

**REPORT OF THE  
DEPARTMENT FOR RIGHTS OF VIRGINIANS WITH DISABILITIES**

# **Study of Parking for Persons with Disabilities**

**TO THE GOVERNOR AND  
THE GENERAL ASSEMBLY OF VIRGINIA**



## **SENATE DOCUMENT NO. 41**

**COMMONWEALTH OF VIRGINIA  
RICHMOND  
1994**



# COMMONWEALTH of VIRGINIA

Department for Rights of Virginians with Disabilities

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November 12, 1993

## MEMORANDUM

TO: The Honorable Lawrence Douglas Wilder

The Honorable Hunter B. Andrews  
Chairperson, Senate Finance Committee  
Senate of Virginia

The Honorable Robert B. Ball, Sr.  
Chairperson, House Appropriations Committee  
House of Delegates of Virginia

THROUGH: Howard M. Cullum, Secretary  
Health and Human Resources

As requested by Senate Joint Resolution 253 the Department for Rights of Virginians with Disabilities completed the enclosed report on parking spaces reserved for persons with disabilities; identification of those spaces; standards for issuance of license plates, decals, and permits entitling vehicles displaying them to use those spaces; and mechanisms for enforcing the reservation of those spaces.

Sincerely,

A handwritten signature in cursive script, appearing to read 'James A. Rothrock', written over a large, circular scribble.

James A. Rothrock

attachment

**DRAFT REPORT**

**SENATE JOINT RESOLUTION 253**

**STUDY OF PARKING FOR PERSONS WITH DISABILITIES**

**Patron: Senator Jane H. Woods**

**Lead Staff: Bonita Pennino  
Department for Rights of Virginians with Disabilities  
804/371-4962**

## EXECUTIVE SUMMARY

### SJR 253 STUDY OF PARKING FOR PERSONS WITH DISABILITIES

Senate Joint Resolution 253 directed the Department for Rights of Virginians with Disabilities to study parking spaces reserved for persons with disabilities; identification of those spaces; standards for issuance of license plates, decals, and permits entitling vehicles displaying them to use those spaces; and mechanisms for enforcing the reservation of those spaces.

For many persons with disabilities, which limit or impair their mobility, the provision of safe and accessible parking enhances their opportunities for remunerative employment and full and equal participation in the social and economic life of the Commonwealth.

In the Commonwealth it is highly desirable that reserved parking spaces for persons with disabilities be available for those who genuinely need them. Therefore, the Code of Virginia establishes requirements for accessible parking. Despite the efforts made by the Commonwealth to ensure that parking for persons with disabilities is available, chronic misuse is reported, and many entities open to the public do not have appropriate accessible parking. The state laws which govern who qualifies for accessible parking permits are vague, difficult to enforce and perhaps contradictory. The laws governing the identification of accessible spaces are often unobserved and unenforced. These shortcomings in the laws lead to misuse and abuse which result in limiting the availability of accessible parking spaces for individuals with mobility limitations who legitimately need them.

A thorough examination of these issues was conducted by a Study Team composed of representatives from the Department of Motor Vehicles, Department of Housing and Community Development, Virginia Municipal League, Virginia Association of Counties, Department of Health, Centers for Independent Living, and Mayors' Committees for Persons with Disabilities. The Study Team made the following recommendations :

1. The Code of Virginia should be changed to include a definition for "public parking lot" and "parking lot open to the public";
2. All parking lots and facilities, public and open to the public, should provide accessible parking regardless of construction date;
3. Language in the Code of Virginia should be "person first language", i.e. changing "handicapped person" to "person with a disability"; and
4. Where possible, the Code of Virginia should reflect the designation requirements and guidelines established in the ADA and Federal DOT regulations.

5. The sections of the Code of Virginia pertaining to the issuance of accessible parking permits should be rewritten to eliminate obsolete language, duplication and confusion;
6. The Code Virginia should be changed to include definitions for:
  - a. "individual with a disability which limits or impairs mobility" as outlined in the Federal Department of Transportation Regulations,
  - b. "Disabled parking license plate",
  - c. "Removable windshield placard", and
  - d. "Temporary removable windshield placard";
7. The definition of "individual with a disability which limits or impairs mobility" should include a category for physician discretion;
8. The information on the windshield placard identifying the placard holder and showing the expiration date should be large, easy to read and permanent;
9. Temporary permits should be issued for no more than six months and be renewable only with physician verification;
10. Temporary placards should be returned upon expiration;
11. The application process should be such that it reduces or eliminates fraud;
12. The Commonwealth should continue to allow organizations to obtain windshield placards for volunteers to use while transporting persons with mobility impairments;
13. Disabled veterans should have the option to obtain either accessible parking windshield placards or DV license plates displaying the Universal Symbol of Access to take advantage of the accessible parking privileges; and
14. All persons requesting accessible parking windshield placards or license plates should have to obtain physician's verification of a mobility limitation.
15. A system for tracking and dissemination of information on windshield placards and license plates should be developed;
16. Vehicles displaying accessible parking windshield placards or license plates should be allowed to park in restricted zones for a length of time not to exceed four hours, except when local ordinances allow for longer periods of time; and
17. When parking at a parking meter, vehicles displaying accessible parking windshield placards and license plates should be exempt from paying the parking meter fee when access to the meter is obstructed.

RESERVED PARKING FOR PERSONS WITH DISABILITIES

- I. PREFACE
- II. BACKGROUND
- III. ISSUES
  - A. DESIGNATION OF RESERVED PARKING FOR PERSONS WITH DISABILITIES
  - B. ISSUANCE OF PERMITS
  - C. ENFORCEMENT
- IV. FINDINGS
  - A. DESIGNATION OF RESERVED PARKING FOR PERSONS WITH DISABILITIES
  - B. ISSUANCE OF PERMITS
  - C. ENFORCEMENT
- V. RECOMMENDATIONS
- VI. APPENDICES
  - A. SENATE JOINT RESOLUTION 253
  - B. STUDY TEAM MEMBERSHIP ROSTER
  - C. PUBLIC COMMENT

## PREFACE

The Department for Rights of Virginians with Disabilities recognizes the significant impact these recommendations will have on a variety of entities and organizations throughout the Commonwealth; therefore, we strongly urge the General Assembly to conduct open discussions concerning the impact of the recommendations made herein.

## BACKGROUND

The Virginians with Disabilities Act (VDA) has stated "It is the policy of this Commonwealth to encourage and enable persons with disabilities to participate fully and equally in the social and economic life of the Commonwealth and to engage in remunerative employment." For many persons with disabilities which limit or impair their mobility the provision of safe and accessible parking enhances opportunities for full participation.

In the Commonwealth it is highly desirable that reserved parking spaces for persons with disabilities (accessible parking) be available for those who genuinely need them. To reinforce this preference the Code of Virginia establishes requirements for accessible parking. These requirements include: identification of accessible parking spaces; issuance of windshield placards, license plates and decals to identify vehicles permitted to park in accessible spaces; and adoption of local ordinances that prohibit parking in accessible spaces by vehicles that do not display the required windshield placards, plates or decals.

Despite the efforts made by the Commonwealth to ensure that parking for persons with disabilities is available, chronic misuse and abuse by persons with and without disabilities is reported by the law enforcement community and private citizens. In addition to the misuse and abuse, many shopping centers and malls, professional complexes, hospitals, and other entities open to the public do not have accessible parking spaces or do not have the appropriate number of accessible parking spaces designated. Where designated parking is available, often it is too narrow to allow a person who uses a wheelchair to exit their vehicle.

These concerns prompted the 1993 Session of the Virginia General Assembly, through Senate Joint Resolution 253 (Appendix A), to direct the Department for Rights of Virginians with Disabilities to conduct a study of parking reserved for persons with disabilities; identification of accessible parking spaces; standards for issuance of license plates, decals, and windshield placards entitling vehicles displaying them to use accessible parking spaces; and mechanisms for enforcing the reservation of accessible parking spaces.



## ISSUES

The state laws which govern who qualifies for accessible parking permits are vague, difficult to enforce and perhaps contradictory. The laws governing the identification of accessible spaces do not cover all parking facilities and parking lots, and are therefore often unobserved and unenforced. In addition, local ordinances governing enforcement of accessible parking regulations vary across the Commonwealth. These shortcomings in the laws lead to misuse and abuse which result in limiting the availability of accessible parking spaces for individuals with mobility limitations who legitimately need them.

To address these concerns a study team composed of representatives from the Department of Motor Vehicles, Department of Housing and Community Development, Virginia Municipal League, Virginia Association of Counties, Department of Health, Centers for Independent Living, and Mayors' Committees for Persons with Disabilities (Appendix B), studied the following issues:

1. Methods used to identify and designate accessible parking spaces for persons with disabilities;
2. Procedures for determining eligibility for accessible parking windshield placards, license plates and decals; and
3. Enforcement of accessible parking regulations.

The Study Team convened four times. The lead staff mailed notice of the meetings and the opportunity for public comment at each meeting to interested groups, including persons who use accessible parking spaces, local municipalities, local law enforcement communities, parking facility operators, and local building code officials. In addition to notification of public comment opportunities, each was invited to submit written comments (Appendix C).

After considering all of the issues and hearing from the public, the study team came to a consensus on the findings and commendations presented herein.

## FINDINGS

### DESIGNATION OF RESERVED PARKING FOR PERSONS WITH DISABILITIES

Designation of reserved parking spaces for persons with disabilities (accessible parking) is established in § 36-99.11 of the Code of Virginia, which is overseen by the Department of Housing and Community Development. A historical overview of the Uniform Statewide Building Code revealed why many existing entities do not provide accessible parking for persons with disabilities.

Accessible parking was first recommended in the 1975 Accumulative Supplement. The 1978 Building Code required public buildings to provide accessible parking; however, all other buildings and structures, if parking was provided, were not required to provide accessible parking until 1980. Standards for the minimum number of accessible spaces appeared for the first time in the 1984 Building Code, yet these standards only applied to new buildings and structures which provided parking. Identification of accessible spaces with above grade signs was established in the 1990 Building Code for existing accessible parking spaces.

The federal government has provided states with both accessible parking regulations and guidelines. Guidelines for designating accessible parking spaces are provided in the Federal Department of Transportation (DOT) regulations, "Uniform System for Handicapped Parking: Final Rule", published on March 11, 1991. The DOT regulations offer guidelines that include the design, construction, and designation of such spaces. The Americans with Disabilities Act of 1990 (ADA), establishes accessible parking requirements. The Accessibility Guidelines, found in Title III of the ADA, provide requirements for the size and width of spaces and exact percentage of accessible spaces to be set aside in a parking facility.

After considering the above information, the Study Team made the following conclusions:

1. **The requirements for accessible parking in the current Uniform Statewide Building Code do not pertain to all existing parking facilities in the Commonwealth;**
2. **Incongruence in Virginia's accessible parking requirements may result in confusion among those entities that provide parking, persons with disabilities who need accessible parking, and the law enforcement community;**

3. Requiring all existing parking facilities, regardless of their construction date, to provide accessible parking spaces will increase the amount of off street accessible parking;
4. The Code of Virginia does not conform to the federal DOT and ADA regulations; and
5. The Uniform Statewide Building Code does not define "public parking lot" and "parking lot open to the public".

#### ISSUANCE OF PERMITS

The Department of Motor Vehicles (DMV) regulates the issuance of license plates, windshield placards and decals permitting use of accessible parking spaces. Issuance of permits to persons and organizations eligible to use accessible parking spaces, and their parking privileges are provided in §46.2-731, §46.2-739, and §46.2-1238 of the Code of Virginia.

DMV issues permanent, temporary, and disabled veteran permits. DMV currently issues license plates and windshield placards, but no longer issues decals. Temporary windshield placards can be issued for up to one year, permanent windshield placards are issued for five years.

Persons with disabilities that limits their mobility can be obtain temporary and permanent windshield placards, as can organizations which employ volunteers to transport persons with disabilities in vehicles owned by the volunteers. The name, age, and sex of the windshield placard holder, and expiration date are hand written onto the placard. Windshield placards can be used in any vehicle transporting the windshield placard holder. Placards belonging to organizations which employ volunteers to transport persons with mobility disabilities bear the name of the organization. The provision allowing organizations to obtain placards has a "sunset clause" which will expire July 1, 1994. The color and design of the placards is not provided in the Code of Virginia; however, as required by Federal regulations, temporary placards are red, permanent placards are blue, all placards carry the International Symbol of Access, and are designed to fit onto the neck of a rear-view mirror.

DMV also issues license plates to persons with permanent disabilities which limit their mobility and to owners of specially equipped vehicles which are used to transport persons with physical disabilities. Disabled veteran license plates are issued to

veterans who are permanently disabled as certified by the Veterans Administration, but may not necessarily have a mobility limitation. There is no charge for the disabled veteran license plate.

The color and design of the license plates is not provided in the Code of Virginia; however, by practice, license plates for persons with mobility limitations carry the International Symbol of Access and the disabled veteran license plates are red white and blue with DV prior to the numbers, and "disabled veteran" across the bottom of the plate. Disabled veterans can also be issued license plates displaying the International Symbol of Access and DV.

To be issued a placard or license plate the individual must complete an application form which contains a space for a physician's signature to verify a mobility limitation. The existing code sections do not define mobility limitation. The application process does not include validation of the physicians signature. The physician verification can be waived by DMV employees if the applicant has an obvious disability. Disabled veterans requesting the license plate displaying the International Symbol of Access and DV do not have to provide physician verification of mobility limitation.

Guidelines for issuing parking permits for persons with mobility limitations are established in the Federal Department of Transportation (DOT) regulations, "Uniform System for Handicapped Parking: Final Rule", published on March 11, 1991. These guidelines provide a definition for "individual with a disability which limits or impairs mobility" which consists of six categories of disabilities limiting mobility. The requirements for issuing accessible parking permits include verification from a physician that the applicant satisfies the definition. Under federal guidelines issuance of temporary placards can not exceed six months and periodic review of removable and temporary windshield placards is required. The recommended design for the windshield placard is provided in the federal regulations.

Following considerable discussion of the above information, the Study Team came to the following conclusions:

1. **There is considerable duplication within the various sections of the Code of Virginia pertaining to issuance of accessible parking permits;**
2. **The Code of Virginia does not define disabilities that limit or impair mobility, therefore persons not genuinely needing permits could receive physician approval;**

3. The federal guidelines do not provide for physician discretion when providing verification of mobility limitations and may be too restrictive;
4. In Virginia, information on the windshield placard identifying the placard holder and showing the expiration date is hand written and subject to fade, therefore could lead to use beyond expiration date, permit holders loaning their permit to persons not eligible to use accessible parking spaces, or easy alteration;
5. In the Code of Virginia the reference to decal is obsolete;
6. Virginia does not require that temporary placards be returned upon expiration, therefore the potential for misuse is created;
7. The application process in Virginia lacks procedural safeguards that would prevent possible fraud;
8. The Code of Virginia is not consistent with the federal DOT regulations;
9. Allowing organizations to obtain windshield placards for volunteers to use while transporting persons with mobility impairments is a commendable practice;
10. Disabled veterans qualifying for disabled veteran license plates may not meet the guidelines for obtaining accessible parking license plates or windshield placards; and
11. Inconsistent waiving of physician verification by DMV employees can result in unequal treatment based on type of disability.

#### **ENFORCEMENT**

Sections 46.2-1236, §46.2-1237, and § 46.2-1238 of the Code of Virginia allow for the adoption of local ordinances for enforcing reservation of accessible parking spaces. Local ordinances may include provisions for towing any vehicle parked in an accessible parking space not displaying the proper windshield placard or license plate. Vehicles displaying accessible license plates and windshield placards, and disabled veteran license plates are allowed to park for an unlimited amount of time in zones restricted to the amount of time allowed to park and are exempt from paying

parking meter fees, as provided for in §46.2-731 and § 46.2-1238 of the Code of Virginia.

Not all local municipalities have adopted ordinances governing enforcing reservation of accessible parking spaces. Most localities believe the biggest issues pertaining to accessible parking are enforcement and abuse by those who obtain permits. Some localities believe that the failure of enforcement officials to ticket and tow vehicles in accessible parking spaces is the reason that so many non-disabled persons ignore the posted indications and "take their chances". Other localities sighted the lack of awareness of the existing Building Code requirement for above grade signs and disregard for pavement markings by motorists as adding to the enforcement problems.

Many localities in Virginia do not have police departments and law enforcement is the responsibility of the sheriff, an elected constitutional officer. Only in the localities where there is a police department could the governing body require local enforcement of accessible parking if such an ordinance exists.

In cities, towns and counties that do have police departments many law enforcement officials are finding difficulty in recognizing the various types of permits issued by DMV. Additionally, they are unable to trace a windshield placard to the legitimate holder when they suspect fraudulent use by "healthy looking" individuals. Many do not ticket vehicles illegally parked in "shopping center type" parking lots because they lack the resources to police these lots and the knowledge of their authority to issue tickets or summonses in such lots.

Business districts are experiencing a scarcity in short term on street parking. Some have discovered that much of the short term parking (up to 46%) is monopolized by vehicles displaying temporary windshield placards, and that 98% of these same vehicles park beyond eight hours a day, Monday through Friday. It is believed that most of these vehicles are driven by persons who are employed in nearby buildings, and who could use off street parking now that accessible parking is more readily available. The intent of Senate Bill 587, 1973, was to amend §46.2-731 and § 46.2-1238 of the Code of Virginia to provide parking for persons with mobility limitations because accessible off street parking was neither available or required. The inability of the person using a wheelchair, after exiting their vehicle, to get up over the curb and onto the sidewalk to access the parking meter, gave rise to a second intent - the parking meter exemption.



After considering the above information, the Study Group made the following conclusions:

1. Most enforcement problems are related to the ability to identify the legal holder of temporary windshield placards;
2. Requiring local municipalities to adopt ordinances enforcing accessible parking will not resolve the enforcement issues because most do not have police departments and do not have supervisory control over the Sheriff's Department;
3. Allowing vehicles displaying accessible license plates, windshield placards, and disabled veteran license plates to park for an unlimited amount of time in zones restricted to the amount of time allowed to park and exempting them from paying parking meter fees creates an incentive for fraud to escape parking meter fees and paying for off street parking.

## RECOMMENDATIONS

### DESIGNATION OF RESERVED PARKING FOR PERSONS WITH DISABILITIES

1. The Code of Virginia should be changed to include a definition for "public parking lot" and "parking lot open to the public";
2. All parking lots and facilities, public and open to the public, should provide accessible parking regardless of construction date;
3. Language in the Code of Virginia should be "person first language", i.e. changing "handicapped person" to "person with a disability"; and
4. Where possible, the Code of Virginia should reflect the designation requirements and guidelines established in the ADA and Federal DOT regulations.

### ISSUANCE OF PERMITS

1. The sections of the Code of Virginia pertaining to the issuance of accessible parking permits should be rewritten to eliminate obsolete language, duplication and confusion;
2. The Code Virginia should be changed to include definitions for:
  - a. "individual with a disability which limits or impairs mobility" as outlined in the Federal Department of Transportation Regulations,
  - b. "Disabled parking license plate",
  - c. "Removable windshield placard", and
  - d. "Temporary removable windshield placard";
3. The definition of "individual with a disability which limits or impairs mobility" should include a category for physician discretion;
4. The information on the windshield placard identifying the placard holder and showing the expiration date should be large, easy to read and permanent;
5. Temporary permits should be issued for no more than six months and be renewable only with physician verification;
6. Temporary placards should be returned upon expiration;



7. The application process should be such that it reduces or eliminates fraud;
8. The Commonwealth should continue to allow organizations to obtain windshield placards for volunteers to use while transporting persons with mobility impairments;
9. Disabled veterans should have the option to obtain either accessible parking windshield placards or DV license plates displaying the Universal Symbol of Access to take advantage of the accessible parking privileges; and
10. All persons requesting accessible parking windshield placards or license plates should have to obtain physician's verification of a mobility limitation.

#### **ENFORCEMENT**

1. A system for tracking and dissemination of information on windshield placards and license plates should be developed;
2. Vehicles displaying accessible parking windshield placards or license plates should be allowed to park in restricted zones for a length of time not to exceed four hours, except when local ordinances allow for longer periods of time; and
3. When parking at a parking meter, vehicles displaying accessible parking windshield placards and license plates should be exempt from paying the parking meter fee when access to the meter is obstructed.

SJR 253  
FINAL REPORT  
PAGE 11

Appendix A  
SENATE JOINT RESOLUTION 253

SENATE JOINT RESOLUTION NO. 253

*Requesting the Department of Rights of Virginians with Disabilities to study parking spaces reserved for use by handicapped persons.*

Agreed to by the Senate, February 9, 1993

Agreed to by the House of Delegates, February 17, 1993

WHEREAS, Virginia law provides for the reservation of certain motor vehicle parking for use by handicapped persons; and

WHEREAS, Virginia law further provides for issuance of special license plates, parking decals, and parking permits to identify vehicles permitted to park in those spaces; and

WHEREAS, both state law and local ordinances prohibit parking in these reserved spaces by vehicles that do not display the required license plates, parking decals, or parking permits; and

WHEREAS, it is highly desirable that all state laws and local ordinances dealing with parking spaces reserved for the handicapped be appropriately and clearly crafted and rigorously and fairly enforced so that specially reserved parking spaces are available to those who genuinely need them; and

WHEREAS, some state laws governing who qualifies for the special license plates, decals, and permits authorizing a vehicle's use of a parking space reserved for use by handicapped persons are vague, difficult to enforce, and perhaps contradictory; and

WHEREAS, enforcement of state statutes and regulations governing the identification of parking spaces reserved for use by handicapped persons are often unenforced; and

WHEREAS, it is highly desirable to ensure that fair, clear, and uniform standards for issuance of these special license plates, decals, and permits be established and that parking spaces reserved for use by handicapped persons be clearly and uniformly identified; now, therefore, be it

RESOLVED by the Senate, the House of Delegates concurring, That the Department of Rights of Virginians with Disabilities, with the assistance of the Division of Building Regulation of the Department of Housing and Community Development and the Medical Advisory Board of the Department of Motor Vehicles, be hereby requested to study parking spaces reserved for handicapped persons; identification of those spaces; standards for issuance of license plates, decals, and permits entitling vehicles displaying them to use those spaces; and mechanisms for enforcing the reservation of those spaces.

The Department shall complete its work in time to submit its findings and recommendations to the Governor and the 1994 Session of the General Assembly as provided for in the procedures of the Division of Legislative Automated Systems for processing legislative documents.

SJR 253  
FINAL REPORT  
PAGE 12

Appendix B  
STUDY TEAM MEMBERSHIP ROSTER

**SJR 253**  
**RESERVED PARKING FOR PERSONS WITH DISABILITIES**

**MEMBERSHIP ROSTER**

Vernon W. Hodge  
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revised 7/23/93

SJR 253  
FINAL REPORT  
PAGE 13

Appendix C  
PUBLIC COMMENT

# City of Richmond



Office of Human Services Advocacy  
Commissions for Disabled, Elderly and Human Relations

Gail E. Bingham  
Executive Director

September 30, 1993

Ms. Bonita M. Pennino  
Department for Rights of  
Virginians with Disabilities  
101 North 14th Street, 17th Floor  
Richmond, VA 23219

Dear Ms. Pennino:

In response to your request for suggestions to the SJR-253 Handicapped Parking Study Commission, the Mayor's Commission/Disability Services Board represented by Human Services Coordinator, Rosemary K. Holden, collaborated with the Richmond City Government Team. This team has developed several constructive suggestions (copy attached) that we as the Commission endorse with only the following exception:

Page five, item 3, second paragraph of the report recommends laminating permits so that names would be readable on the permit from the exterior of the car. The Commission feels that the permit number and Part B of the permit would be sufficient to improve enforcement. Any requirement for names to appear on the exterior permits is seen as jeopardizing the privacy and security of persons issued handicapped permits.

The Commission also would ask that the Study Commission recognize handicapped parking permits issued by other states. These permits should be accorded the same privileges within the City and throughout the state as any Virginia permit.

We look forward to the final results of your study.

Sincerely,

Mary-Kay Webster  
Chairperson  
Mayor's Commission for the Disabled



COMMONWEALTH of VIRGINIA  
*Department of Motor Vehicles*  
*2300 West Broad Street*

DONALD E. WILLIAMS  
COMMISSIONER

MAIL ADDRESS  
P. O. BOX 27412  
RICHMOND, VIRGINIA 23269

October 28, 1993

Ms. Bonita M. Pennino  
Department of Rights of Virginians  
With Disabilities  
101 North 14th Street, 17th Floor  
Richmond, Virginia 23219

Dear Ms. Pennino:

We recently reviewed the draft report of the SJR 253 Study Commission, and wish to assure you of our support for your recommendations. We commend the Commission for the variety of viewpoints explored during the course of the study.

Captain Thomas W. Shook of the Richmond Bureau of Police also shared with us the Richmond Government Team's perspective on handicapped parking issues. We appreciate your inclusion of some of the team's suggestions in the draft report. Please advise if we can provide any further assistance with advancing the identified solutions; we will be happy to help as needed.

Thank you for the opportunity to have input into the SJR 253 study. We believe all citizens of the Commonwealth will benefit from these efforts.

Sincerely,

A handwritten signature in cursive script that reads "Donald E. Williams".

Donald E. Williams  
Commissioner

DEW/pab





## City of Hampton

August 11, 1993

Bonita Pennino  
DRVD, 17th Floor Monroe Building  
101 N. Fourteenth Street  
Richmond, Virginia 23219

Dear Ms. Pennino:

Thank you for the opportunity to comment on your letter of August 6, 1993. As discussed with Jim Rothrock of your office this date, I am not in possession of Code Section 36-99.11 or the proposed revisions. Jim suggested that comments may be just as valuable at this time, so I forward the following personal observations and opinions:

- There are probably too many handicapped spaces provided for by the ADA. We seem to always have an excess of spaces available.

- There is little enforcement of the use of non-approved handicapped signs. No one wants to challenge the use of tags, signs, etc. that are not approved in the Motor Vehicle Codes.

- There appears to be substantial abuse in the use of permits after the reason for their issue has been corrected.


- There also appears to be a substantial use of handicapped permits by other than the authorized user/vehicle operator. Once again, no one wants to challenge an operator to have them substantiate their valid use of a handicapped permit.

For three years I was the off-street parking manager for the City of Hampton. It is my best guess that 50% or more of the operators using handicapped spaces were not eligible to do so. There is an extensive amount of abuse out there and enforcement is difficult at best.

Bonita Pennino  
August 11, 1993  
Page 2

Again, thanks for the opportunity to sound-off and good luck with your task.

Sincerely,

  
William J. Pelham  
Project Manager

eh

City of Richmond  
Department of Public Safety  
Bureau of Police



501 North 9th Street, Richmond, Virginia 23219

September 2, 1993

Ms. Bonita M. Pennino  
Dept. for the Rights of Virginians with Disabilities  
101 N. 14th Street 17th FL.  
Richmond, VA 23219

RE: SJR-253 -- Handicapped Parking

Dear Ms. Pennino and Members of the Study Commission:

In an effort to give constructive suggestions to the SJR-253 Study Commission, several members of the Richmond City Government Team have worked together to address the issues. It is our intent to provide you with actual nuts and bolts recommendations, which if implemented should have a great impact upon correcting existing problems. These recommendations are certainly not all encompassing and in some cases will require added effort by Law Enforcement Agencies, the Department of Motor Vehicles and persons with disabilities.

If present problems persist, most on street parking spaces in urban centers will be filled by persons possessing handicapped permits. Most will be all day parkers.

This committee consisted of Ms. Rosemary Holden, Human Services Coordinator in the Office of Human Services Advocacy; Captain Thomas W. Shook, Officer-In-Charge, Traffic Division, Police Department; Mr. Robert L. Anderson, Chief, Bureau of Traffic Engineering; Sergeant William E. Gardner, Supervisor Parking Enforcement and Mr. Steve Hanson, Traffic Engineer.

The major problems identified by this committee are as follows:

1. Problems at DMV
2. Abuse/Misuse by the Handicapped Parking Permit Holders
3. Fraudulent Applicants
4. Volume of Permits
5. Quality of Window Permits
6. Inability of City to Set Time Limits
7. Meter Fees
8. Enforcement Problems
9. Education

PAGE TWO

1. PROBLEMS AT DMV

The Department of Motor Vehicles cannot confirm for a Law Enforcement Officer the validity of a given permit after a short period of time. Automated files do not exist. Manual files are not accessible.

2. ABUSE/MISUSE BY THE HANDICAPPED PARKING PERMIT HOLDERS

We have repeatedly run into situations where permit holders loan their permits to friends or family members for their convenience. The friends or family members can be charged; however, no penalties attach to the handicapped permit holder. Frequently disabled people are dropped off at work while a friend or family member drives across town to their job and uses the permit all day.

3. FRAUDULENT APPLICANTS

The process of obtaining a permit is designed to accommodate disabled persons. It is so simple that it leads to considerable fraud. Permits are simply too easy to obtain. We are confident many physicians names are forged.

4. VOLUME OF HANDICAPPED PERMITS

As little as 5 years ago handicapped parking permits were not a problem on the City's downtown streets. Recent surveys of selected city blocks (especially around office towers) have discovered a 46% occupancy rate of available on street parking spaces by vehicles displaying handicapped permits. The vast majority (over 98%) park there all day.

Unless time limit restrictions as addressed in recommendation 1 of this document or a similar way of addressing the all day disabled parker is found, eventually all on street parking will be taken up by disabled parkers.

5. QUALITY OF THE PERMIT ITSELF

Permits currently being used are creating enforcement problems. The information written on the permits fades in a short time. Officers cannot tell when to cite and when not to. Persons with disabilities get undeserved tickets and must prove their permits were still valid. They also must return to DMV for new permits. Permits are very subject to being altered and easy targets for fraud. Expiration dates are constantly changed.

6. TIME LIMIT PROBLEMS

There are two issues that create problems with handicapped permits not having time restrictions for on street parking.

One deals with time zone and metered spaces being occupied all day by persons with handicapped permits. The other deals with the inability of a municipality to establish an on street parking space for the exclusive use of a person with a disability and place a time limit on that space.

We have previously pointed out that 46% of some city blocks are used all day by persons with handicapped permits. This is a source of constant complaint by businesses, physicians, attorneys, etc. They indicate they cannot stay solvent when customers cannot find parking. Our recommendations have attempted to address this issue.

Frequently persons with disabilities have requested the city to establish special on street handicapped zones near libraries, museums, government installations, etc. We have attempted to address their concerns by establishing such spaces. Our efforts have been thwarted because the first person with a handicapped permit who works in one of the above mentioned facilities parks in the space and stays there all day. Municipalities need authority to establish such parking spaces and regulate the time limit on this space.

PAGE FOUR

7. METER FEES

Cities purchase and maintain parking meters with the intent to create a turnover of parking. There is a cost associated with the installation and maintenance of these meters. When the metered space is used all day by persons with a handicapped permit, the municipality loses its ability to recover cost incurred.

It also creates an incentive for fraud to escape meter fees or paying \$60 - 80 per month for off street parking.

8. ENFORCEMENT

A myriad of problems exist making it so time consuming for officers to investigate fraudulent use that such violations flourish. We find both the public and police officers becoming so agitated by the proliferation of handicapped permits that they no longer respect such zones. Richmond's fine for a handicap zone is \$100.00. Our judges rarely convict. We suspect they have lost faith because the system doesn't work.

9. EDUCATION

Much could be accomplished by attempts to educate physicians, disabled persons, law enforcement officers and the general public to the seriousness of the problem.

The following recommendations are suggested in priority order:

1. Provide enabling legislation for localities to set time limits for handicapped parking as follows. Where a meter or time limit exist on public streets or municipally maintained parking lots a handicapped permit shall be valid for twice the amount of time posted on the regulatory sign but not more than three (3) hours.

Commentary: This change would have the largest single impact on handicapped parking problems. It takes away the incentive to fraudulently obtain a handicapped permit to save \$60-\$80 per month in parking rental. It allows businesses to have a turnover of parking which is shared by all citizens needing short term parking. It insures that in most cases disabled citizens can find short term parking in urban areas.

2. It is recommended that a two tier system for handicapped permits be implemented. Class A and B or Blue and Red. For this discussion we will use Blue and Red. A Blue permit is issued to a licensed driver who has a disability. (The permit is valid the same as current permits subject to changes in recommendation 1 of this document.)

A Red permit is issued to disabled persons who are not licensed to drive. This permit is valid for a maximum of 30 minutes.

Commentary: Blue permits would allow the disabled citizens who drive to continue parking much as they do now.

Red permits would allow non disabled citizens transporting disabled persons to park for 30 minutes. This would allow for time to assist the disabled citizen into a house, store, office, etc. They would then return to the vehicle and move it to a lawful parking space. They can return to the vehicle and park again to pick up the disabled citizen being transported.

Commentary: This will permit all disabled citizens close in parking as needed. It will reduce dramatically the number of parking spaces occupied by vehicles displaying handicapped permits allowing for a greater turnover of parking. We believe it will also take away the incentive for fraud.

3. Discontinue the present mail card application form. DMV should provide (in person or by mail) a numbered form which persons with disabilities complete. They must then request that their physician write a letter on the physicians's stationary listing their Medical ID Number and the application number. The letter should address the disability and its impact upon mobility. The letter is mailed by the physician directly to DMV.

The disabled citizen's application form and the physician's letter are married together at DMV and the disabled citizen is notified to report to a DMV substation. They are provided with a two part permit. Part 1 is a laminated mirror card similar to that currently issued. The difference is, it is laminated and the ink used to record the name, etc. is of a type that will not fade out in the sun. This card must be

hung from the rear view mirror in a manner that it is totally visible and readable from the exterior of the car. Part B of the permit is a photo ID of the person with the same information as listed on Part A. All items; the application, physician's letter, and Parts A and B contain the same permit number which allows for automated trace by computer.

Commentary: This procedure, while more cumbersome will eliminate many problems. It will provide traceability from application to enforcement. It minimizes forged applications. We believe physicians will evaluate more carefully a patient's need for a permit if they must articulate that disability and tie it to mobility. The laminated permit should eliminate unreadable permits and prevent altering of permits. The Part B photo ID card allows enforcement officers to quickly check validity with a minimum of delay to the valid disabled person.

4. Provide that the Department of Motor Vehicles will automate Handicapped Parking Permit files to be retrievable by Law Enforcement Agencies under similar systems as operators license and registration files. Those records will be maintained for the life of the permit.
5. Permit localities to establish zones strictly for use by disabled persons and place time limits on those spaces.

Commentary: Municipalities can establish such zones now but cannot restrict the time allotted. The result is that they are frequently filled with all day parkers leaving disabled citizens with short term needs without a place a park.

6. Appoint a medical board and educate the board to the volume of handicapped permits in existence, their growth rate and impact upon the local economy. Ask them to attempt to compile a list of disabilities that merit handicapped parking privileges. Exclude other forms of disability from qualification for a permit.



PAGE SEVEN

Commentary: The volume and growth of permits must be curtailed or parking will not exist for anyone not having a handicapped parking permit. Even with a permit persons with severe disabilities would have difficulty finding nearby parking.

7. Provide for the administrative revocation of a handicapped permit holder's privilege for one year for knowingly permitting another person to use their permit fraudulently.

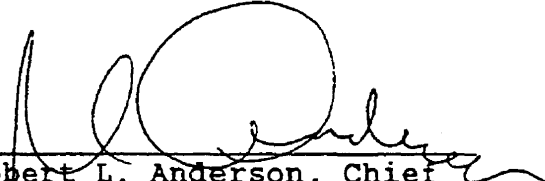
Commentary: This is an on going enforcement problem. Officers can cite the violator but no action can be taken against the permit holder.

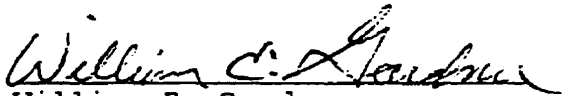
8. Direct either DMV or the Department for the Rights of Virginian's with Disabilities to take steps to educate persons with disabilities, physicians, law enforcement officers and all citizens to the need for disabled parking privileges and the hardship created for these citizens when abuse of parking permits occurs or when citizens not truly in need of permits receive them.

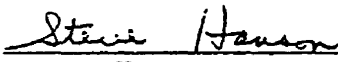
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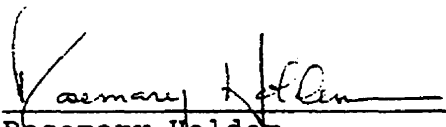
We trust these comments and recommendations will help the committee in the difficult task before them.

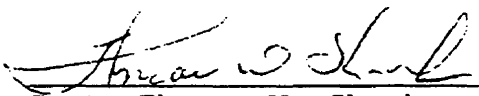
Sincerely,

  
Robert L. Anderson, Chief  
Bureau of Traffic Engineering

  
William E. Gardner  
Supervisor  
Parking Enforcement

  
Steve Hanson  
Traffic Engineer

  
Rosemary Holden  
Human Services Coordinator  
Office of Human Services  
Advocacy

  
Capt. Thomas W. Shook  
Officer-In-Charge  
Traffic Division



COMMONWEALTH OF VIRGINIA  
COUNTY OF HENRICO

RODDY N. SHINGLETON, P.E., CPCA  
BUILDING OFFICIAL  
(804) 672-4374

October 12, 1993

GREGORY H. REVELS, CPCA  
DEPUTY BUILDING OFFICIAL  
(804) 672-4757

James A. Rothrock  
Director  
Department for Rights of Virginians with Disabilities  
James Monroe Building  
101 N. 14th Street, 17th Floor  
Richmond, Va. 23219

Re: SJR 253 - Study of Parking Spaces Reserved for Use by  
Handicapped Persons

Dear Mr. Rothrock:

As chairman of the Legislative Committee for the Virginia Building and Code Officials Association (VBCOA), I would like to thank you for taking the time to meet with me on October 1, 1993 to discuss your agency's activities regarding Senate Joint Resolution 253. Pursuant to our meeting, I am writing to further explain VBCOA's concerns for the changes being recommended to the Code of Virginia through this report, and the methods by which the recommendations were developed.

Committee Recommendation 1:

The Code of Virginia should be changed to include a definition for "public parking lot", and "parking lot open to the public";

- a) The report contains no explanation for why the definitions are needed or what they should be. We believe it is inappropriate to establish these definitions within the Code of Virginia. Instead, we believe such definitions, if needed, should be developed through and included in the Virginia Uniform Statewide Building Code (USBC). This belief is founded in over 20 years of VBCOA participation with the processes established by the General Assembly for amending the USBC. Also, from a public policy standpoint, there are far more advantages than disadvantages to having a single code to consult on proper building practices. The homeowner/public, building industry and regulators all benefit from having a single source. Although the building code is fluid to change based on advances in knowledge, technology and changing public expectations and needs, its advantages are diminished if it is constantly changing, especially when such changes occur to a specific portion of the regulation. The General Assembly, wisely we believe, established a process for making changes to the USBC by requiring all such changes go through the Board of

Housing and Community Development (BHCD) via the procedures established by the Administrative Processes Act (APA). While amendments to the USBC are made on a regular basis, they are only made after sufficient evidence is developed to justify the need for such changes. Lastly, the VBCOA believes that the development of any changes to the USBC through the APA provides a better forum for public scrutiny and input than the legislative process.

**Committee Recommendation 2:**

**All parking lots and facilities, public and open to the public, should provide accessible parking regardless of construction date;**

a) The United States Congress has already enacted comprehensive legislation, known as the Americans with Disabilities Act (ADA), to protect the rights of individuals with disabilities by requiring access to all public accommodations and commercial facilities. Subpart C §36.304(b)(18) of Title III of the (ADA) already requires owners of existing public accommodations and commercial facilities to provide accessible parking spaces for the physically disabled. The legislative change recommended by this study is a significant concern because it would establish a State statute that is more restrictive and burdensome than that already placed on the owners of public accommodations and commercial facilities by the Federal legislation. Specifically, Subpart C of Title III mandates that all architectural and communications barriers at existing public accommodations be removed, provided that removing the barrier is "readily achievable". The ADA defines "readily achievable" to be something that is easily accomplished and able to be carried out without much difficulty or expense. The extent to which an action is deemed readily achievable is determined on a case by case basis, and includes an evaluation of the cost to perform the work, the overall financial resources of the owner or any parent company, the impact on the operation of the site, etc. The ADA also contains enforcement mechanisms for those individuals or groups that believe they are being discriminated against because facility owners refuse to comply with this mandate. The VBCOA believes that advocates of this recommendation should first pursue the enforcement actions provided by the ADA, before attempting to establish State laws which are more restrictive and burdensome than the Federal ADA Civil Rights law. The draft report does not explain these requirements of the ADA, and is incomplete without a cost-benefit analysis to substantiate this departure from the Federal law.

b) Compliance with the ADA requires that all accessible parking spaces and access aisles be level with surface slopes not to exceed 1:50 (2%) in all directions. It would be extremely difficult and expensive to comply with this requirement in every existing parking lot used by the public. Compliance would pose an extremely significant burden on those existing businesses located where there are little or no level areas available on their property. We regret that a financial impact analysis has not been prepared and considered prior to making this recommendation.

c) Many Planning and Zoning ordinances require that businesses provide a specified amount of parking when their property is initially developed. This recommendation would require that owners enlarge existing handicap parking spaces to comply with current USBC construction standards. The recommendation would also require owners of existing parking lots to convert existing nonhandicap spaces into handicap accessible spaces. Since handicap spaces are significantly larger than standard spaces, providing the fully accessible space(s) would reduce the total number of spaces below that required to be maintained under the zoning ordinance. We are concerned that the draft report does not address this conflict that will be created between the zoning ordinances and the recommendation, especially regarding any mechanisms that might be available to resolve it.

d) Requiring that accessible parking be available at every site does not guarantee that an accessible path of travel will be provided to any building located at the site. Accessibility at existing sites and facilities are controlled entirely, and comprehensively, by Subpart C of Title III in the ADA. In fact, the ADA contains an extensive list of examples for accomplishing greater access to public accommodations than might be provided by accessible parking. See discussion at paragraph (a) above.

e) Local governments do not have enough personnel or financial resources available to support enforcement of retroactive requirements for providing accessible parking in all parking lots that are open to the public. If this form of legislation is deemed appropriate then one could construe that local governments should be enforcing all of the barrier removal mandates specified within Subpart C of the ADA, without any regard to the fiscal impact such mandates will have on the public.

#### Committee Recommendation 3:

Language in the Code of Virginia should be "person first language". i.e. changing "handicapped person" to "person with a disability".

a) VBCOA has no comment regarding this proposal.

**Committee Recommendation 4:**

**Where possible, the Code of Virginia should reflect the designation requirements and guidelines established in the ADA and Federal DOT regulations.**

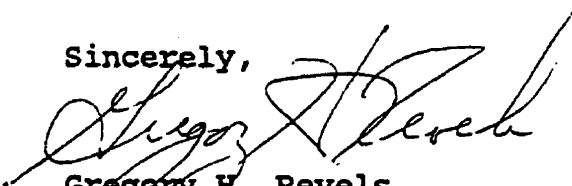
a) The 1992 Session of the General Assembly developed the current text of §36-99.11 to require that all existing handicap parking spaces be identified with above grade signage constructed to the standards of the USBC. The existing text of this statute also mandates that the bottom edge of the above grade sign shall be no lower than four feet and no higher than seven feet above finished grade. The draft report does not describe the existing law or why it is inadequate, nor does the report explain the benefits to be gained by using the guidelines established in the ADA and Federal DOT regulations. In fact, the draft report does not explain the guidelines established in the ADA or Federal DOT regulations. VBCOA believes that further explanation of this recommendation is necessary before any relevant conclusions can be developed.

The VBCOA consists of over 500 building code officials, representing every local government within the Commonwealth. Although SJR 253 did not mandate the study seek input from the local building officials, we had understood that we would be included and are disappointed that our input was not actively sought. We respectfully submit that the study cannot be considered an objective one if all affected parties were not afforded an opportunity to provide input. This includes representation from not only VBCOA but also the Virginia Small Business Association, the Retail Merchants Association, the Building Owners and Managers Association, and the Apartment and Office Building Association. Without input from these associations the recommendations were developed without any appreciation for the impact they would have on local building code officials and the private sector.

Given these concerns, I hope that the study group will drop these recommendations from the report. If no changes are made, we request that you recognize VBCOA's concerns by appending a copy of this letter to the report which will be sent to Secretary Cullum and the 1994 Session of the General Assembly. VBCOA believes that this is a reasonable request since the original committee members have been given until October 22, 1993 to address substantive changes to the draft report.

Thank you again for taking the time to consider this matter. Please feel free to call me at 672-4757 if you have any questions regarding VBCOA's concerns about the study.

Sincerely,



Gregory H. Revels  
VBCOA Legislative Chairman

cc:

Steve Shapiro, VBCOA President  
William Dupler, VBCOA Vice President  
Neal Barber, Director, Dept. of Housing and Community  
Development  
Jack Proctor, Deputy Director, Division of Building  
Regulations  
Sarah Finley, VBCOA lobbyist  
Michael Amyx, Executive Director, VML  
Thomas Hyland, Apartment and Office Building Association

B:\lrgr107

7/19/93

To Dept. for RIGHTS of THE DISABLED

my wife HAS BEEN PERMANENT DISABLED  
FOR YEARS WITH COPD - CHF AND I  
FORGOT TO PUT HER HANDICAP ON THE  
MIRROR BUT IT WAS UNDER MY SUPERVISOR  
I HAD TAKEN HER TO DR. NABIL TADEOS  
AT SOUTHERN OFFICE BLDG. SO YOU SEE  
SOMETIMES WE ALL FORGET BUT I'M  
WITH YOU'LL ABOUT PEOPLE TAKING  
ADVANTAGE OF A CLOSE PARKING SPACE  
BUT YOU CAN BE SURE THIS FAMILY  
WOULD NOT DO SUCH A THING. THANKS  
FOR THE NOTICE. MAYBE MY OLD MIND  
DONT FORGET IT NEXT TIME

THANKS AGAIN  
ALBERT M. WEATHERS  
3111 GLEN AVE  
Norfolk VA 23513-4102





RE: SJR253

WOULD YOU APPROVE OR DISAPPROVE OF REMOVING THE EXEMPTION WHICH ALLOWS PERSONS WITH DISABILITIES UNLIMITED FREE PARKING IN METERED PARKING SPACES.

- 1.  APPROVE
- 2.  DISAPPROVE

IF YOU APPROVE, WHAT IF ANY, ALTERNATIVES WOULD YOU RECOMMEND?

NAME: Mark R. Phelps  
1871 Elbert Drive  
ADDRESS: Roanoke, VA 24018

Ms. Bonita Pennino  
Dept. for Rights of Virginians  
with Disabilities

10-24-93

Dear Ms. Pennino:

If it wasn't for the very informative Lemon Trust publication which I subscribe to, I would not have known about the "Dept. of Rights of Va. with Disabilities" conducting a study of handicapped parking spaces in Virginia. Thanks to this publication I can keep up-to-date on issues that concern the handicapped.

As a disabled person, I know how important accessibility is. It is very frustrating to not be able to find & use a handicapped parking space because someone has used the space for their benefit or just plain lack of knowledge. I have had many experiences concerning these very important necessary spaces. I find that most people are unaware of

what "van accessible" means. The extra space required for a van is needed for the wheelchair user that has a van with a lift. The extra cross section markings or lines are being mistaken for a parking space which causes problems with the handicapped vehicle parked or trying to park.

This also applies to anyone that drives a car & has to get their wheelchair out of the back seat. We need that extra space.

The public needs to be <sup>better</sup> educated about these spaces. The "Law" should enforce better patrol & for warnings to those who abuse these spaces, & issue those tickets.

The DMV license book should have this information in their book in detail. Each city should emphasize this information on the <sup>T.V.</sup> news & in the newspaper. Get the <sup>more</sup> handicapped helped deciding on issues that involve the handicapped such as where

the handicapped spaces should be for easy access & not on a hill & not 2 miles from the main entrances.

We definitely need more of these handicapped parking spaces, along with more curb cuts <sup>or RAMPs</sup> on sidewalks.

A lot of people don't think when they block one of these curb cuts or ramps.

Maybe each person should spend a day in a wheelchair to see the barriers (outside the home) to overcome.

I think there should be better specific guidelines to issue handicapped parking license plates & decals. Too many people are issued these decals & license plates that should not have them. When it's time to renew your license the DMV should require special verification from a physician to show that the person is still disabled.

Thank you for allowing me

-4-

to express my concerns & needs  
on this very important issue that  
affects so many people.

Sincerely,  
Mrs. Linda Booth  
Route 1, Box 1430  
Spout Spring, Va. 24593



RE: SJR253

WOULD YOU APPROVE OR DISAPPROVE OF REMOVING THE EXEMPTION WHICH ALLOWS PERSONS WITH DISABILITIES UNLIMITED FREE PARKING IN METERED PARKING SPACES.

- 1. \_\_\_\_\_ APPROVE
- \*2.   x   DISAPPROVE

IF YOU APPROVE, WHAT IF ANY, ALTERNATIVES WOULD YOU RECOMMEND?

\* There is some reservation in my mind.

For example - I don't quite feel a person so handicapped should take advantage of so important opportunity as to selfishly park all day at such metered parking spaces. I'm handicapped and I just couldn't do something like that. Then in reality there might be a legitamate excuse for such behavior.

NAME:

ADDRESS:

I haven't had to use a metered parking spece since my disability in 1981. However, who knows what<sup>it</sup> be in the future?

Whatever you decide I feel it will be fair.

Thanks for listening.

Have a good day.

JAMES L. McCULLOCH, JR. and SYBLE J. McCULLOCH  
 5824 OAKLAND BLVD.  
 ROANOKE, VA. 24019-4745



RE: SJR253

WOULD YOU APPROVE OR DISAPPROVE OF REMOVING THE EXEMPTION WHICH ALLOWS PERSONS WITH DISABILITIES UNLIMITED FREE PARKING IN METERED PARKING SPACES.

1.  APPROVE
2.  DISAPPROVE

IF YOU APPROVE, WHAT IF ANY, ALTERNATIVES WOULD YOU RECOMMEND?

NAME: Suzette Epperley  
Mayor's Comm. for the Disabled Co-Chairman  
ADDRESS: 414 E. Augusta Avenue, Vinton, VA 24179

I feel the unlimited time was allowed so that people with disabilities wouldn't have to go back to the meter to put money in every hour or have to move their car. That is another walk for the person who has limited walking ability. Also, even when a disabled person is working in a downtown area, sometimes that meter is the only place within a reasonable walking distance.

A wide variety of competent agencies worked on the Department of Transportations Final Ruling. Their recommendations and why they chose them are quite excellent.

Of importance, the following matters need to be considered:

Standard requirements need to be set for eligibility of decals and tags. The DMV should notify physicians of these requirements on the application.

A readable number just like a tag number needs to be on decals which is registered on DMV computers in the same way as tags. Social Security numbers and photos are not a good idea because it sets

(continued on other side)

individuals up as targets of crime, especially when the criminal knows a woman is coming back to the car.

The expiration date should be clearly visible on decals and made of something that the sun doesn't fade within months after being issued.

License tags should have to be recertified periodically by physicians to keep family members from just renewing tags after a person is institutionalized and no longer using the vehicle.



## Veterans tags

I. ISA ON DV Tag - Authorized to park in H/c parking  
Plas - mobility impairment only.

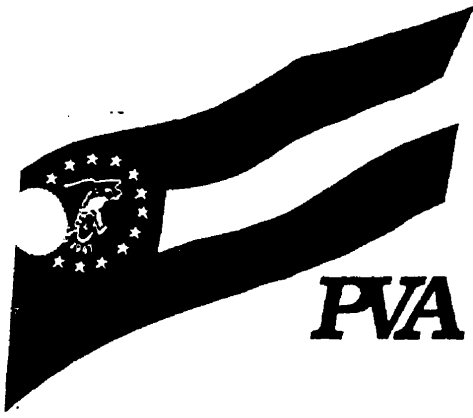
II. NO ISA DV Tag - may not park in H/c parking  
Non mobility impaired.

## Building and Zoning

Fine Public & Private Parking lot owners  
for not being in compliance and meeting  
ADA Requirements. (I.E.: \$500 - \$1000)

They will be more than happy to comply.

money recieved by State and counties would  
go toward Handicap parking Compliance, education  
enforcement. For Businesses that cannot  
afford ~~the~~ <sup>(value Handicap)</sup> modifications of Accessible spaces  
they can apply for a small grant by Building  
and zoning to help meet requirements.



McGuire VA Medical Center  
1201 Broad Rock Boulevard  
Building 507, Suite 320-S  
Richmond, VA 23249

Chapter Office  
(804) 232-8171  
FTS 700-698-6169  
1-800-852-7639

Mailing Address:  
P. O. Box 24366  
Richmond, VA 23224

# **PVA** Paralyzed Veterans of America

## Virginia - Mid-Atlantic Chapter

### PROPOSAL

#### HANDICAP PARKING PERMITS AND ENFORCEMENT

Enforcement of Handicap Parking in the Commonwealth, County and Local regions is becoming an evergrowing nightmare. It is the result of two areas of major concern:

- 1) It is becoming too easy to obtain a Handicap Parking Permit through the Department of Motor Vehicles.
- 2) Lack of uniformity in the Commonwealth to set higher standards statewide for designated Handicap Parking places and its enforcement.

Since the implementation of the American's with Disabilities Act, appropriate design guidelines for the provision of Handicap Parking spaces, being totally uniform with every state, county and localities. The enforcement of these type of violations would allow Traffic Division Officers, County/State Building and Zoning inspectors to be able to enforce by fines to property owners for failure to comply and the towing of vehicles by Public Safety Officers and Security Officers from Handicap parking spaces for more than two illegal parking violations.

A proposal for enforcement of Handicap Parking permits needs to be enhanced to restrict the ways violators abuse this parking PRIVILEGE.

If you walk through a public parking lot or city street, observe the number of people who utilize the Handicap spaces with permits, try to read the name, date of birth, date of issue, expiration date. You will find it next to impossible to read the current permits being issued.

The proposal of changes for these types of permits are recommended:

A. Non Ambulatory - Color of the permit is BLUE

- 1) those WHO DRIVE for themselves (the permit will be SOLID BLUE w/hc emblem and white borderline)
- 2) those WHO RIDE ONLY AS PASSENGERS (the permit will be WHITE w/hc emblem and the blue borderline )

B. Ambulatory - Color of the permit is GREEN

- 1) those WHO DRIVE themselves (the permit will be SOLID GREEN w/hc emblem and white borderline)
- 2) those WHO RIDE ONLY AS PASSENGERS (the permit will be WHITE w/hc emblem and green borderline)

C. Temporary - Color of this permit is RED

- 1) 30 DAY PERMIT (the permit will be WHITE w/hc emblem and red borderline)
- 2) 90 DAY PERMIT (the permit will be SOLID RED w/hc emblem and white borderline)

II. In addition to the colors will be a numerical indentification system

A. There will have an hc emblem on each wide of the permit.

B. On the front side of the permit there will be large letters and numbers on the top (I.E.: M 0 5 0000001)

- 1) M - shows the SEX of the user on the permit
- 2) 0 - shows the NUMBER OF THE MONTH ISSUED (0 is OCTOBER)
- 3) 5 - shows the EXPIRATION YEAR

C. The back will have the persons, name address, DOB, along with the same number that is on the front.



RE: SJR253

WOULD YOU APPROVE OR DISAPPROVE OF REMOVING THE EXEMPTION WHICH ALLOWS PERSONS WITH DISABILITIES UNLIMITED FREE PARKING IN METERED PARKING SPACES.

1. \_\_\_\_\_ APPROVE
2.   X   DISAPPROVE

IF YOU APPROVE, WHAT IF ANY, ALTERNATIVES WOULD YOU RECOMMEND?

NAME: MARYLAN T. MAYS, R.N.  
ADDRESS: 3802 KENTLAND DRIVE, SW  
ROANOKE, VA. 24018

I DO NOT THINK TAKING AWAY THE UNLIMITED FREE PARKING IN METERED SPACES FROM DISABLED IS AN APPROPRIATE ACTION BY GOVERNMENTS. MANY TIMES, HANDICAPPED PARKING SPACES ARE LIMITED AND, MANY TIMES, THEY ARE USURPED BY PERSONS WHO ARE NOT HANDICAPPED OR DISABLED. THE MOST FAIR OPTION FOR HANDICAPPED IS TO <sup>BE ABLE</sup> USE METERED SPACES WHEN ALL HANDICAPPED SPACES ARE TAKEN.

# MILITARY ORDER OF THE PURPLE HEART

CHARTERED BY CONGRESS

## DEPARTMENT OF VIRGINIA

George M. Gallagher  
2312 Glade Bank Way  
Reston, VA 22091-2717  
Ph: (703) 620-9177



OFFICE OF: Past Commander and Legislative Officer,  
Department of Virginia MOPH

SUBJECT: Senate Joint Resolution No. 253

DATE: 1 October 1993

TO: Bonita Pennino  
Dept. for Rights of Virginians  
With Disabilities  
Commonwealth of Virginia  
17th Floor Monroe Building  
101 North Fourteenth St.  
Richmond, VA 23219

Dear Ms. Pennino:

Thank you so much for your information concerning SJR 253 and the efforts of the legislative study team.

I want to let you know that the Department of Virginia Military Order of the Purple Heart supports the action and the SJR. We will appreciate it if you will keep us advised of developments, to include the final General Assembly actions in the 1994 session.

Wishing you continued success, I remain

cc: 1. Senator Charles L.  
Waddell, 33rd District  
  
2. Delegate Kenneth R.  
Plum, 36th District  
  
3. Cmdr, Dept. of VA  
MOPH, Eugen Forster  
  
4. MOPH Nat'l Svc Off  
Roger Sullivan (Richmond,  
VA area)

Yours in Patriotism,

A large, stylized handwritten signature in black ink, appearing to read "George M. Gallagher".

GEORGE M. GALLAGHER  
Colonel, US Army Ret  
Past Cmdr & Legislative  
Officer, Dept. of VA



*City of Fairfax*  
*John Mason, Mayor*

September 29, 1993

Ms. Bonita M. Pennino  
Department for Rights of Virginians  
with Disabilities  
17th Floor Monroe Building  
101 N. Fourteenth Street  
Richmond, VA 23219

Dear Ms. Pennino:

The City of Fairfax shares the concerns expressed in Senate Joint Resolution No. 253 to study parking for persons with disabilities. Currently there appear to be significant inconsistencies in the criteria for eligibility and in the process for issuance of handicapped parking permits and/or plates.

Acting upon guidance from the city's Americans with Disabilities Act Advisory Board, a citizen group composed of persons with disabilities, the City makes the following recommendations:

1. The mechanism for issuance of special license plates should be centralized, with the determination of eligibility made by a licensed physician through application of specific criteria;
2. The criteria for what constitutes a physical disability which would qualify an individual for either a temporary or permanent handicapped license plate should be narrowly defined to include only those persons with severe mobility limitations.

We applaud the efforts of the Department for Rights of Virginians with Disabilities and appreciate the opportunity to address the problem of handicapped parking.

Very truly yours,

John Mason  
Mayor

cc: City Council  
ADA Advisory Board

*City Hall • Fairfax, Virginia 22030-3630 • (703) 385-7850 • FAX (703) 385-7811*



RE: SJR253

WOULD YOU APPROVE OR DISAPPROVE OF REMOVING THE EXEMPTION WHICH ALLOWS PERSONS WITH DISABILITIES UNLIMITED FREE PARKING IN METERED PARKING SPACES.

1. \_\_\_\_\_ APPROVE
2.   X   DISAPPROVE

IF YOU APPROVE, WHAT IF ANY, ALTERNATIVES WOULD YOU RECOMMEND?

NAME: Ed McGrath  
ADDRESS: 1315 Second St SW Suite 201  
Roanoke, Va. 24016

Exemption laws might be amended to limit free parking in a metered space to that amount of time determined by local laws to be the maximum time allowed in that designated spot (ie. - free parking in a metered space might not be any longer than a person without a disability could use that space.)

ERS

tan  
Idolph Robins  
ice President -  
J Corporation

er  
Thomason, C.P.A.  
onsultant

ry  
M. Maxwell  
Business Information Center  
y of Richmond

ounsel  
J. Benos

Mullen, Christian

EES

V. Blanchard  
nchard Designs

B. Burnett  
& Creative Director  
dvertising

I. DeVries, Ph.D.  
Biochemistry  
ollege of Virginia

. Ewan  
mployee Relations/Operations  
ris, USA

riffin, Ph.D.  
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H. Hemphill, Jr.  
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# NATIONAL MULTIPLE SCLEROSIS SOCIETY

CENTRAL VIRGINIA CHAPTER

5001 West Broad Street, #220, Richmond, Virginia 23230-3024  
(804) 282-2358 or 1-800-487-4MSS • FAX (804) 282-2380

Ms. Bonita Pennino  
101 N. 14th St. 17th Floor  
Monroe Building  
Richmond, VA 23219

Dear Ms. Pennino:

I enjoyed talking with you today and look forward to seeing you at the meeting on July 27. The current situation as related to handicapped parking is an improvement over years past, but has far to go before it meets the needs of the handicapped population. Hearings, such as the one on July 27, are a start at making the needed improvements.

Misuse of handicapped parking spaces and temporary permits is a tremendous problem. It is recommended that reminder signs be added to all existing handicapped parking signs and become a part of normal installation hereafter. Such signs should include the minimum fine for inappropriate use of the parking space. Where such signs are currently used, I have noticed far less abuse of handicapped parking spaces. Many view parking in an handicapped space in the same light as not paying to park at a meter. These individuals fail to recognize the necessity of such spaces for others. Reminder notices serve to not only educate about the monetary consequences of illegal parking, but may also, because of the fine amount, begin to equate such as a crime against an individual. It has long been my belief that the use of handicapped parking spaces by non-handicapped persons is a violation of the rights of handicapped persons to have equal access to adjacent facilities.

Temporary permits to use handicapped parking spaces should be used as just that—a temporary measure. Too often persons continue to use these permits after expiration and because of the size of same such goes unnoticed. It is recommended that the color of temporary permits be changed annually and that expiration dates be given a size equal to that currently used on inspection stickers or license plates. These visual cues would offer a reminder to law enforcement officials that is easily seen. The possibility of having individuals issued short-permits return these to the Division of Motor Vehicles upon expiration should be considered. Too often individuals continue to use the permits long after expiration and go undetected. The revocation of the license of the person to whom the permit is issued should be considered as a discentive for not returning the permit.

Businesses are becoming more and more aware of the economic impact of the handicapped population and are making strides are offering needed services. Parking, however, is a low priority. It is recommended that incentives be offered to businesses for providing reasonable parking accommodations for


Please remember us in your will



**person with handicaps.** Such accommodations should take into consideration the average occupancy of the business, the facility size, and distance from the reserved spaces to the establishments. It is not enough for a shopping center to locate spaces in the center of the parking lot. The energy needed and problems presented in travelling from one end of a strip mall to another when reserved spaces are in the center is formidable. Enforcement on private property is haphazard and often a function of the conscience of the owner. **Greater efforts should be made to see that parking restrictions in private parking lots are followed.** Such efforts should include not only law enforcement officials, but private citizenry. **Municipalities around the Commonwealth should be offered assistance in establishing citizen watch programs in which handicapped citizens are empowered to ticket vehicles parked in handicapped spaces.** These efforts along with reminder notices already available would serve to not only enforce the law, but to educate the public.

Thank you for the opportunity to present these recommendations. Again, I look forward to meeting you on the 27th. Feel free to call upon me if I can offer assistance.

Sincerely,



Pamela A. Lea, Ed.S., M.Ed.,  
Chapter Services Director

cc: Harriet Showalter

City of Richmond  
Bureau of Traffic Engineering  
Department of Public Works



900 East Broad Street  
Richmond, Virginia 23219  
Telephone 804 • 780-6460

June 1, 1993

Ms. Bonita M. Pennino  
Department for Rights of  
Virginians With Disabilities  
101 North 14th Street, 17th Floor  
Richmond, VA 23219

Re: SJR253 - Handicapped Parking

Dear Ms. Pennino:

As a result of our recent telephone conversation, I understand that your organization will be carrying out Senate Joint Resolution No. 253 by conducting a study regarding handicapped parking.

As discussed briefly, here in the City of Richmond, we are seeing a peripheration of on-street parking by vehicles which are displaying handicapped plates, decals, and/or permits. It appears that in the downtown area that the handicapped privileges are being used in order to carry out nine plus hours a day of free on-street parking for drivers of such vehicles. In our numerous discussions about the situation with our Department of Police - Traffic Division, it is evident that many of these vehicles are using these permits illegitimately. As stated in SJR No. 253, enforcement of handicapped privileges is difficult, if not impossible.

Over the years, we have attempted to provide on-street reserved handicapped spaces. However, they have been found to be unmanageable due to the fact that the State law currently does not give local government an option of being able to put a time limit on them. For example, we have designated some spaces where we feel that the handicapped public would need a short term space to carryout business in the downtown area. At those spaces, we are unable to put a time limit on it, because of the limitations of the law. Therefore, "reserved" space is partially useless for the intended purpose since long term handicapped parkers will find them.

Ms. Bonita M. Pennino  
June 1, 1993  
Page 2

I believe there are several changes in the law that would be beneficial not only to the public at large, but also those who are legitimately restricted in their mobility. They are:

1. Provide local government the ability to establish a time limit on handicapped reserved spaces.
2. Eliminate the exemption for the handicapped vehicle relative to unlimited on-street parking time. (Perhaps the handicapped vehicle could have twice the amount of time limit posted).
3. Eliminate the exemption for the handicapped vehicle relative to parking meter fees.
4. Devise some method of reducing the high issuance of handicapped plates, decals and/or permits, and some method to enable enforcement to curb their illegal use.

We readily recognize that there are those citizens who have limited mobility and need handicapped parking privileges in order to be productive. However, with the continued misuse of this privilege for all-day on-street parking, public support of the concept of handicapped parking privileges will eventually dwindle. Therefore, we encourage you to take all measures possible to ensure that these parking privileges both on-street and off-street are designed in a fashion so that they can be utilized only by those who do not have suitable alternative parking.

Our local radio station WRVA recently did a five part series on handicapped parking. I would encourage you to get a tape of their program which may be beneficial to your study.

If we can provide additional comments or assistance, please contact us.

Sincerely,

  
Robert L. Anderson, P.E.  
Chief, Bureau of Traffic Engineering

C: Captain Thomas W. Shook  
Department of Police

March 25, 1993

Susan D. Robinson  
6017 Holly Ridge Road  
Mechanicsville, VA 23111

Bonita Pennino  
Department for Rights  
for Virginians with Disabilities  
17th Floor Monroe Building  
101 North 14th Street  
Richmond, Virginia 23219

Dear Ms. Pennino:

I recently had extensive surgery on both feet which caused me to experience life in a very different way. I have always had great respect and empathy for the disabled. However, my temporary disability has made me much more aware of the types of obstacles they experience in everyday life.

The major areas that I feel need attention and improvement are as follows:

1. There are not enough handicapped parking spaces at malls, stores, doctors offices, etc. I seldom took advantage of the more convenient parking in order to allow someone with a more severe or permanent disability to use them.
2. The penalties for people that park in these designated spaces should be given a severe penalty to hopefully alleviate this problem. I have never and will never park in one of these spaces and even felt guilty doing so during my temporary disability, since it was the last one available.
3. As far as the handicapped restrooms or stalls are concerned, what good are they if you cannot mobilize yourself to the seat to use it? There should be more unisex or family restrooms as I found at the Peelpes Department store at Fairfield Commons Mall. This allows someone (male or female) to go in and assist you.
4. All restrooms should have the tissue seat covers so that no one must sit on the toilet seat (and be easy to reach from a wheelchair). Just because of a handicap, you should not be subjected to the germs and/or diseases a toilet seat may transmit.

I certainly hope my concerns for the disabled will help to make life for them a little better. If I can be of help to someone with a disability (temporary or permanent), please contact me at (804) 730-0191.

Sincerely yours,

*Susan D. Robinson*

June 18, 1993

Susan D. Robinson  
6017 Holly Ridge Road  
Mechanicsville, VA 23111  
(804) 730-0191

Attn: Bonita Pennino  
Department for Rights of Virginians  
with Disabilities  
17th Floor Monroe Building  
101 North Fourteenth Street  
Richmond, Virginia 23219

Dear Ms. Pennino:

I feel there is inadequate parking spaces for the handicapped in public parking areas. Also, the ramp to the sidewalk should be easily accessible so that the person does not need to cross traffic to get to it.

If someone parks in a handicapped space that is not handicapped, they should be given a fine immediately. Or better yet, they should be required to assist the handicapped at a hospital or home for a specified period of time so they realize how difficult it is for these people to accomplish daily tasks. People need to be made more aware of the special needs of the handicapped and accept them in society.

I hope my concerns help make life a little better for the physically challenged part of society.

Sincerely,

  
Susan D. Robinson



## City of Virginia Beach

PARKING SYSTEMS MANAGEMENT  
(804) 427-4670  
FAX (804) 426-5783

OPERATIONS BUILDING, ROOM 140  
VIRGINIA BEACH VIRGINIA 23456-9035

September 16, 1993

Ms. Bonita Pennino  
DRVD, 17th Floor Monroe Building  
101 N. Fourteenth Street  
Richmond, Virginia 23219

Dear Ms. Pennino:

I have received a copy of your letter to Bill Pelham, President, Parking Association of the Virginias, in which you solicited input regarding Section 36-99.11 of the Virginia Code. I have reviewed your proposed changes regarding handicap signage and concur with its content and specificity and I appreciate the opportunity to participate.

On another subject, this timely communication has provided me the opportunity to express a concern I have regarding the administration and distribution of handicap permits by the Department of Motor Vehicles. As a parking enforcement agency we have encountered a variety of misuse of these permits. Our enforcement personnel have suspected on countless occasions, forgery and alterations of permits. When we tried to verify the serial numbers with the user or vehicle registration, we found out that DMV did not keep records of the permit issuance process. The DMV has readily admitted the system needs improvement. I perceive that at your level in government it may be appropriate for your office to evaluate the system from start to finish, to ensure and most importantly, safeguard the parking resources afforded to the disadvantaged.

If you would like to discuss this further, I would be more than glad to site specific instances and the frustration I am experiencing with the enforcement of handicap parking.

Sincerely,

Henry Ruiz  
Parking Administrator

HR:abc

pc: William Pelham, President  
Parking Association of the Virginias

226 Brandon Court  
Danville, VA 24541  
July 26, 1993

Ms. Bonita Pennino  
Department for the Rights  
of Virginians with Disabilities  
17th Floor - Monroe Building  
101 N. 14th Street  
Richmond, VA 23219

Dear Ms. Pennino,

While most major shopping areas ~~in Danville~~ have made at least some effort to comply with ADA standards for handicapped parking here in Danville, there is one major shopping center that has failed to make any improvements in an already unsatisfactory parking lot.

The shopping center includes a movie theater (no H/C spaces), a piece goods store (no H/C spaces), a video store (no H/C spaces), a large discount department store (six standard spaces marked H/C), a drug store (no H/C spaces), and a super market (four standard spaces marked H/C). There is a lot of traffic coming and going, particularly to the super market and the discount store which makes it very hazardous to back out of a H/C space in order to accommodate a wheel chair. I speak from experience.

The only information I could find about the ownership of the property was from our local Chamber of Commerce. It is apparently owned by a Steven Smallheiser of Beneorf Properties in Fort Chester, N.Y. The phone number is 914-681-5100. I hope that your agency can exert some pressure to encourage the responsible parties to comply with ADA regulations that being out of state evidently made them feel free to ignore.

The name of the shopping center is The Plaza, and it is located on Riverside Drive in Danville. The main stores are Value City and Harris Teeter.

Thank you for your consideration.

Sincerely,



Patricia P. Alwood  
Danville Association for Disabled Citizens



RE: SJR253

WOULD YOU APPROVE OR DISAPPROVE OF REMOVING THE EXEMPTION WHICH ALLOWS PERSONS WITH DISABILITIES UNLIMITED FREE PARKING IN METERED PARKING SPACES.

- 1.  APPROVE
- 2.  DISAPPROVE

IF YOU APPROVE, WHAT IF ANY, ALTERNATIVES WOULD YOU RECOMMEND?

NAME: J.M. KASTNER  
ADDRESS: P.O. BOX 157  
SALEM, VA 24153



Sept 1993

Subject: Reserved Parking

Per Joel Kelley's memo

1. Sometimes it appears someone is abusing the "permits" only to discover that person has a heart condition etc. that doesn't show outwardly.
2. We have no parking meters.
3. I haven't seen any problems on improper display of permit.

\* Once, I took a photo of a car with no permit & reported it. The lady got off with a warning and declared she would never stop "just for a minute" in a handicap space again.

This Mayor's Comm. has a printed booklet of services & can be placed on the front windshield. If the car is legal we may give them some info.

If illegal, maybe we can shame them.

It is difficult to get persons to have special spaces removed once they are not needed.

Sincerely,

Sonya VanDeventer



ROANOKE AREA METROPOLITAN TRANSPORTATION PLANNING ORGANIZATION

c/o Fifth Planning District Commission

313 Luck Avenue, S.W.  
Post Office Box 2569  
Roanoke, Virginia 24010

Ph: (703)343-4417  
Fax: (703)343-4416

September 13, 1993

Ms. Bonita Pennino  
Department for Rights of Virginians with Disabilities  
17th Floor Monroe Building  
101 N. Fourteenth Street  
Richmond, Virginia 23219

Dear Ms. Pennino:

I am responding to the Virginia Department for Rights of Virginians with Disabilities' request for comments and suggested improvements for reserved parking for people with disabilities. On behalf of the Metropolitan Planning Organization of the Roanoke Valley, I offer the following responses to the specified issues:

1. Misuse and abuse of valid permits:

The Department of Motor Vehicles issues each handicapped parking permit to a single person. According to the Roanoke City Police, the most common abuse of a valid parking permit is the permit holder allowing family members and friends who are not disabled and have no need of special parking privileges to use the permit. Some permit holders even obtain two permits to circulate among acquaintances.

The penalty for parking in a reserved space either with a borrowed permit or without any permit is the same-- a \$50 fine. The borrower of the permit, never the permit holder, receives the ticket and the subsequent fine. Charging the permit holder for his role in the violation, in addition to the driver of the car, might significantly reduce the rampant abuse of valid permits. Both lender and lendeer would take responsibility for the violation. If such a dual penalty is legally impossible, then perhaps a stiffer penalty for offending drivers would expand their respect for those people who genuinely need the spaces.

Members  
Roanoke County  
Roanoke  
Community  
Planning District Commission  
Roanoke Metro Transit Company  
Virginia Department of Transportation

2. Parking all day with a handicapped permit at parking meters:

For parking meters and short term parking in general, there is never enough space to go around. This problem of constant shortage intensifies when vehicles belonging to disabled drivers remain in short term spaces all day. A classic example in Roanoke City is the row of parking meters outside the Norfolk Southern offices. Many Norfolk Southern employees with disabilities and parking permits fill the line of parking meter spaces each morning. These spaces, precious to those on short term business, remain filled until day's end.

If drivers with disabilities are filtering into short term spaces, perhaps not enough easily accessible handicapped parking has been reserved. Businesses should periodically evaluate the demand for these provisions, to assure that the needs of workers or patrons with disabilities are being met.

3. Not properly displaying handicapped parking permit:

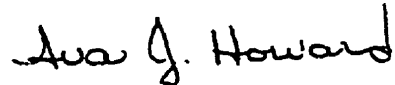
A handicapped parking permit explicitly states that it must be displayed. According to the Roanoke City Police Department, follow-through on tickets given to permit holders who do not display their permits is quite lax. The police department can send the offenders to court to force payment of a fine, but generally the court will dismiss the case. Thus the police department has reverted to voiding such tickets as errors. In general, not until a permit holder has multiple offenses will he or she be sent to court.

A policeman writes a ticket for a vehicle with no visible permit, the police department processes the ticket, and the ticket recipient comes in to the police department to protest--all for a permit which has probably been shoved to the back of the glove compartment or, worse, loaned to a friend (back to Issue #1). Aside from assuring that penalties are more strictly enforced, perhaps providing education which focuses on the extent of resources wasted versus such a small task as hanging a slip of paper from the rear view mirror could raise the permit holders' collective consciousness.

Ms. Bonita Pennino  
Page Three  
September 13, 1993

If you have any questions or additional issues for consideration,  
please feel free to call me.

Sincerely,



Ava J. Howard  
Chief of Transportation

/SM

cc: Mr. Joel Kelley  
Mr. Chance Crawford  
Mr. Wayne Strickland



# HENRICO AREA MENTAL HEALTH & RETARDATION SERVICES

*Serving the Counties of Henrico, Charles City, and New Kent*

JAMES W. STEWART, III  
Executive Director



September 13, 1993

Ms. Bonita Pennino  
Systems Advocate  
DRVD, 17th Floor Monroe Building  
104 North Fourteenth Street  
Richmond, Virginia 23219

Dear Ms. Pennino:

I appreciate the opportunity to provide input into the study your department is conducting on reserved parking for persons with disabilities. As chair of the Local Disability Services Board for the Counties of Charles City, Hanover, Henrico, and New Kent, I brought this subject up for discussion at our last meeting. The following suggestions and concerns were expressed by members of the Board:

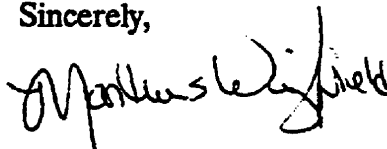
- It was noted that someone with a temporary disability, such as a broken leg, receives a handicapped parking permit for the same length of time as a person with a permanent disability. There is a need for a temporary permit in such cases.
- We recommend a coding system that identifies the type of disability. For example, if the permit is for a female with respiratory problems, the permit would be one color. If the permit was for a male in a wheelchair, the permit would be a different color. This may help with the use/abuse of permits by individuals other than the person to whom the permit was issued.
- There should be stricter enforcement of the appropriate use of permits. The fines should be higher with the possibility of revocation of handicapped parking permits for repeat violations.

There is a need for a well managed handicapped parking permit system. I look forward to receiving a copy of your final report to share with members of the Board.

Ms. Bonita Pennino  
September 13, 1993  
Page 2

Thank you again for giving me the opportunity to provide input into this very important study.

Sincerely,

A handwritten signature in black ink, appearing to read "Martha S. Wingfield". The signature is fluid and cursive, with the first name "Martha" being the most prominent.

Martha S. Wingfield  
Chair, Local Disability Services Board

MSW/hs  
cc: LDSB Members

**I. ADDITIONAL HANDICAPPED PARKING SPACES NEEDED -**

On the streets, in parking garages (Municipal and private), in parking lots (Municipal and private), in shopping centers where spots should be scattered near store entrances, medical centers, etc.

Reason: Handicapped persons often have to drive around until spaces become available, or if the trip can be delayed, leave and return later or perhaps another day.

**II. SIZE OF HANDICAPPED PARKING SPACES - VERIFICATION OF SPECIFICATIONS - PAINT AND SIGNS**

Some handicapped parking spaces are not large enough to accommodate wheel chair lifts from vans for unloading and reloading, yet they are marked with the wheel chair symbol.

Some handicapped persons do not need a parking space which provides for wheel chair lifts because they are using walkers, crutches or a cane, but moving a distance is somewhat limited.

Is it possible to have regs for two types of handicapped parking spaces:

- (1) For wheel chair users with extra space properly marked with wheel chair symbol.
- (2) For non-wheel chair users marked handicapped parking without the wheel chair symbol.

**III. MISUSE OF HANDICAPPED PARKING SPACES**

Spaces are often misused by persons who are not eligible to use the portable permits. This could be controlled if the handicapped persons carried an authorization permit with photograph similar to driver's license. This would be in addition to the portable handicapped permit placed in the driver windshield area of the vehicle or the HP car license. Unauthorized drivers using handicapped parking spaces prevents use of the space by an authorized driver.

**IV. LONG TERM/SHORT TERM PARKING:**

Parking all day with a handicapped permit at parking meters on a regular basis should not be allowed. If a person is employed close by, then the firm (employer) should provide a parking space for the employee as a reasonable accommodation.

Parking all day for an occasional shopping trip in a handicapped space should be allowed, as well as a visit to the doctor's office or institution for medical treatment.

**V. PARKING REGULATIONS AND FEES IN EACH CITY THROUGHOUT THE STATE OF VIRGINIA:**

Suggest that parking regulations and fees for the handicapped be the same in all cities throughout the state of Virginia. Some cities throughout make no charge at meters or garages for handicapped parking and driver furnished Handicapped Permit or HP License number to attendant at the Parking Garage. It is also difficult for some handicapped persons to get money in the parking meter.

RE: SJR253

WOULD YOU APPROVE OR DISAPPROVE OF REMOVING THE EXEMPTION WHICH ALLOWS PERSONS WITH DISABILITIES UNLIMITED FREE PARKING IN METERED PARKING SPACES.

1.  APPROVE
2.  DISAPPROVE

IF YOU APPROVE, WHAT IF ANY, ALTERNATIVES WOULD YOU RECOMMEND?

We have seen an increase in the number of premium, reserved parking spaces dedicated to disabled persons in the past few years (since ADA). Every parking facility has them. If more are needed, then more should be set aside. The metered spaces should be those left over, AFTER designating as many as we need for disabled persons.

Beth Francis  
P.O. Box 13247  
Roanoke, VA 24032



September 16, 1993

Ms. Bonita Pennino  
Department for Rights of Virginians with Disabilities  
James Monroe Building  
101 N. 14th Street  
17th Floor  
Richmond, VA 23219

Dear Ms. Pennino:

This letter is in response to the survey on parking for persons with disabilities that you are conducting. Following are my recommendations:

- a) Adopt the federal guideline system for accessible parking.
- b) Parking for persons with disabilities should be referred to as accessible parking instead of handicapped parking.
- c) Fines for improper parking in reserved accessible parking spaces should be uniform throughout the State. The minimum improper parking fine should be \$50.00.
- d) All accessible parking spaces should be uniformly marked with above ground signage throughout the State with proper enforcement.
- e) Special license plates and placards should not be issued unless the person meets one of the six definitions referred to in the Federal Register-Part III-Department of Transportation, of a person with a disability which limits or impairs their ability to walk and has an accompanying doctor's note.
- f) Persons with disabilities desire to pay for metered parking like everyone else, however, accessible, metered spaces must have meters that are accessible.
- g) Two separate decals should be issued for temporary and permanent disabilities. The decals should be different in appearance, show the expiration date, and be strictly enforced.

Sincerely,

*Anne Ford*  
952 Beverly Drive #12  
Abingdon, VA 24210

September 16, 1993

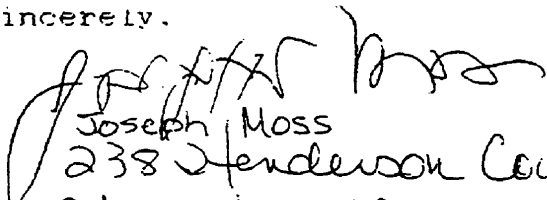
Ms. Bonita Pennino  
Department for Rights of Virginians with Disabilities  
James Monroe Building  
101 N. 14th Street  
17th Floor  
Richmond, VA 23219

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- f) Persons with disabilities desire to pay for metered parking like everyone else, however, accessible, metered spaces must have meters that are accessible.
- g) Two separate decals should be issued for temporary and permanent disabilities. The decals should be different in appearance, show the expiration date, and be strictly enforced.

Sincerely,

  
Joseph Moss  
238 Henderson Court  
Abingdon, VA 24210

September 16, 1983

Ms. Bonita Pennino  
Department for Rights of Virginians with Disabilities  
James Monroe Building  
101 N. 14th Street  
17th Floor  
Richmond, VA 23219

Dear Ms. Pennino:

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- f) Persons with disabilities desire to pay for metered parking like everyone else, however, accessible, metered spaces must have meters that are accessible.
- g) Two separate decals should be issued for temporary and permanent disabilities. The decals should be different in appearance, show the expiration date, and be strictly enforced.

Sincerely,

*Peggy Snodgrass*

Peggy Snodgrass  
2916 Beverly Drive  
Abingdon, VA 24210

September 16, 1993

Ms. Bonita Pennino  
Department for Rights of Virginians with Disabilities  
James Monroe Building  
101 N. 14th Street  
17th Floor  
Richmond, VA 23219

Dear Ms. Pennino:

This letter is in response to the survey on parking for persons with disabilities that you are conducting. Following are my recommendations:

- a) Adopt the federal guideline system for accessible parking.
- b) Parking for persons with disabilities should be referred to as accessible parking instead of handicapped parking.
- c) Fines for improper parking in reserved accessible parking spaces should be uniform throughout the State. The minimum improper parking fine should be \$50.00.
- d) All accessible parking spaces should be uniformly marked with above ground signage throughout the State with proper enforcement.
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Sincerely,

Scarlett A. Cox  
414 Tranbarger Road  
Bristol, VA 24201

September 16, 1993

Ms. Bonita Pennino  
Department for Rights of Virginians with Disabilities  
James Monroe Building  
101 N. 14th Street  
17th Floor  
Richmond, VA 23219

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Sincerely,

Franklin E. Bush, Jr.

Franklin E. Bush, Jr.  
90 Skyland Avenue  
Bristol, VA 24201

September 16, 1993

Ms. Bonita Pennino  
Department for Rights of Virginians with Disabilities  
James Monroe Building  
101 N. 14th Street  
17th Floor  
Richmond, VA 23219

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Sincerely,

*Joyce Rasnick*

Joyce Rasnick  
Route 2, Box 558  
Meadowview, VA 24361

RE: SJR253

WOULD YOU APPROVE OR DISAPPROVE OF REMOVING THE EXEMPTION WHICH  
ALLOWS PERSONS WITH DISABILITIES UNLIMITED FREE PARKING IN METERED  
PARKING SPACES.

1. \_\_\_\_\_ APPROVE
2.       ✓       DISAPPROVE

IF YOU APPROVE, WHAT IF ANY, ALTERNATIVES WOULD YOU RECOMMEND?

*I think it should have a limit in order to allow  
more individuals with disabilities the opportunities of  
free parking.*

NAME: \_\_\_\_\_

ADDRESS: *Betty S. Austin*  
*6522 Penchuck Circle SW*  
*Roanoke, VA 24018*

RECEIVED  
AUG 30 1993  
CRAWFORD & COMPANY  
HEALTH & REHABILITATION

BOARD OF SUPERVISORS

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Prince Edward County

OFFICE OF  
COUNTY ADMINISTRATOR  
P. O. BOX 382

Farmville, Virginia 23901

August 16, 1993

COUNTY ADMINISTRATOR  
MILDRED B. HAMPTON

TELEPHONE  
(804) 392-8837

FAX  
(804) 392-6683

Ms. Bonita Pennino, Systems Advocate  
Department for Rights of Virginians with Disabilities  
101 N. 14th Street, 17th Floor  
Richmond, Virginia 23219

Dear Ms. Pennino:

I am writing in response to your memorandum of July 29, 1993, which concerned reserved parking for persons with disabilities. As a member of the Piedmont Disability Services Board, I contacted the local law enforcement officials here in Prince Edward County and had the Piedmont Planning District Commission contact officials in other localities (see attached letter). In Prince Edward County local law enforcement agencies reported that they do ticket those who park illegally in handicapped spaces. However, they said that in their opinion, illegal parking was not a major problem.

A concern of those people with permanent disabilities is the ease with which some people can get temporary disabled parking permits. Apparently all that is required to obtain a temporary permit is a doctor's signature. Perhaps the state should look into this area to make sure that only those who really need a disabled parking permit are getting them. Another concern was that some people are ordering the handicapped symbols out of novelty catalogs and then placing them in or on their cars and then using the handicapped spaces. They felt this problem should be studied as well.

I hope the information provided will be of use. If you have any questions, please feel free to contact me.

Sincerely,

Jonathan L. Pickett  
County Planner



# Piedmont Planning District Commission

"IMPROVING LOCAL GOVERNMENT THROUGH REGIONAL PLANNING AND COOPERATION"

102-1/2 HIGH STREET • P.O. BOX P • FARMVILLE, VIRGINIA 23901 • (804) 392-6104, 392-6105, FAX 392-5933

## MEMORANDUM

To: Jack Houghton  
From: Sharon Sullivan *SS*  
Subject: Reserved Parking for Persons with Disabilities  
Date: August 13, 1993

The Piedmont Planning District includes the counties of Amelia, Buckingham, Charlotte, Cumberland, Lunenburg, Nottoway and Prince Edward. A survey of local police departments, including Kenbridge, Farmville, Crewe, Blackstone, and Longwood College, and also four local large retailers with large parking areas, and the area office of the Division of Motor Vehicles was used to gain input on several issues pertaining to the availability of handicapped parking in the area. Mr. Jack Wilson, Chairperson of the Local Disability Service Board also offered some input on the issues involving handicapped parking. The survey questions included the following:

1. What are the qualifications needed for being issued handicapped permits?
2. Are there reserved handicapped spaces available?
3. Is handicapped parking enforced?
4. Is there much misuse or abuse of valid handicapped parking permits?
5. Are people with handicapped parking permits parking at parking meters all day, limiting the amount of short term parking in business zones?
6. Is there a problem with handicapped people not properly displaying handicapped parking permits?

The results of the survey were as follows:

1. The Division of Motor Vehicles confirmed the fact that a doctor's certification is needed to obtain a handicapped parking permit. There is no set of requirements to be considered handicapped, it is completely up to each doctor's personal discretion. Mr. Wilson commented on the need for the State Medical Society to set guidelines when determining whether or not a person is handicapped.
2. All of the localities confirmed that they did have reserved handicapped parking. However, most of the

SERVING

COUNTIES OF AMELIA, BUCKINGHAM, CHARLOTTE, CUMBERLAND, LUNENBURG, NOTTOWAY, PRINCE EDWARD  
AND TOWNS OF BLACKSTONE, CREWE, FARMVILLE AND VICTORIA

handicapped parking spaces were located in shopping centers. Very few handicapped spaces were designated in the downtown area of the local towns.

3. Enforcement of handicapped parking was sporadic. The localities of Farmville, Blackstone, and Longwood College impose fines and possible towing, while others do not even issue tickets. The shopping centers in Farmville do allow police to ticket offenders on their premises.
4. Misuse and abuse of valid handicapped parking permits was witnessed by the Blackstone and Longwood College Police and by one of the local businesses questioned. All of the police departments and businesses agreed that such a violation was difficult to prove. The abusers were found to be mostly related to handicapped persons.
5. People with handicapped parking permits parking at meters all day was not witnessed or seen as a problem. Most of the localities do not have parking meters in their downtown areas.
6. People having temporary handicapped permits but not displaying the permits was noticed occasionally by the Blackstone and Longwood College Police Department and by one of the local businesses.

The Piedmont Planning District is predominately rural with a few towns scattered through out the area. While the availability of handicapped parking in the downtown areas is a concern, it is not as demanding of a concern as in the urban areas. The volume of traffic in rural downtown areas is not as great as in urban areas.

The most flagrant abuse of handicapped parking found was non-handicapped persons parking in handicapped spaces. According to Mr. Wilson policing of handicapped parking spaces still needs to be much improved.



RE: SJR253

WOULD YOU APPROVE OR DISAPPROVE OF REMOVING THE EXEMPTION WHICH ALLOWS PERSONS WITH DISABILITIES UNLIMITED FREE PARKING IN METERED PARKING SPACES.

1. \_\_\_\_\_ APPROVE
2.   X   DISAPPROVE

IF YOU APPROVE, WHAT IF ANY, ALTERNATIVES WOULD YOU RECOMMEND?

NAME: Chance Crawford

ADDRESS: 2 East Calhoun Street  
Salem, Virginia 24153



# Shenandoah Valley Independent Living Center

312 W. Cork Street - Winchester, Virginia 22601  
(703) 662-4452 Voice/TDD 662-4474 Fax



Bonita Pennino  
Department for Rights of Virginians with Disabilities  
James Monroe Building  
101 N. 14th Street - 17th Floor  
Richmond, VA. 23219

8 September, 1993

Dear Bonita:

I discussed the parking issues at the CIL directors meeting. I think you may have some support for requiring everyone to take a similar exam but you will have to push the equity issue.

I also discovered that the money issue has nothing to do with money. Originally, the exemption was based on the inaccessibility of the meter. Most people with severe disabilities can't use the meter or can't get to them once they exit on the street. Interesting.

You know the biggest problem seems to be the issuing of those temporary placards.

Hope this is helpful.

All The Best,

W. E. Fuller  
CEO





RE: SJR253

WOULD YOU APPROVE OR DISAPPROVE OF REMOVING THE EXEMPTION WHICH ALLOWS PERSONS WITH DISABILITIES UNLIMITED FREE PARKING IN METERED PARKING SPACES.

- 1.  APPROVE
- 2.  DISAPPROVE

IF YOU APPROVE, WHAT IF ANY, ALTERNATIVES WOULD YOU RECOMMEND?

A PREAPPROVED MEASURE REGARDING TOKENS OR  
NAME:

TICKETS MAYBE WE COULD ISSUE  
A SMALL DECAL WITH I.D. NUMBER

ADDRESS:

MONTY J. BROWN  
901-A Campbell Ave., SW  
Roanoke, Virginia 24016



Mavor's Committee for the Disabled

RE: SJR253

WOULD YOU APPROVE OR DISAPPROVE OF REMOVING THE EXEMPTION WHICH ALLOWS PERSONS WITH DISABILITIES UNLIMITED FREE PARKING IN METERED PARKING SPACES.

- 1.  APPROVE
- 2.  DISAPPROVE

IF YOU APPROVE, WHAT IF ANY, ALTERNATIVES WOULD YOU RECOMMEND?

*Have the handicapped parking spot meter accept coins for a full workday so the affected person would not have to visit (feed) the meter repeatedly.*

NAME: *Glenn Asher*

ADDRESS: *215 W. Church Ave  
Roanoke VA 24011*



RE: SJR253

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- 1.   X   APPROVE
- 2.        DISAPPROVE

IF YOU APPROVE, WHAT IF ANY, ALTERNATIVES WOULD YOU RECOMMEND?

NAME: PAUL PARADZINSKI 210 FRANKLIN RD. S.W.  
 US FOREST SERVICE CALLER SERVICE 2900  
 ADDRESS: ~~PO~~ ROANOKE VA 24001

KEEP THE SYSTEM. MOST PWD ARE DOUBLED BLESSED WITH A DISABILITY PLUS VERY LIMITED INCOME. THE MAJORITY OF THE PWD WHO ARE WELL OF ABIDE WITH NORMAL RULES & REASON. A FEW WILL OFF PWD TAKE ADVANTAGE OF THE COURTESY & CASE A PROBLEM - WE HAVE THESE TYPE PEOPLE IN ALL STRUCTURE of our society -

RE: SJR253

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ALLOWS PERSONS WITH DISABILITIES UNLIMITED FREE PARKING IN METERED  
PARKING SPACES.

1.  APPROVE
2.  DISAPPROVE

IF YOU APPROVE, WHAT IF ANY, ALTERNATIVES WOULD YOU RECOMMEND?

NAME: *David A. Ross*  
ADDRESS: *Rt. 4 Box 493*  
*Moneta, Va.*  
*24121*

*David A. Ross*



# Jean W. Keiningham

217 N. Boulevard #1  
Richmond, Virginia 23220-4005

31 August, 1993

Transportation is one of the biggest problems facing the disabled population. Since we are unable to hop any bus, catch subways without taking our own lives into our hands because of the short time that the automatic doors stay open and the lack of appropriate safety precautions, and that many (along with the elderly and poor) are unable to drive a car or van which complicates and compounds this very basic need.

There are some suggestions which I would like to propose as a part of the continuing solution. For those who can drive, parking is essential. Parking involves both cars and vans. Vans are converted with raised roofs so that a disabled person can ride comfortably in his wheelchair without having to cut off his head. However, this eliminates most of the parking that is available in the metropolitan areas because even the new parking decks are not high enough for converted vans. These specialized vans which have hydraulic lifts require more space for unloading because the lift must come down flat and still have space for the wheelchair to come off and clear it without hitting the other car. To my knowledge none of the decks in Richmond are fully accessible but the older one near the old Thalheimer's building can accommodate regular vans but the disabled has to enter and exit where the cars travel because there are stairs to the elevator.

I talked long and hard to get the free meters for the physically disabled because it is a real hardship running back to feed the meter and very frankly to change that would probably prohibit other disabled people and my coming downtown - and I am a Richmond resident. Unfortunately abuses do occur. I suggest that the police note the license numbers when a car or van parks for all day. The second day a warning should be issued with a parking violation ticket given on the third day. Those who have jobs should pay for parking as does everyone else. If after a specified number of hours I have to move my car, I may have to come home because of the difficulty in finding another suitable space. When I have to attend a meeting, I also try to transact any business I need to conduct. I usually find a spot and stay in it until I am ready to leave.

What I would like to see is the adoption of the federal guidelines and definitions of disability. It is disturbing to see teenage boys park in a reserved handicapped space and literally run into the store while I have to park in the rear of the lot. Although I frequently do not use the designated spaces because I have no place to let the lift down. Temporary signs are needed. Fines could be imposed for abusers.

RE: SJR253

WOULD YOU APPROVE OR DISAPPROVE OF REMOVING THE EXEMPTION WHICH  
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PARKING SPACES.

1.  APPROVE
2.  DISAPPROVE

IF YOU APPROVE, WHAT IF ANY, ALTERNATIVES WOULD YOU RECOMMEND?

NAME: *Marcia L. Larson*  
ADDRESS: *3162 Tomaranne Dr., SW*  
*Roanoke, Va. 24018*

*This is the Board decision of the Pilot Club of Roanoke.*

RE: SJR253

WOULD YOU APPROVE OR DISAPPROVE OF REMOVING THE EXEMPTION WHICH ALLOWS PERSONS WITH DISABILITIES UNLIMITED FREE PARKING IN METERED PARKING SPACES.

1. \_\_\_\_\_ APPROVE
2.   ✓   DISAPPROVE

IF YOU APPROVE, WHAT IF ANY, ALTERNATIVES WOULD YOU RECOMMEND?

NAME: George Sanderson  
ADDRESS: 144 Monterey Ave N.E.

Being a double amputee etc. I rely on such when I to visit a business, etc.

I do feel the privilege has been abused - by medical providers giving these out for virtually any thing. Also, deceased owners of special license plates, have family members who continue renewal and abuse the right. In some cases the decals are loaned to others.

The only solution, short of abolition, which would punish the honest, is to have a medical in person examination every year for each recipient. Honest people will not object to this according to what I hear.

*George Sanderson*

9-1-93

RE: SJR253

A TON OF PEOPLE MAY NOT UNDERSTAND  
THE WORDING OF THIS QUESTION  
WOULD YOU APPROVE OR DISAPPROVE OF REMOVING THE EXEMPTION WHICH  
ALLOWS PERSONS WITH DISABILITIES UNLIMITED FREE PARKING IN METERED  
PARKING SPACES.

1.  APPROVE

2.  ~~DISAPPROVE~~

IF YOU APPROVE, WHAT IF ANY, ALTERNATIVES WOULD YOU RECOMMEND?

ONLY THOSE INDIVIDUALS WHO ARE <sup>CURRENTLY</sup> PARKING + USING  
A WHEELCHAIR SHOULD BE EXEMPT. ALL OTHER  
NAME: DISABILITIES CAN GET TO THE METER  
ADDRESS: AT ALL TIMES.



RE: SJR253

WOULD YOU APPROVE OR DISAPPROVE OF REMOVING THE EXEMPTION WHICH ALLOWS PERSONS WITH DISABILITIES UNLIMITED FREE PARKING IN METERED PARKING SPACES.

1.  APPROVE
2.  DISAPPROVE

IF YOU APPROVE, WHAT IF ANY, ALTERNATIVES WOULD YOU RECOMMEND?

NAME: *Rose Lester*

ADDRESS: *3918 Adair Cir, S.W.  
Roanoke, Va. 24018-4402*



RE: SJR253

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- 1.  APPROVE
- 2.  DISAPPROVE

IF YOU APPROVE, WHAT IF ANY, ALTERNATIVES WOULD YOU RECOMMEND?

NAME: Penny Bryant  
ADDRESS: PO Box 21291  
Rhe, VA 24018

RE: SJR253

WOULD YOU APPROVE OR DISAPPROVE OF REMOVING THE EXEMPTION WHICH ALLOWS PERSONS WITH DISABILITIES UNLIMITED FREE PARKING IN METERED PARKING SPACES.

1. \_\_\_\_\_ APPROVE
2.   X   DISAPPROVE

IF YOU APPROVE, WHAT IF ANY, ALTERNATIVES WOULD YOU RECOMMEND?

NAME: *Sharon Myers*  
ADDRESS: *2511 Sanderson Dr., Troutville 24175*

*Handicapped parking should be used only by the severely disabled. What is the department of motor vehicles definition of disabled? This privilege is being abused by senior citizens who want to be at the front door and not because the spaces are wide allowing persons in wheel chairs or who use prothesis enough space to open the doors to re-enter their vehicles.*

Room 456, Municipal Building, 215 Church Avenue, SW, Roanoke, Virginia 24011, 703/981-2511

*Strengthen the criteria for gaining disabled parking license plates.*



RE: SJR253

WOULD YOU APPROVE OR DISAPPROVE OF REMOVING THE EXEMPTION WHICH ALLOWS PERSONS WITH DISABILITIES UNLIMITED FREE PARKING IN METERED PARKING SPACES.

1. \_\_\_\_\_ APPROVE
2.   x   \_\_\_\_\_ DISAPPROVE

IF YOU APPROVE, WHAT IF ANY, ALTERNATIVES WOULD YOU RECOMMEND?

NAME:

Ben Law

ADDRESS:

5300 Hawthorne Rd NW - Roanoke, Va 24012

I feel that the cost of supplies and materials are more than the usual asking price. I also feel that incomes for the disabled are limited or lower, therefore, any cost adjustment is justifiabe.



RE: SJR253

WOULD YOU APPROVE OR DISAPPROVE OF REMOVING THE EXEMPTION WHICH ALLOWS PERSONS WITH DISABILITIES UNLIMITED FREE PARKING IN METERED PARKING SPACES.

1.  APPROVE
2.  DISAPPROVE

IF YOU APPROVE, WHAT IF ANY, ALTERNATIVES WOULD YOU RECOMMEND?

NAME: Curtis McNeal #205  
ADDRESS: 3038 Melrose Ave. NW  
Roanoke, VA 24017

I Thank if person is Disabilities  
and work I Thank. He + she  
use it if it is chose to their work.

To allows person with Disabilities limited  
Free parking in metered parking spaces.

3:pm.

your truly  
Curtis McNeal

## RESERVED PARKING FOR PERSONS WITH DISABILITIES

### SUGGESTIONS:

There should be no temporary handicapped parking permits..

There should be fines for persons who parked in handicapped parking spaces that do not have a permit. A citizen or business should have a telephone number to call and report these persons(possibly to call the police). This should be on private as well as public parking lots.

In the wording of the law it should state that handicapped parking spaces should be at the closest accessible location to the entrance to a building.

Only the driver of a vehicle should be allowed to have a permit to park in a handicapped spot. If the disabled person is the passenger then the driver can drop them off a the doorway.

There should be a fine for someone who uses a disabled persons vehicle or a disabled persons hanging sign and is not disabled. There should also be a fine to the disabled person for allowing this to happen.

On a disabled persons driving license it should have notification that they are entitled to park in a handicapped parking space. That way if there were any questions by a business or concerned citizen then the disabled person would have proof that they are entitled to park in the handicapped parking space.

Doctors should be mandated to make sure that they understand under the Americans with Disabilities Act that there are certain qualifications to be considered disabled. A disability is not because you had an operation on you leg and need the use of crutches. It is permanent. I question why someone who has been given permission by their doctor to get a handicapped license can go to the mall and walk for a hour or two. The Social Security is very strict on who they allow to collect Social Security benefits. Maybe we should take a good look at their guidelines. This is getting to be a erious matter. A disability is not a temporary thing.

There needs to be better comminication with businesses and city and county governments as to the size of handicapped parking spaces(both regular and van), number of spaces, and

signage.

Debbie Freed  
Harrisonburg area  
703-289-6506

2601 Oak Grove  
McGaheysville, VA  
22840