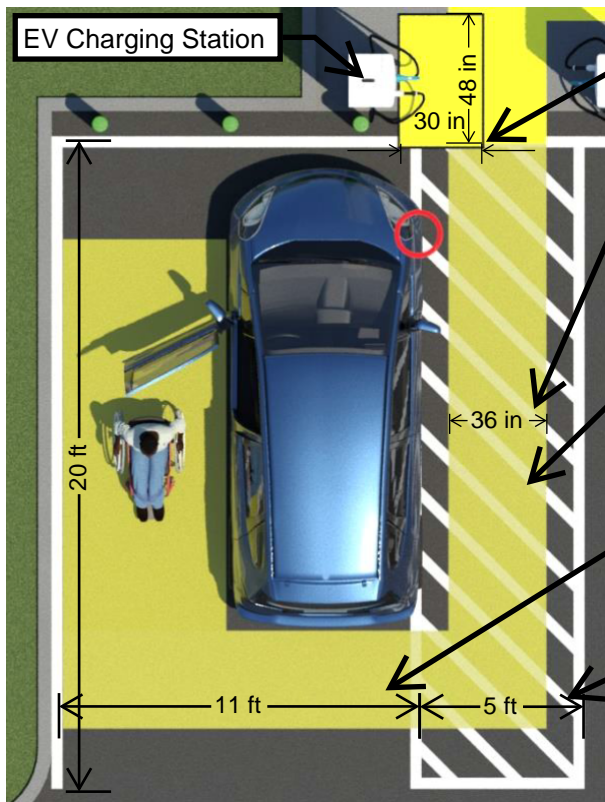


NCTCOG EV CFP ACCESSIBILITY GUIDE

TEXAS ACCESSIBILITY STANDARDS + U.S. ACCESS BOARD RECOMMENDATIONS



Clear Floor or Ground Space of min. 30" x 48" no more than 10" away from controls. (TAS Section 305.3)

An EV charging station must connect to a 36" accessible route that leads to an accessible entrance of the building or facilities on the same site. The accessible route to the building does not need to be striped. (U.S. Access Board Recommendations - EV Charging Station Location within a Site)

Access aisles should not be blocked or obscured by curbs, wheel stops, bollards, or charging cable slack. Floor or ground surfaces of vehicle charging spaces and access aisles should not have changes in level or slopes that exceed 1:48. (U.S. Access Board Recommendations - Accessible Mobility Features)

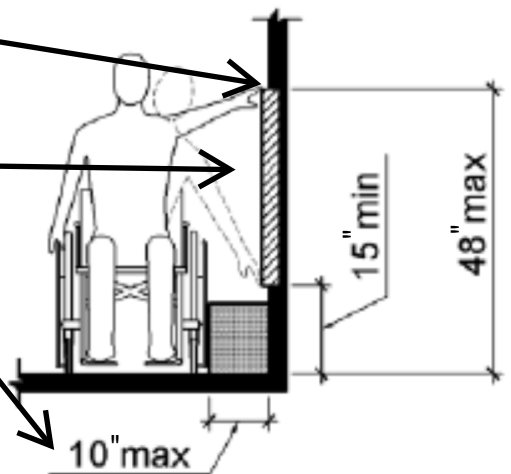
EV charging spaces with mobility features should provide a vehicle space with a minimum width of at least 11' and a minimum length of at least 20'. (U.S. Access Board Recommendations - Accessible Mobility Features)

Adjacent to the vehicle charging space should be an access aisle that is at least 5' wide and the full length of the vehicle charging space. (U.S. Access Board Recommendations - Accessible Mobility Features)

The controls for the unit must meet the 48" maximum reach range. (TAS Section 308)

The ADA and ABA Accessibility Standards require operable parts to be operable with no more than 5 pounds of force and to not require tight grasping, pinching, or twisting of the wrist. (U.S. Access Board Recommendations - Accessible Mobility Features)

If EV chargers must be installed on a curb, such as at on-street parking, place them as close to the edge of the face of the curb as possible and no farther than 10" away from the face of the curb. (U.S. Access Board Recommendations - Accessible Mobility Features)



Rule 68.104 of the Texas Administrative Code requires existing accessible parking spaces to be brought into compliance to the latest Texas Accessibility Standards (TAS). Texas Department of Licensing and Regulation (TDLR) considers the addition of electric vehicle charging stations an alteration of the primary function of the parking lot which triggers this requirement.