that the rule will not be finalized in the near future – particularly if the government's administrative procedures require republication of the proposed rule by the Access Board – starting the whole process over again.

While further change by the federal government presents an obvious problem, incorporation of the proposed rule into the ICC A117.1 presents other challenges to harmonization with current ADA requirements.

First, several courts have found that only the enforceable DOJ regulations (i.e., the 2010 ADA Standards) apply to work in the public right-of-way. (See Kirola v. City and County of San Francisco, No. 14-17521 (9th Cir. 2017) at https://law.justia.com/cases/federal/appellate-courts/ca9/14-17521/14-17521-2017-06-22.html). This means that where these criteria fall below the requirements of the 2010 ADA Standards, their use puts the designer at risk of a lawsuit or other adverse action. The current A117.1 requirement falls below the enforceable ADA criteria in 3 significant ways:

1. The provision permits omission of the access aisle required by Section 502.3 of the 2010 ADA Standards under certain conditions (alterations and narrow sidewalks).
2. The provision requires connection to a "pedestrian access route" instead of an "accessible route", violating the 2010 ADA Standards Section 502.3.
3. The provision allows use of the criteria developed by the Access Board to apply *only in the public right-of-way* to apply on a roadway within a site. Therefore, a designer can opt to locate required access parking on the roadway (provided this location is closer than the parking lot) and, in alterations or where the sidewalk is narrow, an access aisle would not be required. Additionally, the designer would be required to connect the space to a "pedestrian accessible route" instead of an accessible route.

One further complication: the ICC A117.1 does not have technical requirements or define the term "pedestrian access route" (PAR). Under the Access Board's proposed rule, a PAR differs from an accessible route, most notably in that its slope is measured from the adjacent roadway and, not from sea level.

We believe these criteria were included in the standard prematurely and, if the changes suggested above do not meet with approval or raise other questions, we would agree to a modification of this proposal to delete this section in its entirety, particularly as we are aware that the ICC A117.1 is rarely referenced by the authorities controlling work in public rights-of-way.

Committee Action: 15-4-5 Approved as modified

REPORT OF HEARING:
Modification (if any): Mod carries 15-9-5

Further modify as follows:

502.9 Parallel parking spaces. On-street parallel parking ~~spaces located in the public right-of-way~~ shall comply with Section 502.9.1. On-street perpendicular or angled parking spaces shall comply with Section 502.9.2.

502.9.1.1 Alterations. In alterations where the street or sidewalk ~~within the public right-of-way and~~ adjacent to the parking spaces is not altered, an access aisle shall not be required provided the parking spaces are located at the end of the block face.

Committee Reason: The modification was approved as adding 'public right of way' would remove allowances/requirements for street parking on private roads in multi-building sites.

Using the phrase 'ac accessible route' instead of 'a pedestrian access route' is more consistent with the terminology in ADA and the A117.1.

There is concern that PROWAG does not provide the same level of access for accessible parking that ADA currently requires. The ADA would require the accessible parking to be level and have an accessible route. The PROWAG content has not yet been approved or proposed to be added into ADA. Therefore this may cause DOT to say use the proposed PROWAG and DOJ saying it does not comply with ADA.

502.9-MAZZ.doc

Report for 0*5-06– 2021*		
Committee decision: AM	***Committee Vote at Meeting: 15-4-5***	***Committee Vote on Ballot:38-2-1***
REPORT OF HEARING: Modification (if any): **Further modify as follows:** **502.9 Parallel parking spaces.** On-street parallel parking ~~spaces located in the public right-of-way~~ shall comply with Section 502.9.1. On-street perpendicular or angled parking spaces shall comply with Section 502.9.2. **502.9.1.1 Alterations.** In alterations where the street or sidewalk ~~within the public right-of-way and~~ adjacent to the parking spaces is not altered, an access aisle shall not be required provided the parking spaces are located at the end of the block face.		
Committee Reason: The modification was approved as adding 'public right of way' would remove allowances/requirements for street parking on private roads in multi-building sites. Using the phrase 'ac accessible route' instead of 'a pedestrian access route' is more consistent with the terminology in ADA and the A117.1. There is concern that PROWAG does not provide the same level of access for accessible parking that ADA currently requires. The ADA would require the accessible parking to be level and have route. The PROWAG content has not yet been approved or proposed to be added into ADA. Therefore this may cause DOT to say use the proposed PROWAG and DOJ saying it does not comply with ADA.		
PUBLIC COMMENT- FIRST DRAFT: *Proponent*: **Kim Paarlberg representing ICC**		
Desired Action: Negative with comment		
Modification: **Further modify the proposal as follows:** **502.9.1.2 Narrow sidewalks.** An access aisle is not required where the width of the adjacent sidewalk or the available right-of-way is less than or equal to 14 feet (4265 mm). Where an access aisle is not provided, the parking spaces shall be located at the end of the block face.		
Reason: I find the revisions to 502.9.2.1 confusing and I believe goes against the intent of the allowance. This is supposed to be an exception for the access aisle where the sidewalk is less than 14'. To me a right-of-way is the street, which is what is left now. I believe the sidewalks needs to be put back in.		
PUBLIC COMMENT- FIRST DRAFT: Proponent: *Marsha Mazz, United Spinal Association*		
Desired Action: **D**		
Modification:		
Reason: The committee erred when it modified the proposal to remove references to on-street parking "in the public right-of-way". The allowance for narrow sidewalks is taken from the Access Board's proposed rule for Accessible Public Rights-of-Way. Under the ADA, the exception for narrow sidewalks will not apply. This modification will cause designers to inadvertently violate the ADA if they locate parking on streets that are not in the Public Right-of-Way, such as private streets in a residential development and on a campus.		
Committee decision: AS/AM/D	***Committee Vote at Meeting:***	***Committee Vote on Ballot:***
REPORT OF HEARING – FIRST DRAFT		
Modification (if any):		
Committee Reason:		
PUBLIC COMMENT- SECOND DRAFT: Proponent:		
Desired Action:		
Modification:		
Reason:		
Committee decision: AS/AM/D	***Committee Vote at Meeting:***	***Committee Vote on Ballot:***
FINAL ACTION: Modification (if any):		
Committee Reason:		

05-07 – 2021
Figures 502.9.1 and 502.9.2

Proponent: Billie Louise (Beezy) Bentzen, PhD., Accessible Design for the Blind, representing Association for the Education and Rehabilitation of the Blind and Visually Impaired (AER)

Revise as follows:

SECTION 502
PARKING SPACES

Note: The curb ramp in this figure should show detectable warnings.

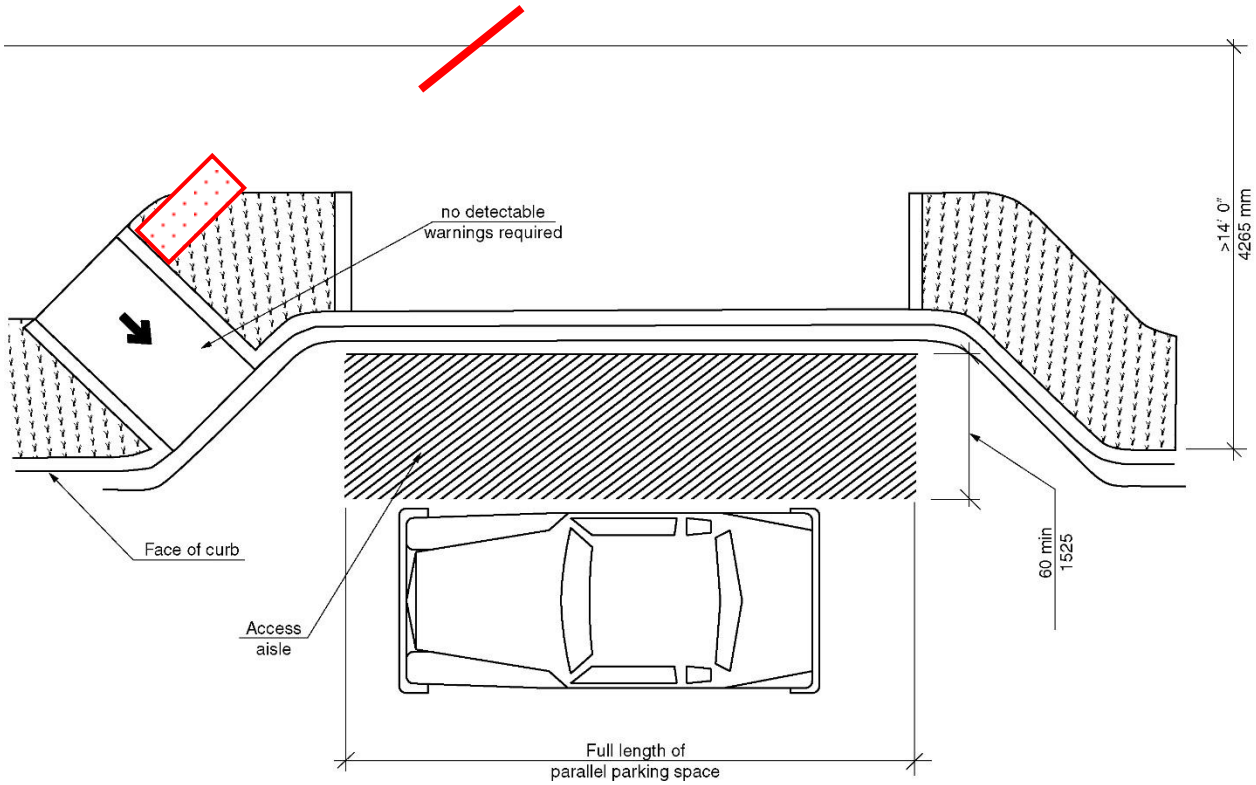


FIGURE 502.9.1
WIDE SIDEWALKS

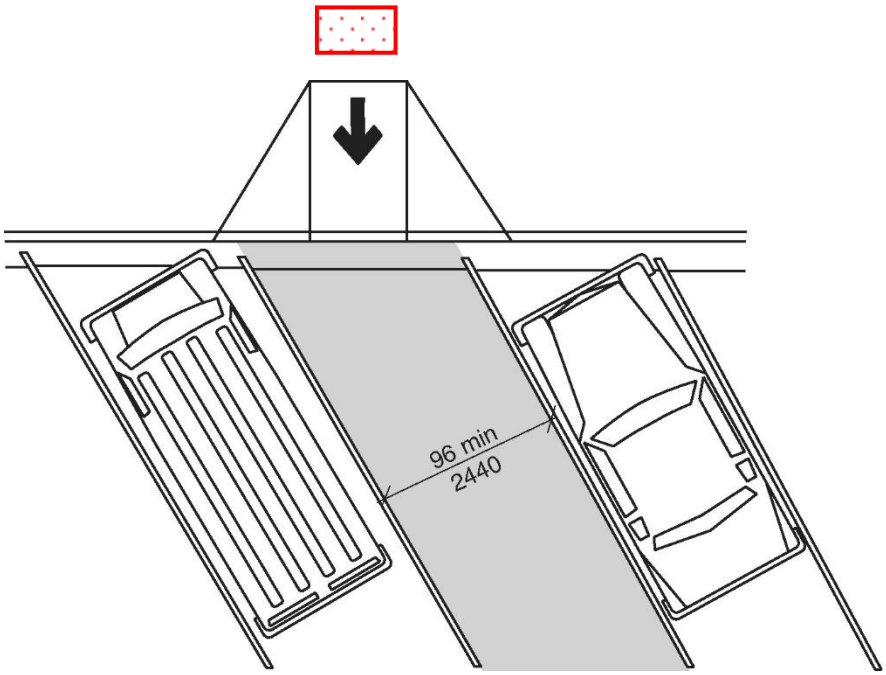


FIGURE 502.9.2
PERPENDICULAR OR ANGLED PARKING SPACE

REASON: Curb ramps are not complete without detectable warnings. While there is a section showing detectable warnings on curb ramps in some detail, they should not be omitted here. It implies that they are not required. Wherever curb ramps are depicted, unless they are not required to have detectable warnings, as in Figure 502.9.1, the detectable warning should be included. Figure 502.9.1.2 correctly includes the detectable warning, even though it is in Section 502 Parking Spaces.

Committee Action: Disapproval 32-0-2

REPORT OF HEARING:
Modification (if any):

Committee Reason: The proposal was disapproved for consistency with the committee action and reason for 04-22-2021. The proponent requested further review by the editorial committee.

Figure 502.9.2-BENTZEN.doc

Report for 0*5-07– 2021*		
Committee decision: D	***Committee Vote at Meeting: 32-0-2***	***Committee Vote on Ballot: 40-0-1***
REPORT OF HEARING: Modification (if any):		
Committee Reason: The proposal was disapproved for consistency with the committee action and reason for 04-22-2021. The proponent requested further review by the editorial committee.		
PUBLIC COMMENT- FIRST DRAFT: Proponent:		
Desired Action:		

Report for 0*5-07– 2021*		
Modification:		
Reason:		
Committee decision: AS/AM/D	***Committee Vote at Meeting:***	***Committee Vote on Ballot:***
REPORT OF HEARING – FIRST DRAFT		
Modification (if any):		
Committee Reason:		
PUBLIC COMMENT- SECOND DRAFT: Proponent:		
Desired Action:		
Modification:		
Reason:		
Committee decision: AS/AM/D	***Committee Vote at Meeting:***	***Committee Vote on Ballot:***
FINAL ACTION: Modification (if any):		
Committee Reason:		

05-08 – 2021
502.1, 502.11, 502.11.1, 502.11.2, 503(New), 503.1.4 (New)

Proponent: Kimberly Paarlberg, International Code Council

Add text as follows:

SECTION 502
PARKING SPACES

502.1 General. Car and van parking spaces in parking lots shall comply with Sections 502.2 through 502.8. Car and van parking spaces provided as part of on-street parking shall comply with Sections 502.9 and 502.10. ~~Where an electrical vehicle charging station is provided at a parking space, it shall comply with Section 502.11.~~

SECTION 503
ELECTRICAL VEHICL CHARGING STATIONS

503.1 ~~**502.11**~~ **Electrical vehicle charging stations.** Where an ~~An~~ electrical vehicle charging station serving ~~a parking space~~ an accessible vehicle space, that electrical vehicle charging station shall comply with ~~Section~~ ~~502.11~~ Sections 503.1.1 through 503.1.3. The accessible vehicle space shall comply with Section 503.1.4.

503.1.1 ~~**502.11.1**~~ **Operable parts.** Operable parts on the charging station intended for operation by the user, including card readers, shall comply with Section 309.

503.1.2 ~~**502.11.2**~~ **Accessible route.** An accessible route shall be provided from the access aisle adjacent to the parking space to the clear floor space complying with Section 502.11.1 adjacent to the vehicle charging station. When the vehicle is being charged, the accessible route shall not be obstructed by the cable between the car and charging station.

503.1.3 ~~**502.11.3**~~ **Obstructions.** Protection bollards, curbs or wheel stops shall be located so that they do not obstruct the clear floor space required by Section 502.11.1 or the accessible route required by Section 502.11.2.

503.1.4 Vehicle space size. Accessible vehicle spaces at electrical vehicle charging stations shall comply with the van space requirements in Sections 502.2 through 502.6.

REASON: The 2021 IBC includes provisions for electrical vehicle charging stations, however, they are not indicated as a parking spaces, but as a service. Therefore, this proposal moves the provisions in ICC A117.1 for electrical vehicle charging stations into it's own section and out from within parking spaces consistency.

The IBC proposal, G121-18 was submitted by Dawn Anderson, Dan Buuck, David Collins, Marsha Mazz, and Dominic Marinelli. It is my understanding that this is based on the requirements currently being used in California. The 2021 IBC text follows this reason. While IBC Section 1107.2.2 does say the space should be sized as an van space, it does not provide the level of detail for marking, length, floor surface and vertical clearance that is found in the ICC A117.1. Since this is technical criteria, I am proposing to include this in the ICC A117.1 as a new Section 503.1.4 with the added criteria.

The current requirement in IBC do not require a sign making these electrical vehicle charging stations to be reserved, so I am not including Section 502.7.

SECTION 1107
MOTOR VEHICLE RELATED FACILITIES

1107.1 General. *Electrical vehicle charging stations* shall comply with Section 1107.2. Fuel-dispensing systems shall comply with Section 1107.3.

1107.2 Electrical vehicle charging stations. *Electrical vehicle charging stations* shall comply with Sections 1107.2.1 and 1107.2.2.
Exception: *Electrical vehicle charging stations* provided to serve Groups R-2, R-3 and R-4 occupancies are not required to comply with this section.

1107.2.1 Number of accessible vehicle spaces. Not less than 5% of vehicle spaces on the site served by electrical vehicle charging systems but, not fewer than one for each type of electric vehicle charging system shall be accessible.

1107.2.2 Vehicle space size. Accessible vehicle spaces shall comply with the requirements for a van accessible parking space that is 132 inches (3350 mm) minimum in width with an adjoining access aisle that is 60 inches (1525 mm) minimum in width.

1107.3 Fuel-dispensing systems. Fuel-dispensing systems shall be *accessible*.

Committee Action: 16-6-8 Approved as submitted.
REPORT OF HEARING:

Errata:

SECTION 503
ELECTRICAL VEHICLE CHARGING STATIONS

503.1 Electrical vehicle charging stations. Where an electrical vehicle charging station serves ~~serving~~ an accessible vehicle space, that electrical vehicle charging station shall comply with Sections 503.1.1 through 503.1.3. The accessible vehicle space shall comply with Section 503.1.4.

Modification (if any):None

Committee Reason: IBC scopes EV charging stations as a service. This would coordinate with A117.1 with the scoping terminology.

There was a suggestion to clarify which sizes for van spaces and the access aisle should be used since there are two choices in the A117.1 and the IBC requires the 132"/60" option.

504.6-PAARLBERG.doc

Report for 0*5-08– 2021*		
Committee decision: AS	***Committee Vote at Meeting: 16-6-8***	***Committee Vote on Ballot: 40-0-1***
REPORT OF HEARING: Modification (if any):		
Committee Reason: IBC scopes EV charging stations as a service. This would coordinate with A117.1 with the scoping terminology. There was a suggestion to clarify which sizes for van spaces and the access aisle should be used since there are two choices in the A117.1 and the IBC requires the 132"/60" option.		
PUBLIC COMMENT- FIRST DRAFT: Proponent:		
Desired Action:		
Modification:		
Reason:		
Committee decision: AS/AM/D	***Committee Vote at Meeting:***	***Committee Vote on Ballot:***
REPORT OF HEARING – FIRST DRAFT		
Modification (if any):		
Committee Reason:		
PUBLIC COMMENT- SECOND DRAFT: Proponent:		
Desired Action:		
Modification:		
Reason:		
Committee decision: AS/AM/D	***Committee Vote at Meeting:***	***Committee Vote on Ballot:***
FINAL ACTION: Modification (if any):		
Committee Reason:		

05-09 – 2021

Figure 503.3(A) and 503.3(B)

Proponent: Edward Steinfeld, IDEA Center, University at Buffalo, representing RESNA

Revise as follows:

SECTION 503
PASSENGER LOADING ZONES

Note: Add curb ramps

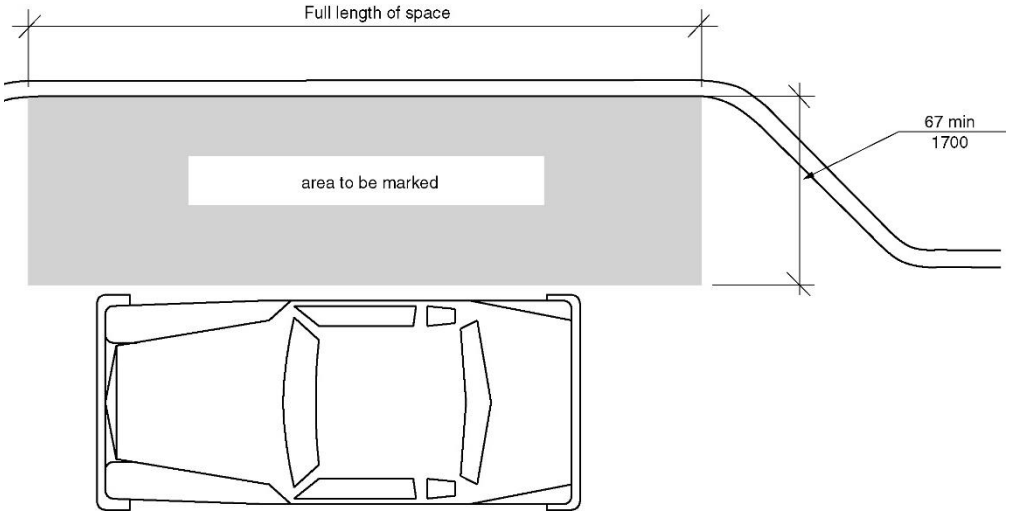


FIGURE 503.3(A)
PASSENGER LOADING ZONE ACCESS AISLE - NEW BUILDINGS

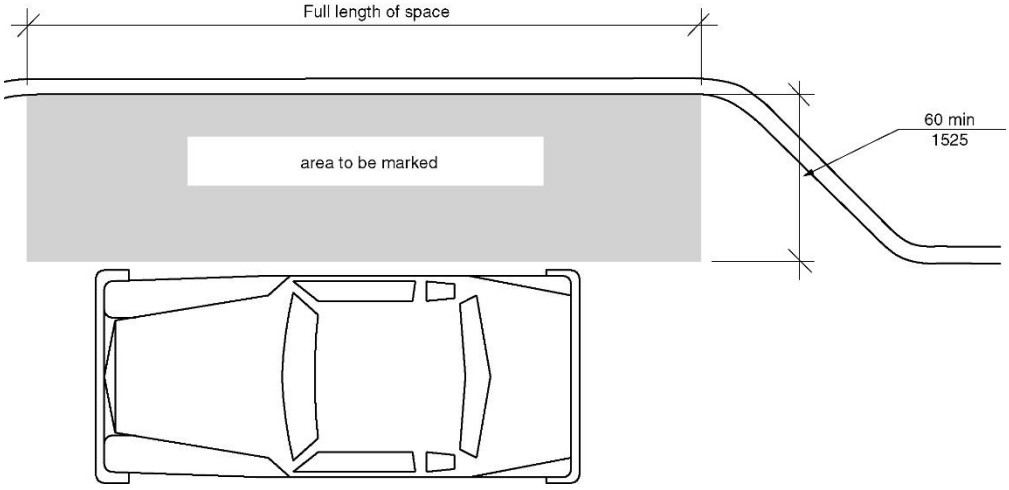


FIGURE 503.3(B)
PASSENGER LOADING ZONE ACCESS AISLE - EXISTING BUILDINGS

REASON: These figures are missing curb ramps which is misleading because it implies they are not needed or can be provided away from the access aisle.

Committee Action: Disapproval (Vote: 30-0-3)

REPORT OF HEARING:
Modification (if any):

Committee Reason: The proposed revision is editorial and is referred to the editorial committee. Options discussed where to add the curb cut, or just show the size of the access aisle.

FIGURE 503.3-STEINFELD.doc

Report for 0*5-09– 2021*		
Committee decision: D	***Committee Vote at Meeting:*** 30-0-3	***Committee Vote on Ballot:*** ***40-0-1***
REPORT OF HEARING: Modification (if any):		
Committee Reason: The proposed revision is editorial and is referred to the editorial committee. Options discussed where to add the curb cut, or just show the size of the access aisle. Send to editorial committee.		
PUBLIC COMMENT- FIRST DRAFT: Proponent:		
Desired Action:		
Modification:		
Reason:		
Committee decision: AS/AM/D	***Committee Vote at Meeting:***	***Committee Vote on Ballot:***
REPORT OF HEARING – FIRST DRAFT		
Modification (if any):		
Committee Reason:		
PUBLIC COMMENT- SECOND DRAFT: Proponent:		
Desired Action:		
Modification:		
Reason:		
Committee decision: AS/AM/D	***Committee Vote at Meeting:***	***Committee Vote on Ballot:***
FINAL ACTION: Modification (if any):		
Committee Reason:		

05-10 – 2021
106.2.3(New), 504 (All)

Proponent: Kimberly Paarlberg, International Code Council

Revise text as follows:

SECTION 504
STAIRWAYS

504.1 General. Accessible stairs shall comply with Section 504.

504.2 Stairway width. The minimum stairway width shall comply with Section 1011.2 of the International Building Code listed in Section 106.2.3.

504.3 Stairway landings. Stairway landings shall comply with Section 1011.6 of the International Building Code listed in Section 106.2.3.

504.4 Headroom. The headroom clearance along the stairway shall be in accordance with Section 1011.3 of the International Building Code listed in Section 106.2.3.

504.5 ~~**504.2**~~ **Treads and risers.** All steps on a flight of stairs shall have uniform riser height and uniform tread depth. Risers shall be 4 inches (100 mm) minimum and 7 inches (180 mm) maximum in height. Treads shall be 11 inches (280 mm) minimum in depth.

504.6 ~~**504.3**~~ **Open risers.** Open risers shall not be permitted.

504.7 ~~**504.4**~~ **Tread surface.** Stair treads shall comply with Section 302 and shall have a slope not steeper than 1:48.

504.7 Dimensional uniformity. The stair tread and risers shall be of uniform size and shape. The tolerances between largest and smallest shall be in accordance with Section 1011.5.4 and 1011.5.4.1 of the International Building Code listed in Section 106.2.3.

504.8 ~~**504.5**~~ **Nosings.** Nosings shall comply with the following:

1. Nosings within a stairway shall be uniform.
2. If rounded, the radius of curvature at the leading edge of the tread shall be $^1/_2$ inch (13 mm) maximum.
3. If beveled, the bevel at the leading edge shall slope at 45 degrees to the plane of the top surface of the tread and landing and extend for a horizontal distance of $^1/_2$ inch (13 mm) maximum.
4. Nosings that project beyond risers shall have the underside of the leading edge curved or beveled.
5. Risers shall be permitted to slope under the tread at an angle of 30 degrees maximum from vertical.

6. The permitted projection of the nosing shall be 1½ inches (38 mm) maximum over the tread or floor below.

504.9 ~~**504.6**~~ **Visual contrast.** Visual contrast shall comply with either 1 or 2:

1. The leading 1 to 2 inches (25 to 51 mm) of every tread and landing, measured horizontally from the leading edge of the nosing, shall consist of a solid color having visual contrast of dark-on-light or light-on-dark from the remainder of the tread. The contrasting marking shall be durable and shall extend from one side of each tread to the other side of each tread.
2. Durable distinctive warning markings required by the adopted building code or ANSI safety standard.

504.10 ~~**504.7**~~ **Handrails.** Stairs shall have handrails complying with Section 505.

504.11 **504.8 Wet conditions.** Stair treads and landings subject to wet conditions shall be designed to prevent the accumulation of water.

504.12 Curved stairways. Curved stairways shall comply with Section 1011.9 of the International Building Code listed in Section 106.2.3.

504.13 Spiral stairways. Spiral stairways shall comply with Section 1011.9 of the International Building Code listed in Section 106.2.3.

504.14 ~~**504.9**~~ **Lighting.** Lighting for interior stairways shall comply with Section 504.9.

504.14.1 ~~**504.9.1**~~ **Illumination level.** Lighting facilities shall be capable of providing illuminance of stairs measured at the center of tread surfaces and on landing surfaces within 24 inches (610 mm) of step nosings as follows:

1. A 1-foot-candle (10.8 lux) minimum illumination at times other than conditions of stair use
2. A 10-foot-candle (108 lux) minimum illumination during conditions of stair use
3. The transition from 1 foot candle (10.8 lux) to 10 foot candle (108 lux) under conditions of stair use shall be permitted to be achieved by automatic, motion sensor-type lighting switches provided the switch controllers comply with all of the following:

3.1 The switch controllers are equipped for fail-safe operation and evaluated for this purpose

3.2 The motion sensor is activated by occupant movement on the stair or stair landings

3.3 The illumination timers are set for a minimum 15-minute duration.

504.14.2 ~~**504.9.2**~~ **Lighting controls.** If provided, occupancy-sensing automatic controls shall activate the stairway lighting so the illuminance level required by Section 504.9.1 is provided on the entrance landing, each stair flight adjacent to the entrance landing, and on the landings above and below the entrance landing prior to any step being used.

504.15 ~~**504.10**~~ **Tactile signage within the stairway enclosure.** Stair level identification signs in raised characters and braille complying with Sections 703.3 and 703.4 shall be located at each floor level landing in all enclosed stairways connecting more than three stories. Such sign shall be located adjacent to the door leading from the stairwell into the corridor to identify the floor level. The exit door discharging to the outside or to the level of exit discharge shall have a sign with raised characters and braille stating "EXIT."

504.11 Tactile signage at exits. A sign stating EXIT in raised characters and Braille and complying with Sections 703.3 and 703.4 shall be provided adjacent to each door to an area of refuge providing direct access to a stairway, an exterior area for assisted rescue, an exit stairway, an exit ramp, an exit passageway and the exit discharge.

SECTION 106
REFERENCED DOCUMENTS

106.2.3 International Building Code. International Code Council (ICC) International Building Code-2024.

REASON: The IBC contains provisions for stairways that deal with the use of stairways by person with mobility and vision impairments that are not currently in the ICC A117.1. While the IBC does not scope the ICC A117.1 for stairways the A117.1 committee has stated that they would like this standard to be adoptable by any code. I am not proposing adding the text to the ICC A117.1 because I do not want conflicts over time.

Proposed Section 504.2 and 504.3 provide criteria for minimum widths to allow for save evacuation, but also address the width needed for the use of evacuation chairs and fire department carries during emergencies. Proposed 504.4 has minimum headroom, which is consistent with protruding object criteria. Proposed 504.7 for dimensional uniformity is an important factor for reducing falls since a stairway studies have shown your gait is established in just two steps – this is especially important for persons with stability or balance issues. Proposed Section 504.12 and 504.13 address two types of stairways, curved and spiral, that are extremely common in buildings. The IBC includes important tread and riser information that is not in the ICC A117.1.

The change to proposed 504.15 is addressing a current conflict with the IBC. Stairway information signage is only required where the interior exit stairway connect more than three stories.

Staff note: The *2021 International Building Code* can be viewed on the ICC website at https://codes.iccsafe.org/content/IBC2021P2.

05-10 – 2021 Modification

106.2.5(New), 504 (All)

Proponent: Sharon Toji, representing Communications Task Group

Further revise text as follows:

504.15 Tactile signage within the stairway enclosure. Stair level identification signs in raised characters and braille complying with Sections 703.3 and 703.4 shall be located at each floor level landing in all enclosed stairways ~~connecting more than three stories~~. Such sign shall be located adjacent to the door leading from the stairwell into the corridor to identify the floor level. The exit door discharging to the outside or to the level of exit discharge shall have a sign with raised characters and braille stating "EXIT."

Reason: The original proposal would eliminate the requirement for signs on stairs to be accessible if the stair connects 3 stories or less. The proponent's reason statement justifies this action on the basis that floor level identification 05-10-2021 signs are not required by the IBC on such stairways. While it is true that IBC Section 1023.9 does not require signs on these shorter stairways, it also does not prohibit them. If a designer elects to provide such signs, another Section, IBC 1023.11, would require them to be accessible because this provision applies where such signs are "provided", not where they are "required". Consequently, there is no conflict. Additionally, if this modification fails, this proposal will conflict with the DOJ ADA Standards Section 216.2 and 216.4.1.

Committee Action: 14-14-4 Chair votes to approve As Modified

REPORT OF HEARING:
Modification (if any): 23-2-6 Mod approved

Further revise text as follows:

504.15 Tactile signage within the stairway enclosure. Stair level identification signs in raised characters and braille complying with Sections 703.3 and 703.4 shall be located at each floor level landing in all enclosed stairways ~~connecting more than three stories~~. Such sign shall be located adjacent to the door leading from the stairwell into the corridor to identify the floor level. The exit door discharging to the outside or to the level of exit discharge shall have a sign with raised characters and braille stating "EXIT."

Committee Reason: The purpose of the modification was so that stair level identification signage would be provided in any height building.
The provisions will provide a complete package of stairway requirements for persons with mobility and vision disabilities. Some of the important safety issues associated with stairways are not currently included in the ICC A117.1.

504.6-PAARLBERG.doc

Report for *05-10– 2021*		
Committee decision: AM	***Committee Vote at Meeting: 15-14-4***	***Committee Vote on Ballot: 38-2-1***
REPORT OF HEARING: Modification (if any): **Further revise text as follows:** **504.15 Tactile signage within the stairway enclosure.** Stair level identification signs in raised characters and braille complying with Sections 703.3 and 703.4 shall be located at each floor level landing in all enclosed stairways ~~connecting more than three stories~~. Such sign shall be located adjacent to the door leading from the stairwell into the corridor to identify the floor level. The exit door discharging to the outside or to the level of exit discharge shall have a sign with raised characters and braille stating "EXIT."		
Committee Reason: The purpose of the modification was so that stair level identification signage would be provided in any height building. The provisions will provide a complete package of stairway requirements for persons with mobility and vision disabilities. Some of the important safety issues associated with stairways are not currently included in the ICC A117.1.		
PUBLIC COMMENT- FIRST DRAFT: *Proponent:* **Dan Buuck representing NAHB**		
Desired Action: Affirmative with comment		
Modification:		
Reason: Referencing specific sections in the IBC, especially subsections, can be risky, since those references can easily be broken when the section numbers change. This is especially true for A117.1 which is not in a parallel development cycle with the other I-Codes. Is there another way to reference the provisions in the IBC?		
Proponent: **Kim Paarlberg representing ICC**		
Desired Action: Affirmative with comment		
Modification:		
Reason: If the standard wants to include stairways, it needs to address the allowances for all types of stairways. These elements are necessary for persons with mobility and visual impairments.		
Committee decision: AS/AM/D	***Committee Vote at Meeting:***	***Committee Vote on Ballot:***
REPORT OF HEARING – FIRST DRAFT		
Modification (if any):		
Committee Reason:		
PUBLIC COMMENT- SECOND DRAFT: Proponent:		
Desired Action:		
Modification:		
Reason:		
Committee decision: AS/AM/D	***Committee Vote at Meeting:***	***Committee Vote on Ballot:***
FINAL ACTION: Modification (if any):		
Committee Reason:		

05-11 – 2021
504.6

Proponent: Billie Louise (Beezy) Bentzen, PhD., Accessible Design for the Blind, representing Association for the Education and Rehabilitation of the Blind and Visually Impaired (AER)

Revise as follows:

SECTION 504
STAIRWAYS

504.6 Visual contrast. Visual contrast shall comply with either 1 or 2:

1. The leading 1 to 2 inches (25 to 51 mm) of every tread and landing, measured horizontally from the leading edge of the nosing, shall consist of a solid color having visual contrast of dark-on-light or light-on-dark from the remainder of the tread. The width of the visual contrast shall be consistent for the run of the stairway. The contrasting marking shall be durable and shall extend from one side of each tread to the other side of each tread.
2. Durable distinctive warning markings required by the adopted building code or ANSI safety standard.

REASON: Consistency in markings is important to the safety of vision disabled persons. It is my understanding that the optimal dimension is 2 inches.

Committee Action: 20-4-2 Disapproved

REPORT OF HEARING:
Modification (if any):

Committee Reason: This proposal was disapproved because the language was unclear as to if this requirement was for the width of the stripe or the width of the stairway. There was the question as to if this would apply to a stair run, the flight between stories or the entire run of the stairway.

504.6-BENTZEN.doc

Report for 0*5-11– 2021*		
Committee decision: D	***Committee Vote at Meeting: 20-4-2***	***Committee Vote on Ballot:39-1-1***
REPORT OF HEARING: Modification (if any):		
Committee Reason: This proposal was disapproved because the language was unclear as to if this requirement was for the width of the stripe or the width of the stairway. There was the question as to if this would apply to a stair run, the flight between stories or the entire run of the stairway.		
PUBLIC COMMENT- FIRST DRAFT: *Proponent:* **Hope Reed and Stan Ross representing NMGCD**		
Desired Action: Negative with comment		
Modification: **504.6 Visual contrast.** Visual contrast shall comply with either 1 or 2: 1. The leading 1 to2 inches (25 to 51 mm) of every tread and landing, measured horizontally from the leading edge of the nosing, shall		

Report for 0*5-11– 2021*		
consist of a solid color having visual contrast of dark-on-light or light-on-dark from the remainder of the tread. The contrasting marking shall be a consistent width, durable and shall extend from one side of each tread to the other side of each tread. 2. Durable distinctive warning markings required by the adopted building code or ANSI safety standard.		
Reason: Maintaining consistency in visual aids has been upheld for other items in A117.1. such as the International Symbols in Section 703.6. People with disabilities move slowly on the steps. The visual contrast is helpful for people to see exactly where their foot is positioned. People with disabilities may check each step to observe if their foot is straight, if the ankle bent or twisted, and if the foot is too far back or too far forward to easily and safely make the next step. Steps are a serious endeavor for people with limited strength, balance and vision impairments.		
Committee decision: AS/AM/D	***Committee Vote at Meeting:***	***Committee Vote on Ballot:***
REPORT OF HEARING – FIRST DRAFT		
Modification (if any):		
Committee Reason:		
PUBLIC COMMENT- SECOND DRAFT: Proponent:		
Desired Action:		
Modification:		
Reason:		
Committee decision: AS/AM/D	***Committee Vote at Meeting:***	***Committee Vote on Ballot:***
FINAL ACTION: Modification (if any):		
Committee Reason:		

05-12 – 2021
504.6

Proponent: Kimberly Paarlberg, International Code Council

Revise text as follows:

SECTION 504
STAIRWAYS

504.6 Visual contrast. Visual contrast shall comply with either 1, ~~or~~ 2 or 3:

1. The leading 1 to 2 inches (25 to 51 mm) of every tread and landing, measured horizontally from the leading edge of the nosing, shall consist of a solid color having visual contrast of dark-on-light or light-on-dark from the remainder of the tread. The contrasting marking shall be durable and shall extend from one side of each tread to the other side of each tread.
2. The leading 1 to 2 inches (25 to 51 mm) in the direction of moving down the stairway, the landing edge and the last tread before the a landing or floor , measured horizontally from the leading edge of the nosing, shall consist of a solid color having visual contrast of dark-on-light or light-on-dark from the remainder of the tread. The contrasting marking shall be durable and shall extend from one side of each tread to the other side of each tread.
3. ~~2.~~ Durable distinctive warning markings required by the adopted building code or ANSI safety standard.

504.9 Lighting. Lighting for interior stairways shall comply with Section 504.9.

504.9.1 Illumination level. Lighting facilities shall be capable of providing illuminance of stairs measured at the center of tread surfaces and on landing surfaces within 24 inches (610 mm) of step nosings as follows:

1. A 1-foot-candle (10.8 lux) minimum illumination at times other than conditions of stair use
2. A 10-foot-candle (108 lux) minimum illumination during conditions of stair use
3. The transition from 1 foot candle (10.8 lux) to 10 foot candle (108 lux) under conditions of stair use shall be permitted to be achieved by automatic, motion sensor-type lighting switches provided the switch controllers comply with all of the following:

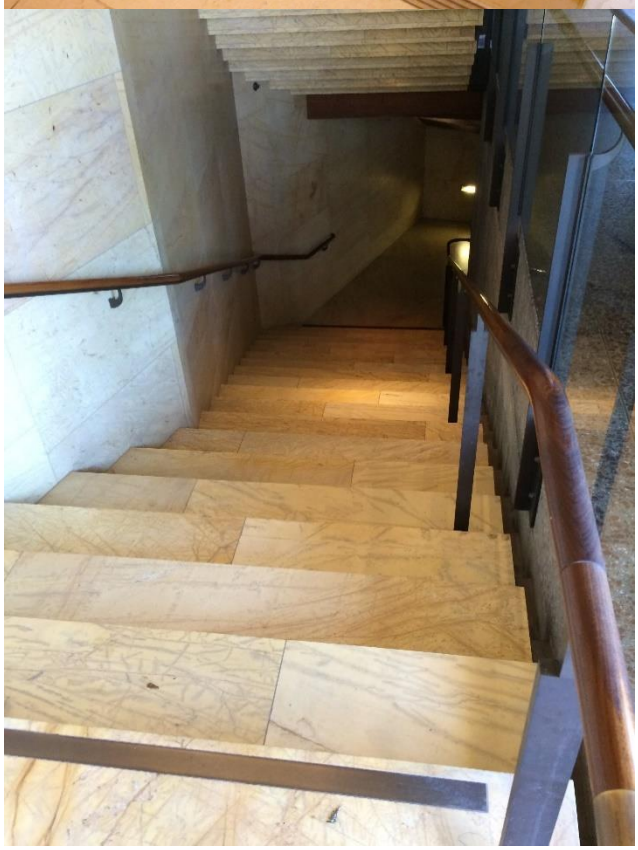
   3.1 The switch controllers are equipped for fail-safe operation and evaluated for this purpose

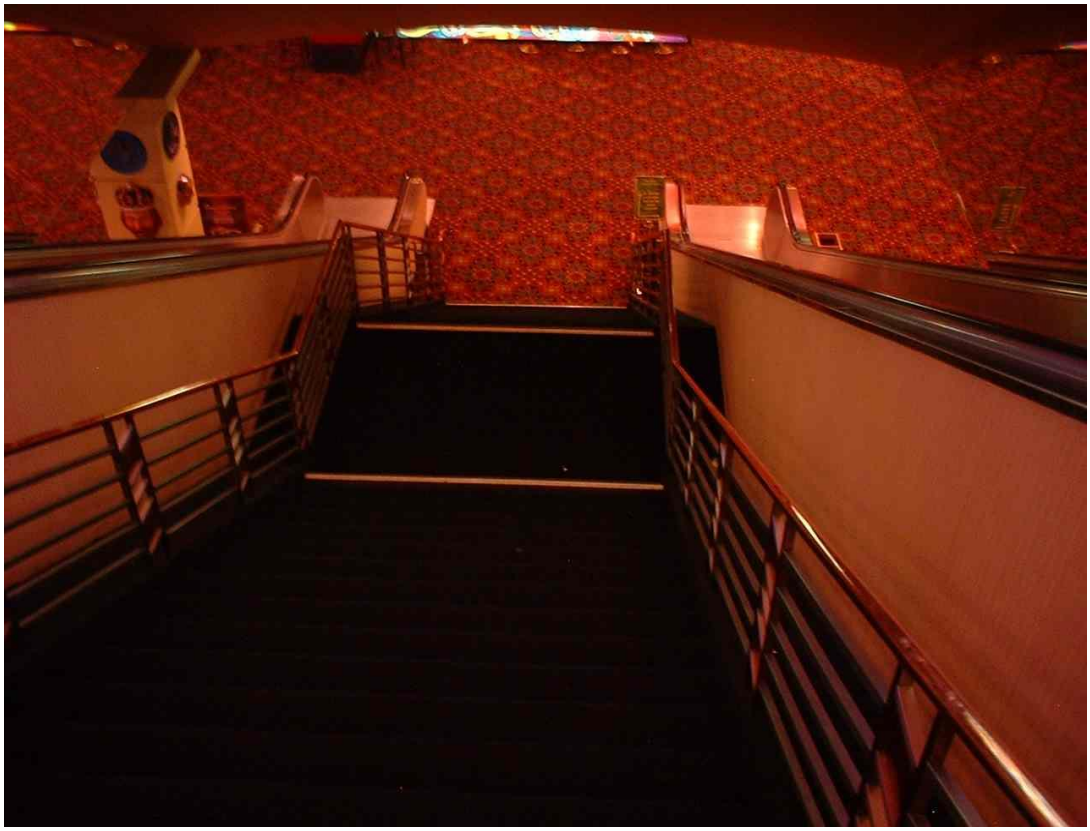
   3.2 The motion sensor is activated by occupant movement on the stair or stair landings

   3.3 The illumination timers are set for a minimum 15-minute duration.

504.9.2 Lighting controls. If provided, occupancy-sensing automatic controls shall activate the stairway lighting so the illuminance level required by Section 504.9.1 is provided on the entrance landing, each stair flight adjacent to the entrance landing, and on the landings above and below the entrance landing prior to any step being used.

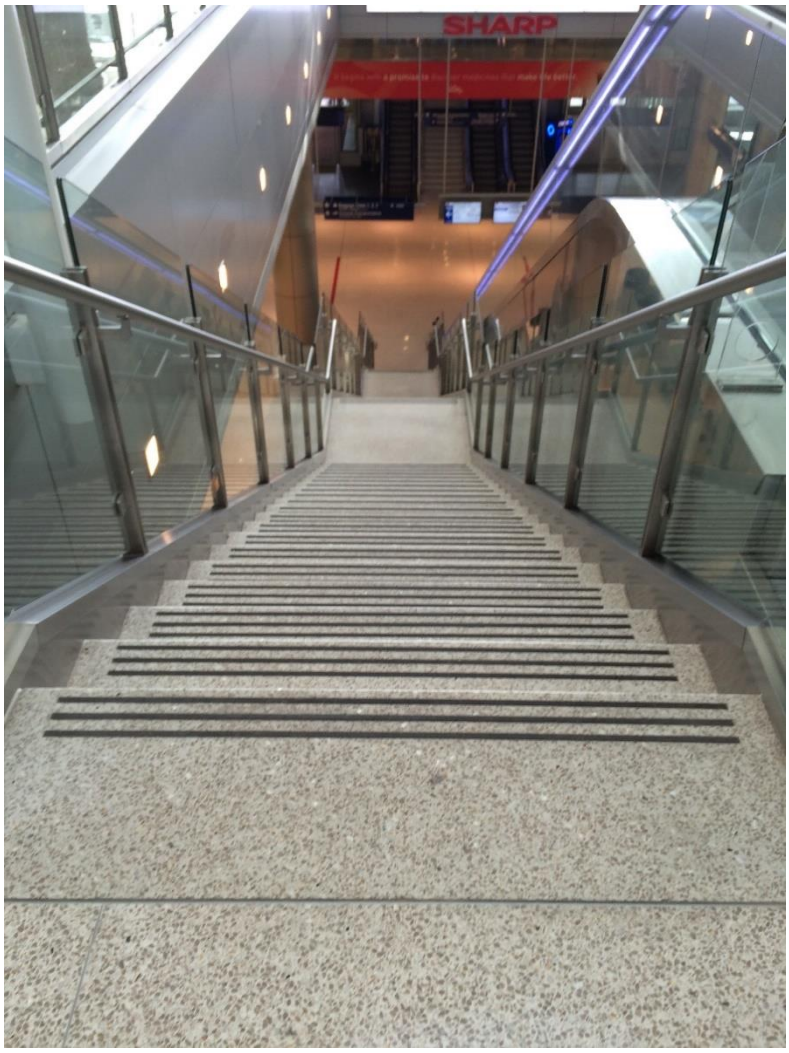
REASON: The intent of this proposal is to provide an alternative for marking stairways. Section 504.6 added an Item 2 to remove the conflict between the A117.1 stairway provisions and where stairways required warning markings are required in IBC. However, not all stairways are required to be marked in IBC. The A117.1 significantly improved the lighting on stairways. This is also in the 2021 IBC Section 1008.2.1. This was recommended as a means to notify visually impaired persons of the change in level to stairways. A stripe at each step is not needed since stairway safety studies indicate muscle memory put as person into a stairway gait in only two steps. See the examples for the new proposed Item 2 and the current Item 1.

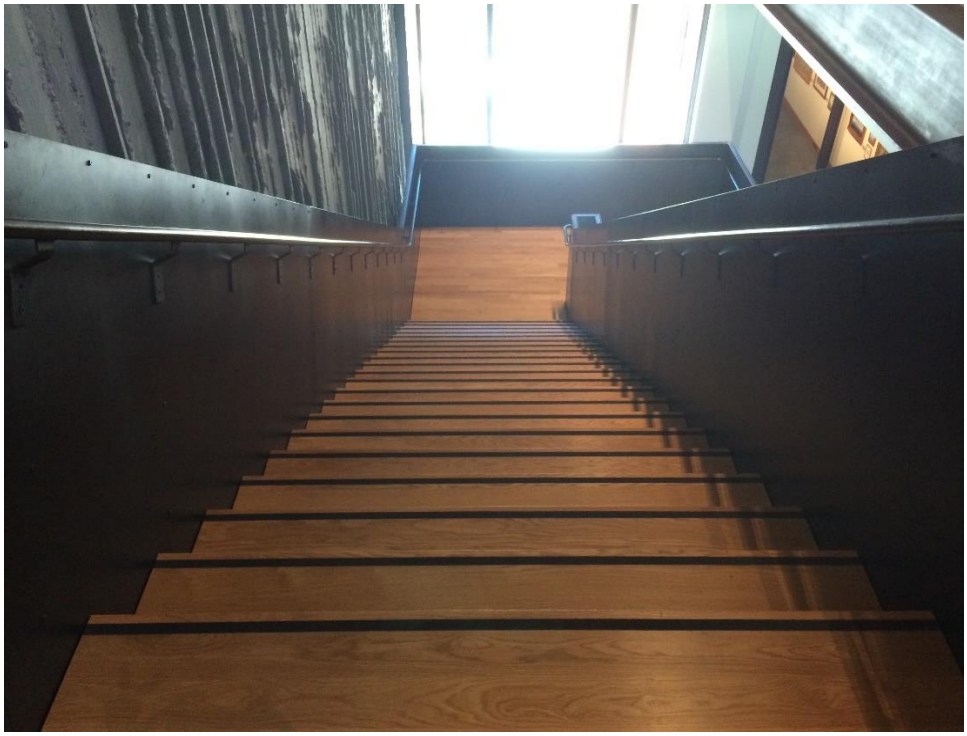




Examples of stairway markings in new exception.

This seems to provide a clearer message than steps that could comply with the current exception 1.


SHARP



Committee Action: 22-1-2 Disapproved
REPORT OF HEARING:
Modification (if any):

Committee Reason: The proposal was disapproved because the stairway striping is for persons with mobility impairments to be able to see each tread, as well as an indication of the stairway for the visually impaired.

504.6-PAARLBERG.doc

Report for 0*5-12– 2021*		
Committee decision: D	***Committee Vote at Meeting: 22-1-2***	***Committee Vote on Ballot: 40-0-1***
REPORT OF HEARING: Modification (if any):		
Committee Reason: The proposal was disapproved because the stairway striping is for persons with mobility impairments to be able to see each tread, as well as an indication of the stairway for the visually impaired.		
PUBLIC COMMENT- FIRST DRAFT: Proponent:		
Desired Action:		
Modification:		
Reason:		
Committee decision: AS/AM/D	***Committee Vote at Meeting:***	***Committee Vote on Ballot:***
REPORT OF HEARING – FIRST DRAFT		
Modification (if any):		
Committee Reason:		
PUBLIC COMMENT- SECOND DRAFT: Proponent:		
Desired Action:		
Modification:		
Reason:		
Committee decision: AS/AM/D	***Committee Vote at Meeting:***	***Committee Vote on Ballot:***
FINAL ACTION: Modification (if any):		
Committee Reason:		

05-14 – 2021
504.9, 504.9.1, 504.9.2

Proponent: Kimberly Paarlberg, International Code Council

Revise text as follows:

SECTION 504
STAIRWAYS

504.9 Lighting. Lighting for ~~interior~~ stairways shall comply with Section ~~504.9~~ 1008.2 of the International Building Code.

~~**504.9.1 Illumination level.** Lighting facilities shall be capable of providing illuminance of stairs measured at the center of tread surfaces and on landing surfaces within 24 inches (610 mm) of step nosings as follows:~~

~~1. A 1-foot-candle (10.8 lux) minimum illumination at times other than conditions of stair use~~
~~2. A 10-foot-candle (108 lux) minimum illumination during conditions of stair use~~
~~3. The transition from 1 foot candle (10.8 lux) to 10 foot candle (108 lux) under conditions of stair use shall be permitted to be achieved by automatic, motion sensor-type lighting switches provided the switch controllers comply with all of the following:~~
~~3.1 The switch controllers are equipped for fail-safe operation and evaluated for this purpose~~
~~3.2 The motion sensor is activated by occupant movement on the stair or stair landings~~
~~3.3 The illumination timers are set for a minimum 15-minute duration.~~

~~**504.9.2 Lighting controls.** If provided, occupancy-sensing automatic controls shall activate the stairway lighting so the illuminance level required by Section 504.9.1 is provided on the entrance landing, each stair flight adjacent to the entrance landing, and on the landings above and below the entrance landing prior to any step being used.~~

REASON: This proposal is not intended to remove this requirement, but rather to reference the more complete requirements in the IBC. The requirement in the IBC are for interior exit access and exit stairways and exterior exit stairways – current A117.1 is only interior. The IBC has a reasonable exception for stepped aisles in auditoriums and theaters during a performance – the ICC A117.1 does not have this exception. The IBC Section 1008.2.1 required 1 foot candle on the stairways and landings when the building is occupies, and 10 foot candles when the stairway and landings are in use. There are more extensive provision for lighting controls in the International Energy Conservation Code in Section C405.2.2.1.

05-14 – 2021 modification

Proponent: Kimberly Paarlberg, International Code Council

Further revise text as follows:

SECTION 106
REFERENCED DOCUMENTS

106.2.5 International Building Code. International Code Council (ICC) International Building Code-2024.

Reason: A reference to IBC would require this to be a referenced standard in Section 106.

Staff Note: Mod is ruled editorial.

Committee Action: 23-2-1 Disapproved
REPORT OF HEARING:
Modification (if any):

Committee Reason: This proposal was disapproved because the committee felt that the lighting provisions for stairways should stay in the standard. A public comment to address exterior stairways or exceptions for steps in assembly seating venues could be considered.

504.6-PAARLBERG.doc

Report for 05-14– 2021		
Committee decision: D	***Committee Vote at Meeting: 23-2-1***	***Committee Vote on Ballot:39-1-1***
REPORT OF HEARING: Modification (if any):		
Committee Reason: This proposal was disapproved because the committee felt that the lighting provisions for stairways should stay in the standard. A public comment to address exterior stairways or exceptions for steps in assembly seating venues could be considered.		
PUBLIC COMMENT- FIRST DRAFT: *Proponent:* **Kim Paarlberg representing ICC**		
Desired Action: Negative with comment		
Modification: **Replace with the following:** **SECTION 504** **STAIRWAYS** **504.9 Lighting.** Lighting for interior stairways shall comply with Section 504.9. **Exceptions:** 1. Utility buildings. 2. *Aisle accessways* in assembly spaces to view a performance or movie projection. 3. Within individual *dwelling units* and *sleeping units* **504.9.1 Illumination level.** Lighting facilities shall be capable of providing illuminance of stairs measured at the center of tread surfaces and on landing surfaces within 24 inches (610 mm) of step nosings as follows: 1. A 1-foot-candle (10.8 lux) minimum illumination at times other than conditions of stair use 2. A 10-foot-candle (108 lux) minimum illumination during conditions of stair use 3. The transition from 1 foot candle (10.8 lux) to 10 foot candle (108 lux) under conditions of stair use shall be permitted to be achieved by automatic, motion sensor-type lighting switches provided the switch controllers comply with all of the following: 3.1 The switch controllers are equipped for fail-safe operation and evaluated for this purpose 3.2 The motion sensor is activated by occupant movement on the stair or stair landings 3.3 The illumination timers are set for a minimum 15-minute duration. **504.9.2 Lighting controls.** If provided, occupancy-sensing automatic controls shall activate the stairway lighting so the illuminance level		

required by Section 504.9.1 is provided on the entrance landing, each stair flight adjacent to the entrance landing, and on the landings above and below the entrance landing prior to any step being used.

Reason: There are spaces where the lights need to be turned off when a space is occupied – theaters for performances or movies; where people are sleeping; within utility buildings such as agricultural buildings or where there is no power. Further minimums would be addressed in the IBC.

Committee decision: AS/AM/D	***Committee Vote at Meeting:***	***Committee Vote on Ballot:***

REPORT OF HEARING – FIRST DRAFT

Modification (if any):

Committee Reason:

PUBLIC COMMENT- SECOND DRAFT:

Proponent:

Desired Action:

Modification:

Reason:

Committee decision: AS/AM/D	***Committee Vote at Meeting:***	***Committee Vote on Ballot:***

FINAL ACTION:

Modification (if any):

Committee Reason:

05-15 – 2021
405.11(New), 504.10

Proponent: Kimberly Paarlberg, International Code Council

Revise text as follows:

SECTION 504
STAIRWAYS

504.10 Tactile signage within the stairway or ramp enclosure. ~~Stair~~ Floor level identification signs in raised characters and braille complying with Sections 703.3 and 703.4 shall be located at each floor level landing in all enclosed exit stairways or ramps connecting more than three stories. Such sign shall be located adjacent to the door leading from the ~~stairwell~~ enclosed exit stairway or ramp into the corridor to identify the floor level. The exit door discharging to the outside or to the level of exit discharge shall have a sign with raised characters and braille stating "EXIT."

504.11 Tactile signage at exits. A sign stating EXIT in raised characters and Braille and complying with Sections 703.3 and 703.4 shall be provided adjacent to each door to an area of refuge providing direct access to a stairway, an exterior area for assisted rescue, an exit stairway, an exit ramp, an exit passageway and the exit discharge.

SECTI0N 405
RAMPS

405.11 Tactile signage. Provide tactile signage within and enclosed ramp in accordance with Section 504.10. Provide tactile exit signs adjacent to each door in accordance with Section 504.11.

REASON: The change to proposed 504.15 is addressing a current conflict/difference with the IBC for tactile signage. The IBC contains provisions for exit stairway and ramps identification signage only where the stairway or ramp is connecting more than three stories (2021 IBC Section 1023.9). The current provisions in 504.10 only address stairways, but 504.11 addresses stairways and ramps. Rather than repeat the signage information in ramps, a reference to the provisions in 504 seems appropriate.

05-15 – 2021 Modification
504.10

Proponent: Sharon Toji, representing Communications Task Group

Further modify text as follows:

504.10 Tactile signage within the stairway or ramp enclosure. Floor level identification signs in raised characters and braille complying with Sections 703.3 and 703.4 shall be located at each floor level landing in all enclosed exit stairways or ramps ~~connecting more than three stories~~. Such sign shall be located adjacent to the door leading from the enclosed exit stairway or ramp into the corridor to identify the floor level. The exit door discharging to the outside or to the level of exit discharge shall have a sign with raised characters and braille stating "EXIT."

Reason: As we explained in our reason statement for our modification to 05-1-2021, we believe that the proponent was mistaken in her belief that there was a conflict with IBC regarding floor level signs in stairways. While IBC Section 1023.9 does not require signs on stairways connecting 3 or fewer stories, it also does not prohibit them. If a designer elects to provide such signs, another Section, IBC 1023.11, would require them to be accessible because this provision applies where such signs are "provided", not where "required".

Committee Action: Committee unanimously approved as modified. 29-0-2

REPORT OF HEARING:

Modification (if any): Committee unanimously approved. 29-0-2

504.10 Tactile signage within the stairway or ramp enclosure. Floor level identification signs in raised characters and braille complying with Sections 703.3 and 703.4 shall be located at each floor level landing in all enclosed exit stairways or ramps ~~connecting more than three stories~~. Such sign shall be located adjacent to the door leading from the enclosed exit stairway or ramp into the corridor to identify the floor level. The exit door discharging to the outside or to the level of exit discharge shall have a sign with raised characters and braille stating "EXIT."

Committee Reason: The purpose of the modification was so that stair level identification signage would be provided in any height building.

The current provisions in 504.10 only address stairways, but 504.11 addresses stairways and ramps. Rather than repeat the signage information in ramps, a reference to the provisions in 504 is appropriate.

504.6-PAARLBERG.doc

Report for *05-15– 2021*		
Committee decision: AM	***Committee Vote at Meeting: 29-0-2***	***Committee Vote on Ballot: 40-0-1***
REPORT OF HEARING: Modification (if any): **Further modify text as follows:** **504.10 Tactile signage within the stairway or ramp enclosure.** Floor level identification signs in raised characters and braille complying with Sections 703.3 and 703.4 shall be located at each floor level landing in all enclosed exit stairways or ramps ~~connecting more than three stories~~. Such sign shall be located adjacent to the door leading from the enclosed exit stairway or ramp into the corridor to identify the floor level. The exit door discharging to the outside or to the level of exit discharge shall have a sign with raised characters and braille stating "EXIT."		
Committee Reason: The purpose of the modification was so that stair level identification signage would be provided in any height building. The current provisions in 504.10 only address stairways, but 504.11 addresses stairways and ramps. Rather than repeat the signage information in ramps, a reference to the provisions in 504 is appropriate.		

Report for *05-15– 2021*		
PUBLIC COMMENT- FIRST DRAFT: Proponent:		
Desired Action:		
Modification:		
Reason:		
Committee decision: AS/AM/D	***Committee Vote at Meeting:***	***Committee Vote on Ballot:***
REPORT OF HEARING – FIRST DRAFT		
Modification (if any):		
Committee Reason:		
PUBLIC COMMENT- SECOND DRAFT: Proponent:		
Desired Action:		
Modification:		
Reason:		
Committee decision: AS/AM/D	***Committee Vote at Meeting:***	***Committee Vote on Ballot:***
FINAL ACTION: Modification (if any):		
Committee Reason:		

05-17 – 2021
504.5, Figures 504.5(B) and 504.5(C)

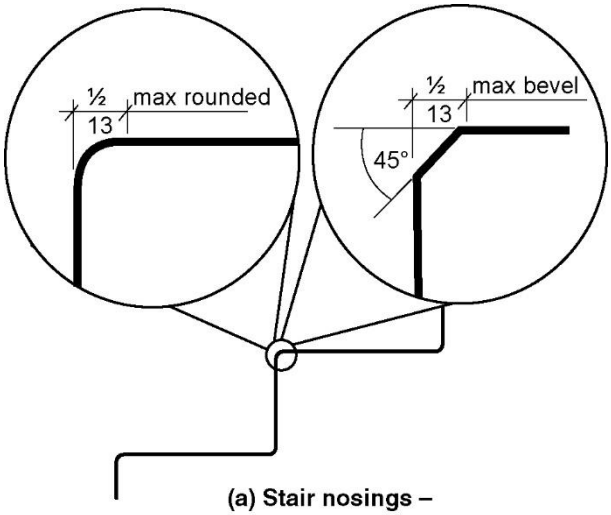
Proponent: David W. Cooper, Stair Design and Manufacturing Consultants, representing Stairbuilders and Manufacturers Association

Revise as follows:

SECTION 504
STAIRWAYS

504.5 Nosings. Nosings shall comply with the following:

1. Nosings within a stairway shall be uniform.
2. If rounded, the radius of curvature at the leading edge of the tread shall be 1/2 inch (13 mm) maximum.
3. If beveled, the bevel at the leading edge shall slope at 45 degrees to the plane of the top surface of the tread and landing and extend for a horizontal distance of ½ inch (13 mm) maximum.
4. Nosings that project beyond risers shall have the underside of the leading edge curved or beveled.
5. Risers shall be permitted to slope under the tread at an angle of 30 degrees maximum from vertical.
6. The permitted projection of the nosing shall be ~~11/2~~ 1 ¼ inches (~~38~~ 32 mm) maximum over the tread or floor below.



(a) Stair nosings – Vertical Riser

FIGURE 504.5(A)
STAIR NOSINGS - VERTICAL RISER - CURVE OR BEVEL AT LEADING EDGE

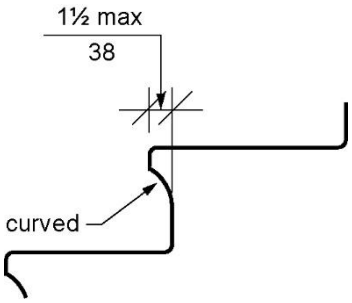


FIGURE 504.5(B)
STAIR NOSINGS - VERTICAL RISER CURVED NOSING
(Note: Revise drawings to change 1-1/2 to 1-1/4)

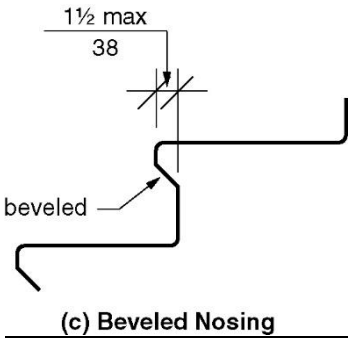


FIGURE 504.5(C)
STAIR NOSINGS - VERTICAL RISER BEVELED NOSING
(Note: Revise drawings to change 1-1/2 to 1-1/4 and add 30 degrees maximum)

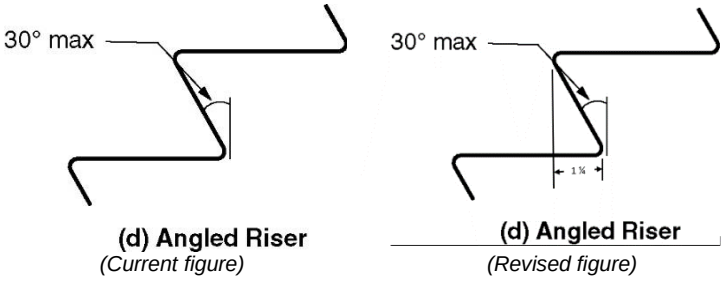


FIGURE 504.5(D)
STAIR NOSINGS - VERTICAL RISER ANGLED RISER
(Note: Revise drawings to add 1-1/4)

REASON: The nosing projection allowed in the IBC is only 1 ¼ inches (32 mm) the A117.1 standard should cause confusion because it specifies a larger nosing projection that is contradictive.

05-17 – 2021 modification
504.5, Figures 504.5(B) and 504.5(C)

Proponent: David W. Cooper, Stair Design and Manufacturing Consultants, representing Stairbuilders and Manufacturers Association

Further modify as follows:

504.5 Nosings. Nosings shall comply with the following:

1. Nosings within a stairway shall be uniform.
2. If rounded, the radius of curvature at the leading edge of the tread shall be 1/2 inch (13 mm) maximum.
3. If beveled, the bevel at the leading edge shall slope at 45 degrees to the plane of the top surface of the tread and landing and extend for a horizontal distance of ½ inch (13 mm) maximum.
4. Nosings that project beyond risers shall have the underside of the leading edge curved or beveled at an angle of 30 degrees maximum from the vertical.
5. Risers shall be permitted to slope or curve under the tread provided the permitted projection of the nosing is not exceeded ~~at an angle of 30 degrees maximum from vertical~~.
6. The permitted projection of the nosing shall be 1 ¼ inches (32 mm) maximum over the tread or floor below.

Revise drawings to match revision in Section 504.5 Item 6

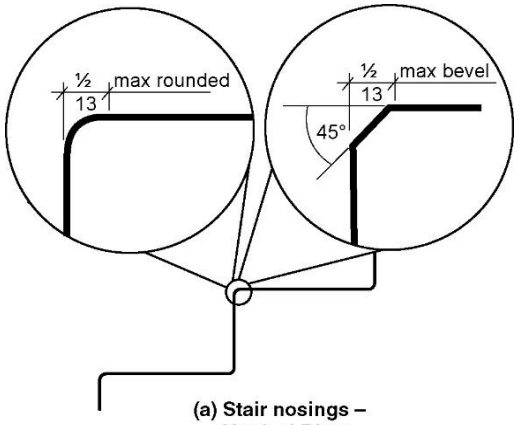
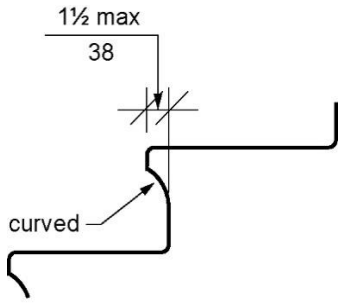
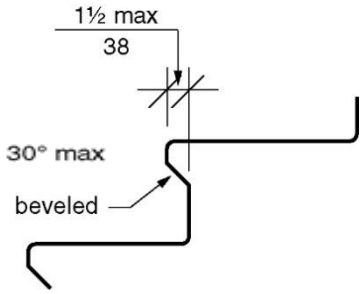


FIGURE 504.5(A)
~~STAIR~~ NOSINGS - VERTICAL RISER - CURVE OR BEVEL AT LEADING EDGE



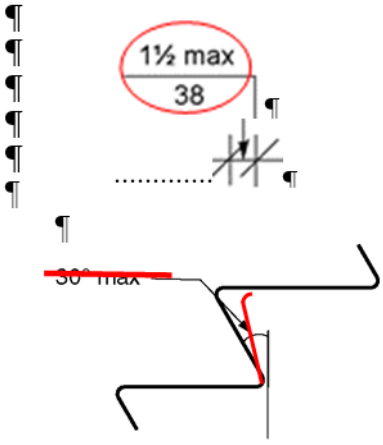
(b) Curved Nosing

FIGURE 504.5(B)
~~STAIR~~ NOSINGS - VERTICAL RISER CURVED NOSING OR CURVED RISER



(c) Beveled Nosing

FIGURE 504.5(C)
~~STAIR~~ NOSINGS - VERTICAL RISER BEVELED NOSING OR SLOPED RISER



(d) ~~Angled Riser~~ Sloped Riser

FIGURE 504.5(D)
~~STAIR~~ NOSINGS - ~~VERTICAL~~ SLOPED RISER

Note: Dimension on Figure 504.5(B), 504.5(C) and 504.5(D) will be revised to 1-1/4”

Reason: The modification of the text of items 4 and 5 more aptly resolves the issue cited in the original proposal by correctly using the terms nosing and riser and references to their allowed shape and projection. It further corrects the drawings and their labels to accurately portray the text of the standard.

Committee Action: 21-3-4 Approved as Modified by the submitted modification

REPORT OF HEARING:
Modification (if any):

Further modify as follows:

504.5 Nosings. Nosings shall comply with the following:

1. Nosings within a stairway shall be uniform.
2. If rounded, the radius of curvature at the leading edge of the tread shall be 1/2 inch (13 mm) maximum.
3. If beveled, the bevel at the leading edge shall slope at 45 degrees to the plane of the top surface of the tread and landing and extend for a horizontal distance of ½ inch (13 mm) maximum.
4. Nosings that project beyond risers shall have the underside of the leading edge curved or beveled at an angle of 30 degrees maximum from the vertical.
5. Risers shall be permitted to slope or curve under the tread provided the permitted projection of the nosing is not exceeded ~~at an angle of 30 degrees maximum from vertical~~.
6. The permitted projection of the nosing shall be 1 ¼ inches (32 mm) maximum over the tread or floor below.

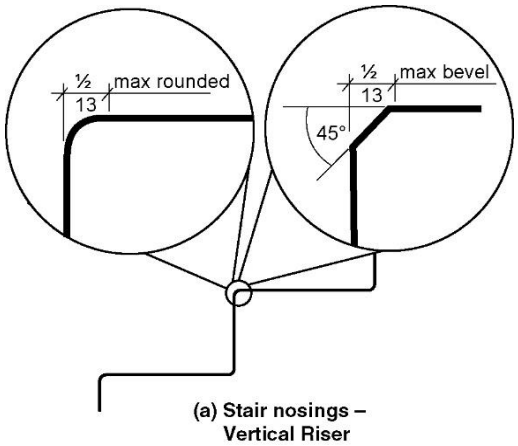
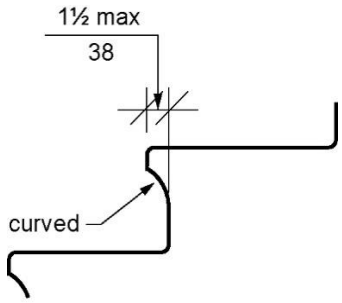
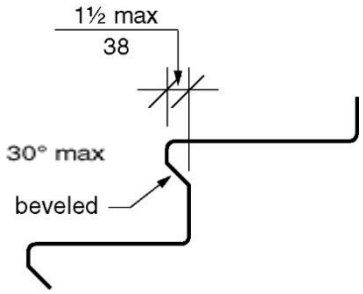


FIGURE 504.5(A)
~~STAIR~~ NOSINGS - VERTICAL RISER - CURVE OR BEVEL AT LEADING EDGE



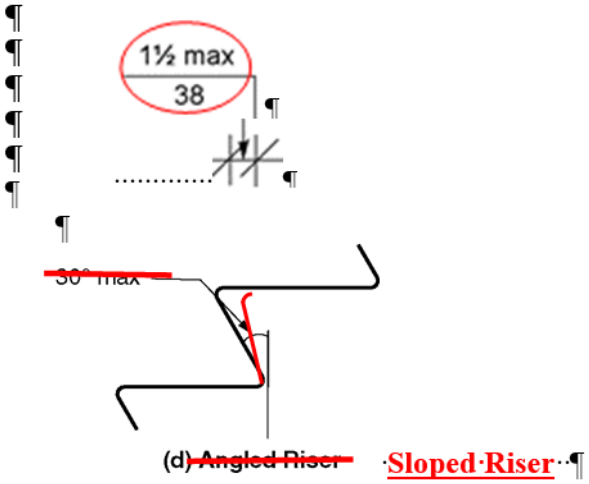
(b) Curved Nosing

FIGURE 504.5(B)
~~STAIR~~ NOSINGS - VERTICAL RISER CURVED NOSING OR CURVED RISER



(c) Beveled Nosing

FIGURE 504.5(C)
~~STAIR~~ NOSINGS - VERTICAL RISER BEVELED NOSING OR SLOPED RISER



(d) ~~Angled Riser~~ Sloped Riser

FIGURE 504.5(D)
~~STAIR~~ NOSINGS - ~~VERTICAL~~ SLOPED RISER ~~ANGLED RISER~~

Note: Dimension on Figure 504.5(B), 504.5(C) and 504.5(D) will be revised to 1-1/4"

Committee Reason: The modification was approved as an improvement to the terminology for nosing and a clarification of the sloped risers. The committee agrees that the 1-1/4 inch limitations should be coordinated with the IBC requirements for consistency across codes. Figures will need to be revised to more accurately reflect the code language. Additional clarification is needed for the confusion between nosing versus sloped riser.

505.4-COOPER.doc

Report for *05-17– 2021*		
Committee decision: AM	***Committee Vote at Meeting: 21-3-4***	***Committee Vote on Ballot: 40-0-1***

REPORT OF HEARING:
Modification (if any):
Further modify as follows:

504.5 Nosings. Nosings shall comply with the following:

1. Nosings within a stairway shall be uniform.
2. If rounded, the radius of curvature at the leading edge of the tread shall be 1/2 inch (13 mm) maximum.
3. If beveled, the bevel at the leading edge shall slope at 45 degrees to the plane of the top surface of the tread and landing and extend for a horizontal distance of ½ inch (13 mm) maximum.
4. Nosings that project beyond risers shall have the underside of the leading edge curved or beveled at an angle of 30 degrees maximum from the vertical.
5. Risers shall be permitted to slope or curve under the tread provided the permitted projection of the nosing is not exceeded ~~at an angle of 30 degrees maximum from vertical~~.
6. The permitted projection of the nosing shall be 1 ¼ inches (32 mm) maximum over the tread or floor below.

FIGURE 504.5(A)
~~STAIR~~ NOSINGS - VERTICAL RISER - CURVE OR BEVEL AT LEADING EDGE

FIGURE 504.5(B)
~~STAIR~~ NOSINGS - VERTICAL RISER CURVED NOSING OR CURVED RISER

FIGURE 504.5(C)
~~STAIR~~ NOSINGS - VERTICAL RISER BEVELED NOSING OR SLOPED RISER

FIGURE 504.5(D)
~~STAIR~~ NOSINGS - ~~VERTICAL~~ SLOPED RISER ~~ANGLED RISER~~

Note: Dimension on Figure 504.5(B), 504.5(C) and 504.5(D) will be revised to 1-1/4"

Committee Reason: The modification was approved as an improvement to the terminology for nosing and a clarification of the sloped risers. The committee agrees that the 1-1/4 inch limitations should be coordinated with the IBC requirements for consistency across codes. Figures will need to be revised to more accurately reflect the code language. Additional clarification is needed for the confusion between nosing versus sloped riser.

PUBLIC COMMENT- FIRST DRAFT:
Proponent:
Desired Action:
Modification:
Reason:

Committee decision: AS/AM/D	***Committee Vote at Meeting:***	***Committee Vote on Ballot:***

REPORT OF HEARING – FIRST DRAFT
Modification (if any):
Committee Reason:

PUBLIC COMMENT- SECOND DRAFT:
Proponent:
Desired Action:
Modification:
Reason:

Committee decision: AS/AM/D	***Committee Vote at Meeting:***	***Committee Vote on Ballot:***

FINAL ACTION:
Modification (if any):
Committee Reason:

05-18 – 2021
505.5

Proponent: Gene Boecker, Code Consultants, Inc.

Revise as follows:

SECTION 504
STAIRWAYS

505.5 Clearance. Clearance between handrail gripping surface and adjacent surfaces shall be 1 1/2 inches (38 mm) minimum. The space between the handrail and projecting objects above the handrail shall be 18 inches (455 mm) minimum. A projecting object shall not project further than the inside face of the handrail.

REASON: Although this was deleted from the provisions, it needs to be brought back. We have recently seen a handrail located in a recess that had only 3 inches clear above the top gripping surface. This makes the condition potentially unsafe since the top of the hand can contact the underside of the projecting wall above.

In researching this issue, it was found that other elements could become problematic as well. Wall sconces and artwork mounted to the wall can become elements that may adversely affect the ability to grasp the handrail in an emergency condition.

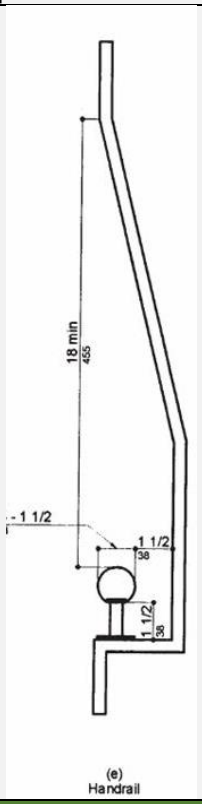
Committee Action: 19-6-5 Approved as submitted
REPORT OF HEARING:
Modification (if any):

Committee Reason: The committee agreed that there should be clearances above the handrails but did not agree on what that dimension should be. There was also concern that the first and 2nd added sentences do not work together and might conflict with the protruding object criteria in Section 307.

505.5-BOECKER.doc

Report for 0*5-18– 2021*		
Committee decision: AS	***Committee Vote at Meeting: 19-6-5***	***Committee Vote on Ballot:37-3-1***
REPORT OF HEARING: Modification (if any):		
Committee Reason: The committee agreed that there should be clearances above the handrails but did not agree on what that dimension should be. There was also concern that the first and 2nd added sentences do not work together and might conflict with the protruding object criteria in Section 307.		
PUBLIC COMMENT- FIRST DRAFT: Proponent: Kimberly Paarlberg, ICC		
Desired Action: Negative with comment		
Modification:		
Reason: This proposal needs to be disapproved. There is a conflict between the two sentences. The first says you cannot have anything over the handrail for 18". At the top or bottom of a stairways, this could be a room designation sign or a light switch. The 2nd sentence then goes on to say that projections you just told me I could not have can go out as far as the handrails – or is this a projection at any height over the handrail – such as well sconces? I found this picture in a 2007 Florida building code. If this is what Gene is trying to do the text does not do this. This has been deleted from the Florida code, so I cannot access the text. I remember this is BOCA over 20 years ago, but I don't think it has ever been in IBC.		

Report for 0*5-18– 2021*



PUBLIC COMMENT- FIRST DRAFT:
Proponent: Dan Buuck, NAHB

Desired Action: Affirmative with comment

Modification:

Reason:
It is unclear in which direction the user is to measure the 18 inches. It could be interpreted as not allowing anything above the plane of the handrail to be within 18 inches horizontally from the handrail. The intent of the second sentence is also unclear. At the very least, a diagram would be helpful for clarification.

PUBLIC COMMENT- FIRST DRAFT:
Proponent: David Cooper, SMA

Desired Action: Negative with comment

Modification:
505.5 Clearance. Clearance between handrail gripping surface and adjacent surfaces shall be 1 1/2 inches (38 mm) minimum. The space between the handrail and projecting objects above the handrail shall be 18 inches (455 mm) minimum. ~~A projecting object shall not project further than the inside face of the handrail.~~

Reason: The last sentence should be deleted because it will cause confusion with the requirements for protruding objects covered elsewhere in the standard.

Committee decision: AS/AM/D	***Committee Vote at Meeting:***	***Committee Vote on Ballot:***
REPORT OF HEARING – FIRST DRAFT		
Modification (if any):		
Committee Reason:		
PUBLIC COMMENT- SECOND DRAFT:		
Proponent:		
Desired Action:		
Modification:		
Reason:		
Committee decision: AS/AM/D	***Committee Vote at Meeting:***	***Committee Vote on Ballot:***
FINAL ACTION:		
Modification (if any):		
Committee Reason:		

05-19 – 2021
505.10

Proponent: David W. Cooper, Stair Design and Manufacturing Consultants, representing Stairbuilders and Manufacturers Association

Revise as follows:

SECTION 505
HANDRAILS

505.10 Handrail extensions. Handrails shall extend the minimum distance beyond and in the same direction of stair flights and ramp runs without change in direction in accordance with Section 505.10.

Exceptions:

1. Continuous handrails at the inside turn of stairs and ramps.
2. Handrail extensions shall not be required in aisles serving seating where the handrails are discontinuous to provide access to seating and to permit crossovers within the aisle.
3. In alterations, full extensions of handrails shall not be required where such extensions would be hazardous due to plan configuration.

REASON: This change will provide for consistent enforcement of the measured length of handrail extensions at ramps and stairs.

Committee Action: 14-7-3 Approved as modified
REPORT OF HEARING:

Modification (if any): Mod passes 18-1-6, Second Mod to add 'required' passes 23-0-4

Further modify as follows:

505.10 Handrail extensions. ~~Handrails~~ Handrail extensions shall be in accordance with Section 505.10 and shall extend not less than the minimum required distance beyond and in the same direction of stair flights and ramp runs without any change in direction or a decrease in clearances required by Sections 505.5 and 505.6 ~~in accordance with Section 505.10~~.

Exceptions:

1. Continuous handrails at the inside turn of stairs and ramps.
2. Handrail extensions shall not be required in aisles serving seating where the handrails are discontinuous to provide access to seating and to permit crossovers within the aisle.
3. In alterations, full extensions of handrails shall not be required where such extensions would be hazardous due to plan configuration.

Committee Reason: The modifications adds language that clarifies that the requirements for the handrail extension apply for the required distance and can bend down or sideways after that point. This is consistent with the intent of the original proposal but with more precise language.

505.10-COOPER.doc

Report for 05-19– 2021		
Committee decision: AM	***Committee Vote at Meeting: 14-7-3***	***Committee Vote on Ballot: 40-0-1***
REPORT OF HEARING: Modification (if any): **Further modify as follows:** **505.10 Handrail extensions.** ~~Handrails~~ Handrail extensions shall be in accordance with Section 505.10 and shall extend not less than the minimum required distance beyond and in the same direction of stair flights and ramp runs without any change in direction or a decrease in clearances required by Sections 505.5 and 505.6 ~~in accordance with Section 505.10~~.		
Committee Reason: The modifications adds language that clarifies that the requirements for the handrail extension apply for the required distance and can bend down or sideways after that point. This is consistent with the intent of the original proposal but with more precise language.		
PUBLIC COMMENT- FIRST DRAFT: Proponent:		
Desired Action:		
Modification:		
Reason:		
Committee decision: AS/AM/D	***Committee Vote at Meeting:***	***Committee Vote on Ballot:***
REPORT OF HEARING – FIRST DRAFT		
Modification (if any):		
Committee Reason:		
PUBLIC COMMENT- SECOND DRAFT: Proponent:		
Desired Action:		
Modification:		
Reason:		
Committee decision: AS/AM/D	***Committee Vote at Meeting:***	***Committee Vote on Ballot:***
FINAL ACTION: Modification (if any):		
Committee Reason:		

05-20 – 2021
505.10

Proponent: Thomas B Zuzik Jr, Railingcodes.com, representing National Ornamental & Miscellaneous Metals Association (NOMMA)

Revise as follows:

SECTION 505
HANDRAILS

505.10 Handrail extensions. Handrails shall extend beyond and in the same direction of stair flights and ramp runs, and shall extend the required minimum length before any change in direction in accordance with Section 505.10. The minimum length of the extension shall be measured to the extension's shorter usable area, per Sections 505.5 and 505.6.

Exceptions:

1. Continuous handrails at the inside turn of stairs and ramps.
2. Handrail extensions shall not be required in aisles serving seating where the handrails are discontinuous to provide access to seating and to permit crossovers within the aisle.

3. In alterations, full extensions of handrails shall not be required where such extensions would be hazardous due to plan configuration.

REASON: This change will provide for consistent enforcement of the measured length of handrail extensions at ramps and stairs.

Staff note: If this proposal is accepted, direction will be required for Figures 505.10.1, 505.10.2 and 505.10.3.

05-20 – 2021 modification

Proponent: Thomas B Zuzik Jr, Railingcodes.com, representing National Ornamental & Miscellaneous Metals Association (NOMMA)

Further modify:

505.10 Handrail extensions. Handrails shall extend beyond and in the same direction of stair flights and ramp runs, and shall extend the required minimum length before any change in direction or decrease in clearances required by Sections 505.5 and 505.6, in accordance with Section 505.10. ~~The minimum length of the extension shall be measured to the extension's shorter usable area, per Sections 505.5 and 505.6.~~

Exceptions:

1. Continuous handrails at the inside turn of stairs and ramps.
2. Handrail extensions shall not be required in aisles serving seating where the handrails are discontinuous to provide access to seating and to permit crossovers within the aisle.
3. In alterations, full extensions of handrails shall not be required where such extensions would be hazardous due to plan configuration.

Reason: This proposed modification, brings this A117.1 proposal in-line with IBC code change E76-21 in the Part A code change cycle. The rest of the reason statement in the original proposal stand inline with this modification.

Committee Action: 29-1-3 Disapproved
REPORT OF HEARING:
Modification (if any):

Committee Reason: The issue was addressed in 05-19-2021.

505.10-COOPER.doc

Report for 0*5-20– 2021*		
Committee decision: D	***Committee Vote at Meeting:*** 29-1-3	***Committee Vote on Ballot: 40-0-1***
REPORT OF HEARING: Modification (if any): Committee Reason: The issue was addressed in 05-19-2021.		
PUBLIC COMMENT- FIRST DRAFT: Proponent: Desired Action: Modification: Reason:		
Committee decision: AS/AM/D	***Committee Vote at Meeting:***	***Committee Vote on Ballot:***
REPORT OF HEARING – FIRST DRAFT Modification (if any): Committee Reason:		
PUBLIC COMMENT- SECOND DRAFT: Proponent: Desired Action: Modification: Reason:		
Committee decision: AS/AM/D	***Committee Vote at Meeting:***	***Committee Vote on Ballot:***
FINAL ACTION: Modification (if any): Committee Reason:		

05-21 – 2021
505.10.1, 505.10.2, 505.10.3, Figures 505.10.3

Proponent: David Cooper, Stair Design and Manufacturing Consultants, representing Stairbuilders and Manufacturers Association

Revise as follows:

SECTION 505
HANDRAILS

505.10.1 Top and bottom extension at ramps. Ramp handrails shall extend horizontally above the landing 12 inches (305 mm) minimum beyond the top and bottom of ramp runs. Extensions shall return to a wall, guard, or floor, or shall be continuous to the handrail of an adjacent ramp run or adjacent flight of stairs.

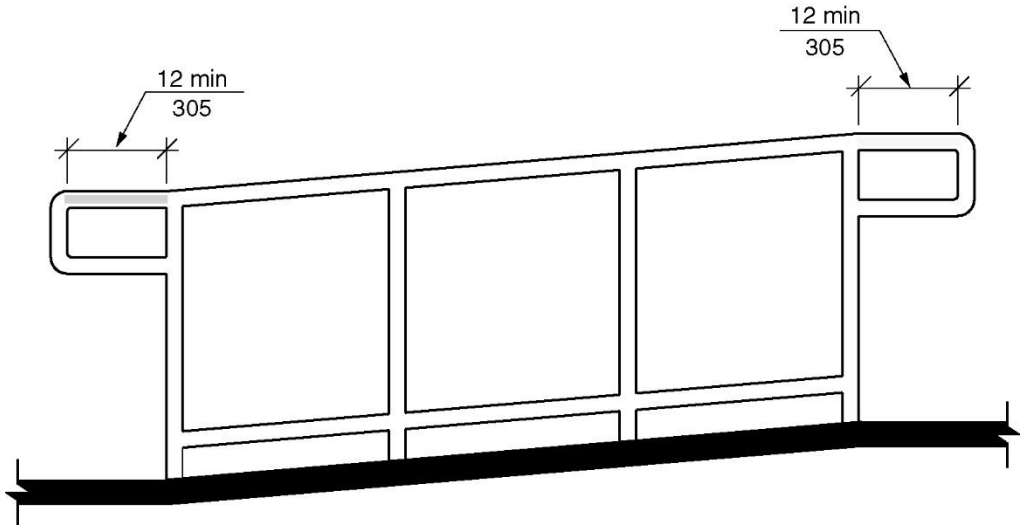


FIGURE 505.10.1
TOP AND BOTTOM HANDRAIL EXTENSION AT RAMPS

505.10.2 Top extension at stairs. At the top of a stair flight, handrails shall extend horizontally above the landing for 12 inches (305 mm) minimum beginning directly above the landing nosing. Extensions shall return to a wall, guard, or the landing surface, or shall be continuous to the handrail of an adjacent stair flight or adjacent ramp run.

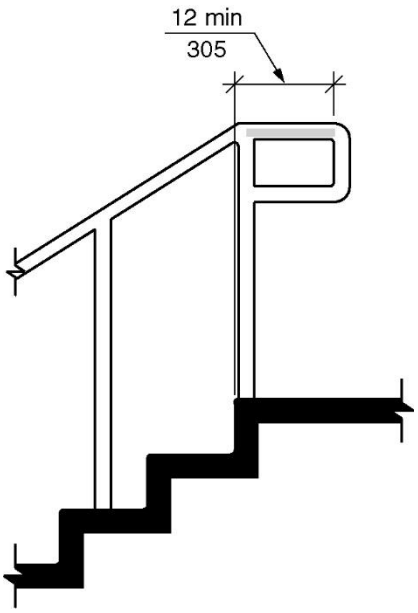


FIGURE 505.10.1
TOP AND BOTTOM HANDRAIL EXTENSION AT RAMPS

505.10.3 Bottom extension at stairs. At the bottom of a stair flight, handrails shall extend at the slope of the stair flight for a horizontal distance equal to one tread depth beyond the bottom tread nosing. Extensions shall return to a wall, guard, or the landing surface, or shall be continuous to the handrail of an adjacent stair flight or adjacent ramp run.

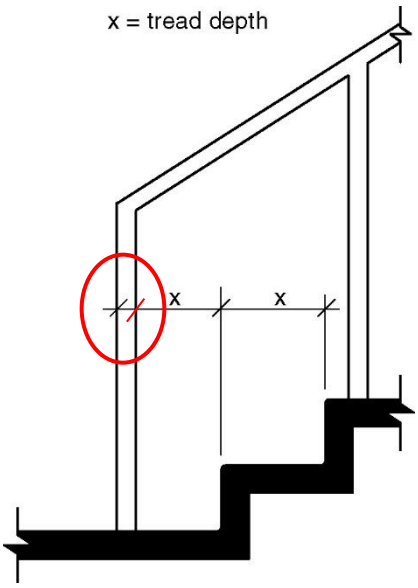


FIGURE 505.10.3
BOTTOM HANDRAIL EXTENSION AT STAIRS

REASON: It is very common for stairs and ramps in juxtaposition to leave no room for typical handrail extensions but it is often feasible to make the handrail continuous at the intersection of the ramp and stair just as it is to provide continuity at adjoining ramp runs and adjoining flights of stairs.

Committee Action: 32-0-2 Disapproved
REPORT OF HEARING:
Modification (if any):

Committee Reason: The language is confusing. The reason is not specific on why this change in needed. No supporting data was submitted. There is concern that 'continuous' handrails should be along the same path and direction of travel, not a ramp and stairway that come up to the same landing.

505.10.1-COOPER.doc

Report for *05-21– 2021*		
Committee decision: D	***Committee Vote at Meeting:*** 32-0-2	***Committee Vote on Ballot:39-1-1***
REPORT OF HEARING: Modification (if any):		
Committee Reason: The language is confusing. The reason is not specific on why this change in needed. No supporting data was submitted. There is concern that 'continuous' handrails should be along the same path and direction of travel, not a ramp and stairway that come up to the same landing.		
PUBLIC COMMENT- FIRST DRAFT: *Proponent:* **David Cooper representing SMA**		
Desired Action: Negative with comment		
Modification:		
Reason: The discussion related to disapproval relayed serious concerns that I will try to address with a public comment that will include drawings to clearly illustrate. The standard currently allows reasonable economy of space and no handrail extensions where the rail is continuous between ramp runs or continuous between flights of stairs. Stairs and ramps are commonly adjacent in the built environment. Providing guidance for handrail continuity between stairs and ramps will aid in understanding, compliance, and improved accessibility.		
Committee decision: AS/AM/D	***Committee Vote at Meeting:***	***Committee Vote on Ballot:***
REPORT OF HEARING – FIRST DRAFT		
Modification (if any):		
Committee Reason:		
PUBLIC COMMENT- SECOND DRAFT: Proponent:		
Desired Action:		
Modification:		
Reason:		
Committee decision: AS/AM/D	***Committee Vote at Meeting:***	***Committee Vote on Ballot:***
FINAL ACTION: Modification (if any):		
Committee Reason:		

05-22 – 2021
505.10.1, 505.10.2, 505.10.3, Figures 505.10.3

Proponent: Kimberly Paarlberg, International Code Council

Revise as follows:

SECTION 505
HANDRAILS

505.10 Handrail extensions. Handrails shall extend beyond and in the same direction of stair flights and ramp runs in accordance with Section 505.10.

Exceptions:

1. Continuous handrails at the inside turn of stairs and ramps.
2. Handrail extensions shall not be required in aisles serving seating where the handrails are discontinuous to provide access to seating and to permit crossovers within the aisle.
3. In alterations, full extensions of handrails shall not be required where such extensions would be hazardous due to plan configuration.

505.10.1 Top and bottom extension at ramps. Ramp handrails shall extend horizontally above the landing 12 inches (305 mm) minimum beyond the top and bottom of ramp runs and shall extend the required minimum length before any change in direction or decrease in clearances required by Section 505.3 or 505.5. Extensions shall return to a wall, guard, or floor, or shall be continuous to the handrail of an adjacent ramp run.

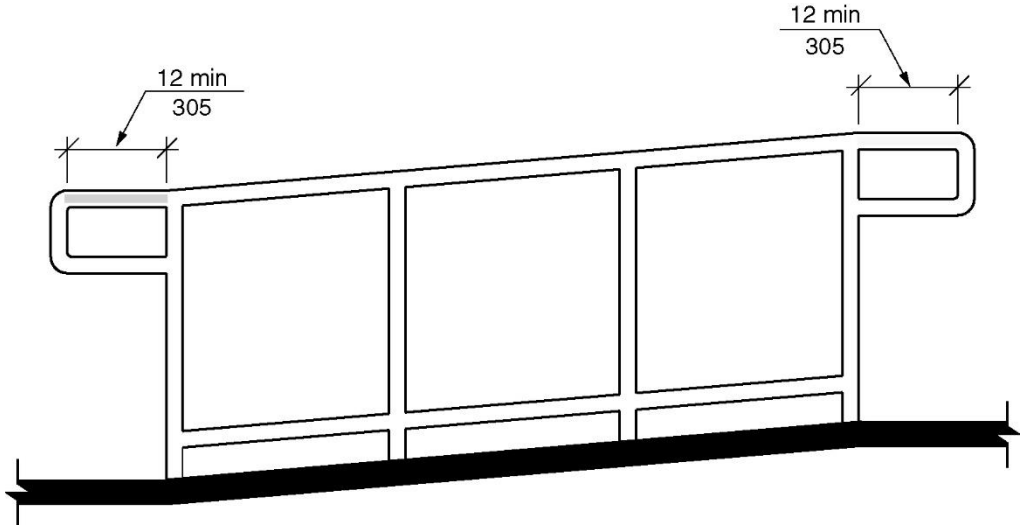


FIGURE 505.10.1
TOP AND BOTTOM HANDRAIL EXTENSION AT RAMPS

505.10.2 Top extension at stairs. At the top of a stair flight, handrails shall extend horizontally ~~above~~ beyond the landing nosing for 12 inches (305 mm) minimum and shall extend the required minimum length before any change in direction or decrease in clearances required by Section 505.3 or 505.5 ~~beginning directly above the landing nosing~~. Extensions shall return to a wall, guard, or the landing surface, or shall be continuous to the handrail of an adjacent stair flight.

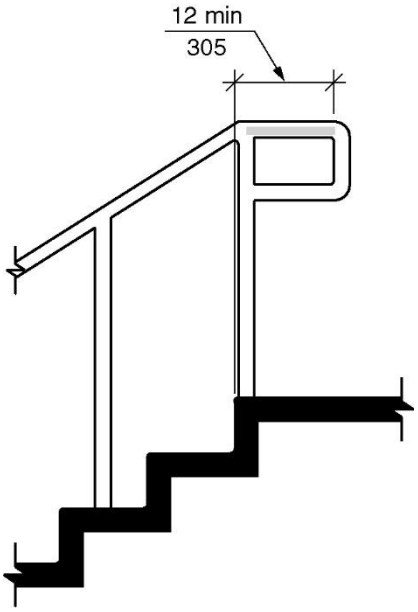


FIGURE 505.10.1
TOP AND BOTTOM HANDRAIL EXTENSION AT RAMPS

505.10.3 Bottom extension at stairs. At the bottom of a stair flight, handrails shall extend at the slope of the stair flight for a horizontal distance equal to one tread depth beyond the bottom tread nosing and shall extend the required minimum length before any change in direction or decrease in clearances required by Section 505.3 or 505.5. Extensions shall return to a wall, guard, or the landing surface, or shall be continuous to the handrail of an adjacent stair flight.

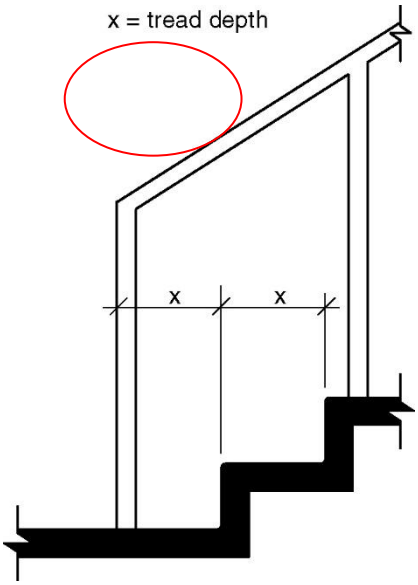


FIGURE 505.10.3
BOTTOM HANDRAIL EXTENSION AT STAIRS

REASON: There are two code changes into IBC to clarify where the extension is measured to E75-21 and E76-21. The intent of this proposal is to be consistent with these proposals. The handrail can turn down or out to a wall, so this needs to be addressed in both directions.

Section 505.3 Continuity cites clearances at handrail brackets and Section 505.5 cites clearances at walls and other surfaces. Clearances is relevant as the clearances decreases at the beginning of a horizontal bend or return. The change in direction identifies the end of the grasping surface.

Committee Action: 33-0-2 Disapproved
REPORT OF HEARING:
Modification (if any):

Committee Reason: The issue was addressed in 05-19-2021.

505.10-PAARLBERG.doc

Report for 0*5-22– 2021*		
Committee decision: D	***Committee Vote at Meeting: 33-0-2***	***Committee Vote on Ballot: 40-0-1***
REPORT OF HEARING: Modification (if any):		
Committee Reason: The issue was addressed in 05-19-2021.		
PUBLIC COMMENT- FIRST DRAFT: Proponent:		
Desired Action:		
Modification:		
Reason:		
Committee decision: AS/AM/D	***Committee Vote at Meeting:***	***Committee Vote on Ballot:***
REPORT OF HEARING – FIRST DRAFT		
Modification (if any):		
Committee Reason:		
PUBLIC COMMENT- SECOND DRAFT: Proponent:		

Report for 0*5-22– 2021*		
Desired Action:		
Modification:		
Reason:		
Committee decision: AS/AM/D	***Committee Vote at Meeting:***	***Committee Vote on Ballot:***
FINAL ACTION: Modification (if any):		
Committee Reason:		

05-23 – 2021
506.1, 1102.13

Proponent: Gina Hilberry, Cohen Hilberry Architects, representing United Cerebral Palsy

Revise text as follows:

SECTION 506
WINDOWS

506.1 General. Where operable windows are provided in an accessible room or space, at least one shall comply with Section 506. Where operable windows are required to provide natural ventilation or operable windows are required to provide an emergency escape and rescue opening, that window shall be the operable window that complies with Section 506.

Exceptions:
1. Operable windows that are operated only by employees shall not be required to comply with this section.
2. Operable windows in Type A units that comply with Section 1103.13.
3. Operable skylights shall not be required to comply with this section.
4. Operable windows in Type B and Type C units shall not be required to comply with this section.

SECTION 1102
ACCESSIBLE UNITS

1102.13 Windows. Operable windows shall comply with Section 506.1.

Exceptions:
1. Windows in kitchens and over a counter shall not be required to comply with Section ~~1102.13~~ 506.1 where an exhaust fan, a vented range hood or another operable is provided within the same general area.
2. Windows in bathrooms shall not be required to comply with Section 1102.13 where an exhaust fan is provided in the bathroom.

SECTION 1103
TYPE A UNITS

1103.13 Windows. Operable windows shall comply with Section 1103.13.

Exceptions:
1. Windows in kitchens shall not be required to comply with Section 1103.13.
2. Windows in bathrooms shall not be required to comply with Section 1103.13.

1103.13.1 Natural ventilation. Operable windows required to provide natural ventilation shall comply with Sections 309.2 and 309.3.

1103.13.2 Emergency escape. Operable windows required to provide an emergency escape and rescue opening shall comply with Section 309.2.

REASON: Section 506.1 Exception 4 These residential facilities are not required to have windows with hardware within reach or that meet force requirements.

1102.13. In kitchen and bathrooms it is nearly impossible to locate the operating hardware and locks within reach. Where the need for ventilation is addressed by means of mechanical equipment or a window in an adjoining space, it is better to have the window than to create a regulatory situation that suggests omitting the window just to avoid the requirement.

Staff Note: WITHDRAWN BY PROPONENT

Committee Action: AS AM D
REPORT OF HEARING:
Modification (if any):

Committee Reason:

506.1-HILBERRY.doc

Report for 0*5-23– 2021*		
Committee decision: Withdrawn	***Committee Vote at Meeting:***	***Committee Vote on Ballot:***

05-24 – 2021
507.1

Proponent: Marsha Mazz, representing United Spinal Association

Revise as follows:

SECTION 507
ACCESSIBLE ROUTES THROUGH PARKING

507.1 General. Where accessible routes pass through parking facilities, they shall be physically ~~separated~~ protected from vehicular traffic.

Exceptions:

1. Accessible routes crossings drive aisles shall not be required to comply with this section.
2. Accessible routes only from parking spaces complying with Section 502 and passenger loading zones complying with Section 503 to accessible entrances shall not be required to comply with this section.

REASON: Users are confused as to the meaning of the requirement to "physically separate" routes through parking from vehicular traffic. They ask if this means that the route must be raised above the traffic lanes and how high or if a yellow line would suffice. When considering this proposal, the committee also struggled with this wording. We believe the word "protected" works better than "separated" and is a more acceptable performance standard as it better conveys the purpose. The designer would have to determine how to protect the route – they might elevate it to curb level, provide barriers such as wheel stops, jersey barriers, railings, or anything else that affords some physical protection. A pavement marking would not comply because although it is a physical element, it fails to afford "protection". Under the current text, however, a pavement marking could be construed to meet the requirement for "physical separation".

Staff Note: Held to next meeting.

Committee Action: 25-1-4 As Submitted
REPORT OF HEARING:
Modification (if any):

Committee Reason: The term 'protect' better explains the purpose of this requirement.

507.1-MAZZ.doc

Report for 0*5-24– 2021*		
Committee decision: AS	***Committee Vote at Meeting: 25-1-4***	***Committee Vote on Ballot:37-3-1***
REPORT OF HEARING: Modification (if any):		
Committee Reason: The term 'protect' better explains the purpose of this requirement.		
PUBLIC COMMENT- FIRST DRAFT: Proponent: *Doug Anderson, AHLA*		

Report for 0*5-24– 2021*

Desired Action: Negative with comment

Modification:

Reason: Vague language

PUBLIC COMMENT- FIRST DRAFT:

Proponent: **David Cooper representing SMA**

Desired Action: Affirmative with comment

Modification: **507.1 General.** Where accessible routes pass through parking facilities, they shall be physically separated and protected from vehicular traffic by; wheel stops, a barrier no less than curb height above the parking surface, or by elevating the walking surface to curb height.

Exceptions:

1. Accessible routes crossings drive aisles shall not be required to comply with this section.
2. Accessible routes only from parking spaces complying with Section 502 and passenger loading zones complying with Section 503 to accessible entrances shall not be required to comply with this section.

Reason: Although this change offers improved understanding, the term protection lacks specificity and could be widely interpreted. Perhaps a laundry list as offered in the modification below is needed.

Proponent: **Sean McNamara representing Target**

Desired Action: Negative with Comment

Modification:

Reason: Requiring physical "protection" from vehicular traffic is still ambiguous and not much better than the existing physical "separation" requirement. Specifying protection is also setting a potentially high bar for designers to comply with this requirement. To many code users, unless clearer direction is provided, "physically protected" would require the use of a vehicle barrier to protect pedestrians. Per IBC §1607.10 vehicle barriers for passenger vehicles shall be designed to resist a concentrate load of 6000lbs. in accordance with §4.5.3 of ASCE 7. None of the options listed in the reason statement (curb, wheel stops, jersey barriers, railings, or anything else that affords some physical protection) appear to meet this high bar when evaluated under the conditions in ASCE 7.

4.5.3 Loads on Vehicle Barrier Systems (ASCE 7-10)

Vehicle barrier systems for passenger vehicles shall be designed to resist a single load of 6,000 lb (26.70 kN) applied horizontally in any direction to the barrier system, and shall have anchorages or attachments capable of transferring this load to the structure. For design of the system, the load shall be assumed to act at heights between 1 ft 6 in. (460 mm) and 2 ft 3 in. (686 mm) above the floor or ramp surface, selected to produce the maximum load effect.

The load shall be applied on an area not to exceed 12 in. by 12 in. (305 mm by 305 mm) and located so as to produce the maximum load effects. This load is not required to act concurrently with any handrail or guardrail system loadings specified in Section 4.5.1.

Committee decision: AS/AM/D	***Committee Vote at Meeting:***	***Committee Vote on Ballot:***

REPORT OF HEARING – FIRST DRAFT

Modification (if any):

Committee Reason:

PUBLIC COMMENT- SECOND DRAFT:

Proponent:

Desired Action:

Modification:

Reason:

Committee decision: AS/AM/D	***Committee Vote at Meeting:***	***Committee Vote on Ballot:***

FINAL ACTION:

Modification (if any):

Committee Reason:

05-25 – 2021
507, 507.1

Proponent: Billie Louise (Beezy) Bentzen, PhD., Accessible Design for the Blind, representing Association for the Education and Rehabilitation of the Blind and Visually Impaired (AER)

Revise as follows:

SECTION 507
ACCESSIBLE ROUTES ~~THROUGH PARKING~~ FROM PUBLIC TRANSIT STOPS OR STATIONS TO FACILITIES THEY SERVE

507.1 General. Where accessible routes pass through parking facilities and are intended to provide access from public transit stops or stations to facilities, they shall be physically separated from vehicular traffic by one or more of the following:

1. A vertical change in level of 4 inches, minimum.
2. Barriers or railings complying with MUTCD Chapter 6.
3. Landscaping.
4. Parking spaces having a barrier or wheel stops between the parking spaces and the accessible route.

Exceptions:

~~1.~~ Accessible routes crossing drive aisles shall not be required to comply with this section.

~~2. Accessible routes only from parking spaces complying with Section 502 and passenger loading zones complying with Section 503 to accessible entrances shall not be required to comply with this section.~~

REASON: Lack of protected accessible routes from public transit stops and stations to such facilities as medical facilities, education facilities, government agencies, shopping centers, malls, and other public spaces commonly surrounded by large parking areas presents a barrier to those who are dependent upon public transportation and pedestrian modes of travel. The need to walk through parking lots to get from public transportation stops to facilities they serve makes it difficult and unsafe for persons who have visual impairments or mobility impairments and persons of short stature, including children, to access many facilities.

Committee Action: WITHDRAWN BY PROPONENT
REPORT OF HEARING:
Modification (if any):

Committee Reason:

507-BENTZEN.doc

Report for *05-25– 2021*		
Committee decision: Withdrawn	***Committee Vote at Meeting:***	***Committee Vote on Ballot:***