DEPARTMENT OF LABOR AND INDUSTRY

Accessibility Code 1341 TAG

Meeting Notes

Date: Wednesday, May 22, 2024
Meeting Location: DLI Isanti Room/WebEx Event

Call to order:

Karen Gridley

Attendance:

TAG Members attending: Dori Dufresne, David Fenley, Chris Machmer, Lee Gladitsch, Karen Gridley, Dave Mathews, Mara Peterson, Haidee Tan
TAG Members not attending:
Guests attending: Mike Bunnell, Guthrie Byard, Allison Eastham, Alexis Johnson, Britt McAdamis, Chad Payment, Kevin Rolfes, Michele Severson, Josh Simma, Rachael Spires, Amanda Spuckler, Shawn Wetterlin

Worksheet and Code Change Proposal Review:

Reviewed Worksheet items listed below constituting the more impactful changes in Chapter 11 of the 2024 IBC, and the 2017 edition of ICC A117.1 Standard.

IBC Worksheet Item 12 - IBC Sections 1107.2.1 and 1107.2.2, and Code Change Proposal Acc-02.2. Accessible Electric Vehicle (EV) Charging Equipment for residential structures, and dispersion requirement.
TAG members reviewed 2 updates to Code Change Proposal Acc-02 (revised as Acc-02.2). The proposal was revised based on discussion at the previous meeting about the proposed quantity and dispersion requirements.

1. The TAG consensus is to accept the proposed modification of IBC Section 1107.2.1 to use percentages rather than the table to determine required quantity of accessible charging spaces.
2. The TAG consensus is to accept the proposed change to IBC Section 1107.2.2 which deletes Vehicle Space Size language and replaces it with Dispersion requirements for accessible electric vehicle charging stalls and accessible route requirements from the dispersed accessible charging stalls.

A117.1 Worksheet Item 8 – Section 304.3.2 and subsections. T-Shaped turning space.
TAG consensus is to accept the model code language for the new T-shaped turning spaces requirements. T-shaped turning spaces have dimensions of 60” and may fit into a smaller space compared to a turning circle space which is now required to be a full 67” sized circle. TAG members discussed the exemptions for existing buildings that may permit a building that is completely gutted to comply with smaller sized turning spaces. A code change proposal will be submitted to modify the exemption. The model code exemption for existing

buildings allows for the use of smaller turning space sizes even if a building is gutted to the shell walls and an entirely new interior is constructed. The intent of the exception is to allow existing buildings to comply with the smaller turning spaces either because it is technically infeasible to enlarge the space sufficiently for compliance with the larger turning space requirements or because an existing space that is undergoing alteration was constructed to the current code requirements and it is technically infeasible to enlarge the space to comply with the new turning space requirements. The national A117.1 code committee considered two options to resolve this issue. The first option is to remove the exemptions for existing buildings and include an exception in the scoping for alterations that does not require compliance where it is technically infeasible. The second option is to revise the scoping language or include additional language in each instance where there is an exception for existing buildings to clarify the alternation level that is exempted. A TAG member suggested referencing the levels of alteration to identify which alterations must comply with the turning space size requirements for new construction.

A117.1 Worksheet Item 9 – Section 305.3.1 and 305.3.2. Clear floor space size.
TAG consensus is to accept the model code language. The TAG discussed that the increased depth of 4-inches may impact small vestibules in some Group R buildings, as well as at some door maneuvering clearance depths. There was some initial concern over whether this would impact Type B dwelling unit bathrooms and it was determined it will not. Type B dwelling unit bathrooms will still be permitted to use the current 48" clear floor space depth.

A117.1 Worksheet Item 11 – Section 309.1 and 309.4. Operable parts exceptions, and operation exception.
TAG consensus is to accept the model code language. The exceptions are relocated into the A117.1 from IBC.

A117.1 Worksheet Item 15 – Section 404.2.6. Door and gate hardware.
TAG consensus is to accept the model code language. The change adds 2 subitems addressing maximum operating force of door and gate hardware components that uses inch-pounds as the unit of measure. Other sections of the building code use similar language to describe operating force of door and gate hardware components.

A117.1 Worksheet Item 18 – Section 404.2.9. Door surface.
TAG consensus is to accept the model code language. The change adds language that prohibits hardware such as vertical rod locking mechanisms or doorstops within the bottom 10-inches of the door on the push side. Wheelchair toe kicks catch on these items as the wheelchair pushes through the door, which creates a hazard for the wheelchair users and obstructs the egress path when the wheelchair user becomes stuck in the door opening.

A117.1 Worksheet Item 19 – Section 404.3 – 404.3.2. Automatic and power-assisted doors and gates.
TAG consensus is to accept the model code language. The change clarifies the type of power doors required at public entrances.

A117.1 Worksheet Item 20 – Section 404.3.4. Maneuvering clearance at power-assisted doors and gates.
TAG consensus is to accept the model code language. The change clarifies the maneuvering clearance requirements at different types of power doors.

A117.1 Worksheet Item 21 – Section 404.3.6. Two doors in a series.
The TAG members recommended deleting the exception because of concerns that a wheelchair user could not turnaround in small vestibules in Group R-2 occupancies where the second door may be locked or secured. The deletion of the exception maintains the current turning space requirements for vestibules.

A117.1 Worksheet Item 22 – Section 404.3.7. Control switches at power-operated doors and Proposed Code Change Acc-14.
TAG consensus is to reject the model code language and replace it with the current Minnesota Rules, chapter 1341 requirements. The TAG also recommends accepting proposed code change Acc-14 that allows a larger mounting range for the placement of the exterior control switch. The modification will allow more flexibility in the placement of the switch where it may currently be difficult due to the location of building elements. The modification is reasonable because the technology has improved so that the exterior control switch does not need to be pressed on center in order to activate.

A117.1 Worksheet Item 23 – Section 404.3.8. Door and gate hardware on power-operated doors.
TAG consensus is to accept the model code language. The section references the same hardware requirements that are referenced for manual doors.

A117.1 Worksheet Item 24 – Section 404.3.9. Break-out door clear opening width.
TAG consensus is to accept the model code language. The new model code language requires power-operated doors with a break-away feature in the power off position to have a clear opening width of 32-inches and complies with the requirements for clear opening width at manual doors.

A117.1 Worksheet Item 25 – Section 405.5 Ramp clear width.
TAG consensus is to accept the model code language. This new model code language adds an exception that allows the ramp width to be reduced in employee work areas where equipment essential to the function of the work being performed is within the ramp.

A117.1 Worksheet Item 28 – Section 406.2.1 and 406.3.1. Curb ramp landings.
TAG consensus is to accept the model code language that permits landing sizes of 48-inches x 48-inches where the landing is constrained on one or fewer sides or landing sizes of 48-inches x 60-inches where the landing is constrained on two or more sides. The landing size requirements coordinates with requirements for curb ramps 48 inches in width and clearances at landings where there is a 90-degree turn.

A117.1 Worksheet Item 31 – Section 406.3 – 406.3.2. Parallel curb ramps.
TAG consensus is to accept the model code language and delete the MN amendment. Minnesota Rules, chapter 1341, adopted similar requirements in the previous code cycle. It is no longer necessary to maintain the amendment because the model code includes similar requirements.

A117.1 Worksheet Item 32 – Section 406.4. Diagonal curb ramps and blended transitions.
TAG consensus is to accept the model code language. This section replaces requirements for diagonal curb ramps with requirements for blended transitions where two sidewalks meet at a 90-degree angle. The model code requires curb ramp to have a maximum slope of 1:20 due to the intersection of multiple cross slopes from different sidewalk paths.

A117.1 Worksheet Item 33 – Section 406.5. Common curb ramp requirements.
TAG consensus is to accept the model code language. All the requirements for cross slope, markings, width, location, obstructions and handrails are common to all types of curb ramps and have been consolidated into a single section rather than addressed separately for each type of curb ramp.

A117.1 Worksheet Item 37 – Section 406.6.2. Detectable warnings.
TAG consensus is to not to accept the model code language. The new language adds scoping to a technical standard that requires detectable warnings be provided at certain locations within the public way. Minnesota

Building and Accessibility Codes do not apply to the public right-of-way, so this language is inappropriate for the MN Accessibility Code. Additionally, Minnesota has its own scoping language in a chapter 1341 modification to IBC Chapter 11 that will be maintained in lieu of this new model language.

A117.1 Worksheet Item 43, and Proposed Code Changes Acc-09, Acc-10, and Acc-13 – Section 502. Accessible Parking.

- TAG consensus is to accept Proposed Code Change Acc-13 to modify the model code language by carrying forward the current Minnesota Rules, chapter 1341, amendments.
- TAG consensus is to accept Proposed Code Change Acc-09. This change increases the maximum height allowed for installation of the access aisle signage to be a range of 60" – 72". This change allows access aisle signage to be installed at between 60" to 72" above the floor of the aisle. The increased height range allows for more space to install multiple signs and be within the line of sight of drivers in taller vehicles.
- TAG consensus is to accept Proposed Change Acc-10. This change makes the following modifications:
    - Adds the word "nonmovable" from MN Statutes, section 169.346, to reinforce that the signage must be permanently installed. This is often missed because people do not go to read the statute language so duplicating it in the code language will help increase compliance and consistent application of the code.
    - Requires accessible parking stall signage to be installed between 60" to 72" above the floor. The increased height range allows for more space to install multiple signs and be within the line of sight of drivers in taller vehicles.
    - Requires a separate "van accessible" sign to be mounted below the sign containing the International Symbol of Accessibility. This is reasonable to help ensure consistent and recognizable sign placement.

Next Meeting:

Date: June 5, 2024
Time: 9:00 AM
Location: DLI Isanti Room

Meeting Adjourned: 12:03 PM

Prepared by: Karen Gridley