Accessible Parking
UT Parking Regulation Changes

Christopher D. Pionke, Ph.D., P.E.

*Associate Professor, College of Engineering Honors Program
& Dept of Mechanical, Aerospace & Biomedical Engineering*

THE UNIVERSITY OF
TENNESSEE
KNOXVILLE

TSITE Chattanooga Meeting, May 22, 2018

Outline

- Previous Regulations
  - What was required?
  - What were the problems with the previous system?

- Subcommittee
  - What was our charge, who was on the subcommittee, how did we proceed?

- New Regulations
  - What are the new regulations?
  - How are they better than the previous system?

- Are things better?
  - Did we accomplish our goals?

Previous Regulations

- Required a State Issued Permit
  - State issued Placard or License Plate
  - ***Must be issued to the person using the permit***

- ***Should*** also register with the university
  - E or K hangtag (*both are free of charge*)
  - Yes, this meant **NO-CHARGE** at all for Accessible Parking

- Available Parking
  - Any Accessible Parking space
  - Any non-reserved, non-UT service vehicle space

Previous Regulations – Problems I

- No Connection between State Permit & UT

  - The previous system did not connect the State Issued Permit to the UT registration

  - The previous system did not *easily* connect the State Issued Permit with the *actual permit holder*

  - The previous system did not *easily* connect the State Issued Permit with the UT citizen (i.e., student or staff).

Previous Regulations – Problems II

- **<u>Abuse:</u>** Individuals used State Issued Permits *issued to someone else* like a friend or relative (i.e., not to the person operating the vehicle). Why?
    - *Can park closer to where they need to be*
    - *Can avoid the cost of a permit*
  - Obviously this takes away available spaces for those that truly need the access
  - Difficult to enforce under previous system. Required:
    - A check with the State first
    - Then a check against the license plate
    - Then a check of UT hangtag to verify that the *State issued permit holder* is a UT citizen

Charge of the Subcommittee

- Traffic and Parking Authority (TPA) Charge:

  - ***Improve*** the availability and ***consistency of availability*** of accessible parking for those that have a need

  - Provide a system that would reduce or possibly eliminate fraud and abuse

  - Provide "real data" on the accessible parking needs

    - What is the number of students, staff, and faculty that need accessible parking and where do they need those parking spaces?

Subcommittee

- Dr. Chris Pionke, Chair (faculty, TPA member)

- Mark Hairr (Director, Parking & Transit Services)

- Elizabeth Hamilton (student)

- Dr. William Hart (faculty, TPA Member)

- Annazette Houston (Director, Disability Services)

- Deby Libby – (staff, TPA Member)
  - Advisor
    - Matthew Scoggins (Deputy General Counsel)

Subcommittee Work I

- Reviewed 20-30 other universities
  - Mostly large state supported institutions
    - Alabama, Florida, Michigan State, North Carolina, …
  - Some private institutions
    - For example, Vanderbilt
  - Several Board of Regents Universities
    - ETSU, MTSU, Tenn. Tech, U. of Memphis
- What were their regulations?
  - How were they similar or different from UT's?
  - How were they similar or different from each other?

Subcommittee Work II

- All of the universities that we reviewed either:
  - Required a *simple* dual registration
    - You must have a State issued handicapped placard or license plate *and* a university issued accessible parking permit
    - A State issued permit was sufficient for a university issued permit
    - **Examples:** Alabama, Florida, Georgia, Texas A&M, ETSU, U. of Memphis, Tenn. Tech

  - *OR* Required a *complex* dual registration
    - You must have a State issued handicapped placard or license plate *and* a university issued accessible parking permit
    - You must *Apply* to the university for a university permit
    - **Examples:** Kentucky, South Carolina, North Carolina, Michigan State, Ohio State, Michigan

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Subcommittee Work III

- *All* of the universities required the purchase of a parking permit
  - Most charged based on classification (student, staff, …)
  - In some cases (e.g., Alabama), the charge was based on the lowest cost permit
  - In some cases, student permits were rolled into general fees so there is no direct charge, but everyone still pays

- Remember, UTK did NOT Charge
  - Why?

Subcommittee Work IV

- We decided that the "simple dual registration" was the best method of achieving our goals

- New Regulations – "Dual Registration"
  - Must obtain and display a valid State issued handicap placard or license plate
  - *AND* must obtain and display a UT issued accessible parking permit
    - This ties the UT registration of the vehicle to the State issued placard/plate *and* the individual that actually requires the accessible parking

UT Accessible Permit Process

- Obtaining a UT Accessible Parking Permit
  - An individual can visit the UT Parking Office to complete the registration process in one step and obtain a parking permit
  - **OR** an individual can purchase the appropriate UT permit (commuter, non-commuter, or staff) on-line and then "trade-it-in" for a UT Accessible Permit at the UT Parking Office
  - Either way, the ***individual must provide proof*** of the need through ***documentation*** of a State issued accessible placard/license plate ***issued in their name***

UT Accessible Parking Options

- Registered vehicles displaying the appropriate permits as outlined before are allowed to park in all accessible spaces as well as in any unreserved, non-UT vehicle space
  - It should be noted, there may be time limitations that will be enforced like the 2-hour limited accessible spaces by the library

Example of UT Accessible Parking Space Signage

UT Accessible Parking Permit
Must be Displayed on Windshield

Advantages

- An individual would NOT be able to use "Grandpa's" handicapped placard

- Ticket writers can easily check to see that the UT Accessible permit matches the registered State issued Accessible permit

- UT Parking will have a database of individuals that require access
  - UT Parking will know where the demand is for faculty and staff (and maybe even students)
  - UT Parking can better locate accessible spaces in areas of high demand (*due to the ADA, there are limitations on this, but we will have some flexibility*)

Implementation

- New regulations approved by the TPA on 3/7/16
- Was there any "**Push-Back**"?
  - Yes, but not as bad as I expected
  - Biggest concern was the "cost," was this legal?
  - Gave a number or presentations to different UT groups
- New regulations approved by UT BoT in June, 2016
- New Regulations Effective Aug 1, 2016
- I purchased permit **SA-0001** on 7/12/16 for $420
- Are the new regulations successful?

  - My favorite engineering answer: **It Depends!**

Permit Data

- Accessible Parking Permits Sold

Permit Type	2016-2017	2017-2018
Staff Accessible - SA	215	210
Commuter Accessible - CA	130	145
Non-Commuter Accessible - NA	20	18

- Total is steady around 360-380 per year
  - We now have an idea of demand (total and by classification)
  - Can we now use this information to better "allocate" accessible spaces (*more on this in a minute*)
  - And yes, we need to account for "visitors"

Citation Data

- Fall 2015 – Old Regulations
  - 157 at $200 each
- Fall 2016 – First Semester of New Regulations
  - 72
  - A decrease of over 50%
- Fall 2017 – One Plus Years of New Regulations
  - An additional decrease of over 30% from Fall 2016
- Conclusions:
  - Attempts at violating the law have been reduced?
  - Easier to catch violators and enforce?
  - I think yes on both accounts

Problem – Not All Demand is Equal

- UT has over 500 Accessible Spaces

- Total demand is less than 400

- Yet, *in some areas* it is difficult to get a space after 9:00 a.m.

My Area of Interest

Location of Parking Lots with Accessible Spaces
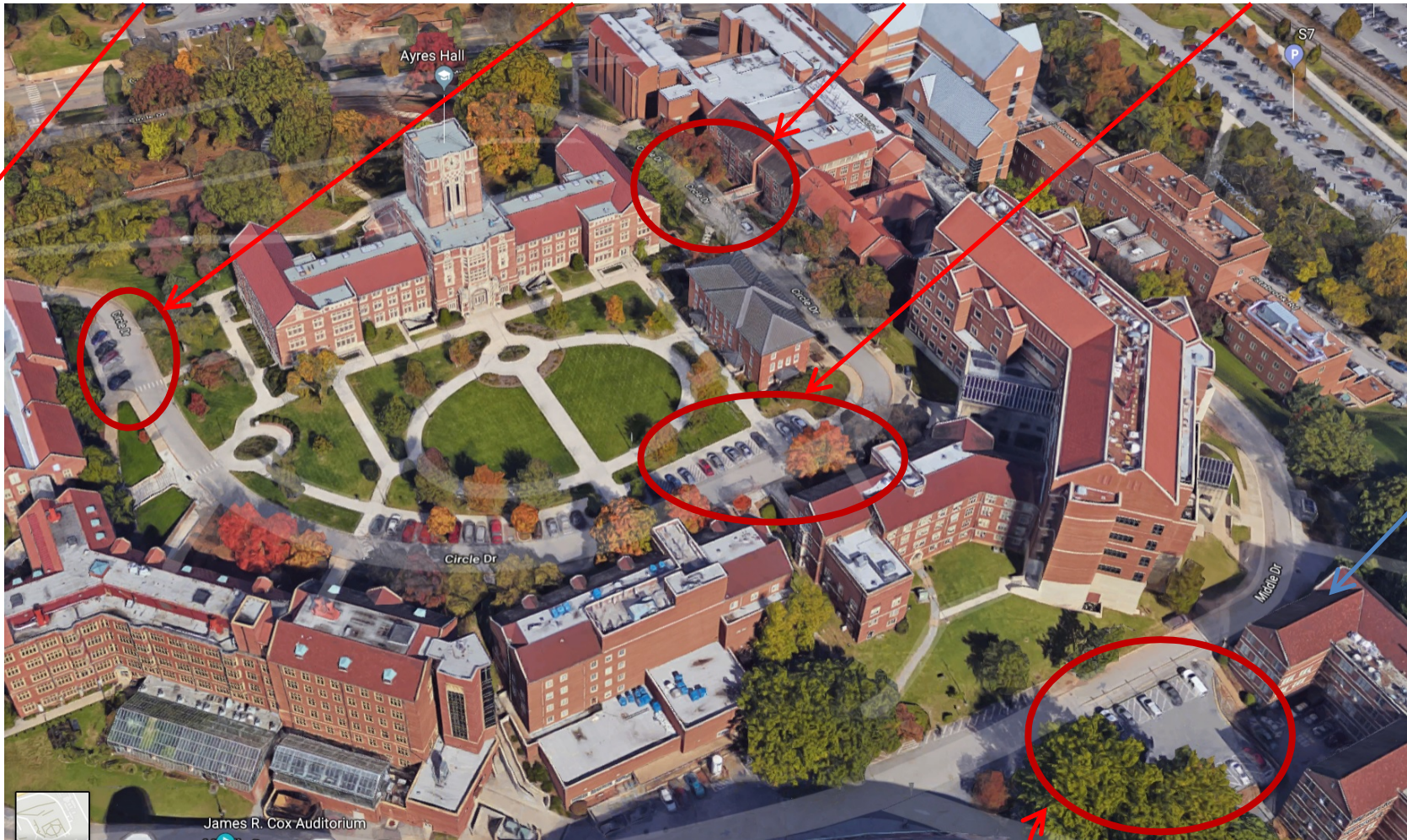
Most Lots Have Multiple Spaces
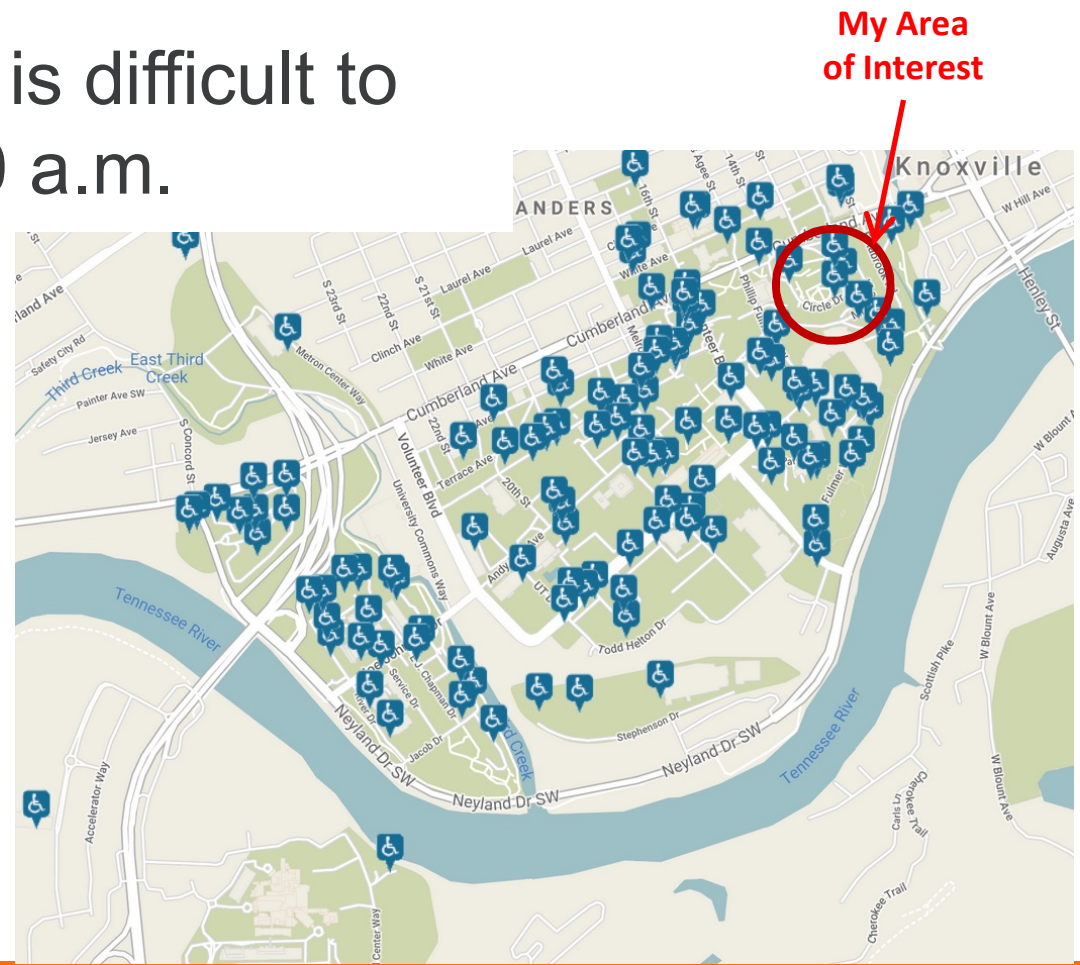
Accessible Spaces on "The Hill"

**Walters Life Sciences
3 spaces**

**Austin Peay
2 spaces**

**Dabney-Buehler
6 spaces**

**Ayres
10 spaces**

My Office

37 spaces total

Estabrook - 3 spaces

Perkins - 13 spaces

Data on "The Hill" Utilization

THE HILL ACCESSIBLE PARKING LOT COUNTS											
	MON 4/23/2018		TUE 4/24/2018		WED 4/25/2018		THU 4/26/2018		FRI 4/27/2018		AVG OCC BY LOT
Hill Area	10:00AM	2:00PM	10:00AM	2:00PM	10:00AM	2:00PM	10:00AM	2:00PM	10:00AM	2:00PM	
North Side Walters Life Sciences (3 spaces)	CA-1 SA-1 E-1	CA-1 SA-2	SA-1 PPA-1 E-1	SA-2 PPA-1	CA-1 SA-2	CA-1 SA-2	SA-3	SA-3	SA-3	CA-1 SA-2	93%
Austin Peay (2 spaces)	SA-2	SA-2	SA-2	SA-2	SA-1 E-1	SA-2	SA-2	SA-2	SA-2	SA-2	95%
Ayres Hall (10 spaces)	CA-2 SA-6 V-1 E-1	CA-2 SA-5 NA-1 E-1 EMA-1	CA-1 SA-9	CA-3 SA-7	CA-2 SA-8	CA-1 SA-8 EMA-1	CA-2 SA-8	CA-2 SA-8	CA-1 SA-9	CA-4 SA-6	98%
Dabney-Buehler Circle Dr (6 spaces)	CA-1 SA-5	CA-2 SA-4	SA-5 E-1	SA-4 E-2	CA-1 SA-5	SA-5 E-1	SA-6	CA-1 SA-5	CA-1 SA-4 E-1	SA-4 E-2	88%
Perkins Hall (13 spaces)	CA-5 SA-8	CA-3 SA-9 NA-1	CA-5 SA-6 E-2	CA-5 SA-7 NA-1	CA-6 SA-6 PPA-1	CA-3 SA-5 PPA-1 E-4	CA-3 SA-7 PPA-2 NA-1	CA-2 SA-5 PPA-3 E-3	CA-6 SA-6 PPA-1	CA-5 SA-5 NA-1 PPA-1 E-1	92%
Estabrook Hall (3 spaces)	E-3	CA-1 E-2	CA-1 E-2	SA-1 E-2	SA-1 E-2	E-3	E-3	E-3	CA-1 E-2	E-3	17%
Avg Occ. by Date & Time	87%	92%	89%	89%	92%	79%	92%	92%	92%	84%	

Key: CA-Commuter Accessible, NA-Non-Commuter Accessible, SA-Staff Accessible, EMA-Emeritus Accessible, PPA-Paper Permit Accessible (usually for temp staff), E-Empty

Why The Problem?

- Large number of buildings in a small area
  - Parking is in high demand on "The Hill" in general
- An Increase of Commuter-CA parking
  - Students may Not have realized that they can park here
- Is there fraud and abuse still occurring?
  - Very possible
  - Fraudulent attainment and use of accessible permits has increased nationwide. Example:
    - [1]In California in 2016, 26,000 *Active* Accessible Placards were registered to people that were 100 years old or older
      - The problem: there were only about 8,000 residents of California that were 100 or older in 2016
  - Similar reports have been reported from many more states

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What we (UT) Can and Cannot Fix

- Fraudulent attainment of an Accessible Placard
  - UT can't fix this
  - Requires legislative action or better control by the medical community

- Reallocation of Accessible Spaces
  - The problem is NOT the total number
  - The problem is the number of spaces in SOME areas
    - We now have data to look at "Location Demand"
    - Doing this analysis this summer
    - We have some flexibility, but not a lot by ADA rules

- Conclusion
  - I think that this is part of the Mobility/Accessibility issues that Smart Cities will need to address
  - How do we provide Mobility/Access and prevent abuse?