

**Transportation and Parking (T&P) Committee Meeting
April 10, 2017 10am, Newcomb Hall Room 376**

Present: Scott Barker, Bill Palmer, Rebecca White, Trish Romer, Joel Lehman, Jess Wenger

Absent: Dr. Mary Lee Vance, Marge Sidebottom, MaryAnn Himes, Angela Tabler, Mark Stanis

Guests: Minnette Stroud, Kathleen Jump

ADA Discussion

- Academic Policy: ADA plates and placards are honored in disability parking spaces. Discussion on changing this policy to require students and employees to purchase UVA permit commenced in 2012. UVA policy has not yet changed.
- Health System Policy: Disability parking spaces are for patients and visitors with DMV Plate/Placard. Students and employees must seek a parking accommodation for which they pay.
- Two other committees, the Provost's committee on access and the VP for Diversity's committee on disability advocacy and action, are in discussion about the academic approach with some in favor of retaining the policy on the academic side as is and some in favor of changing/aligning it with the Health System.

Requirements/Definitions

- Number of spaces:
 - Up to 400 spaces: sliding scale of 2%-50%
 - 400-1000 spaces: 2%
 - Over 1000 spaces: 2% of first 1000, then 1% for every space over 1000
 - Some exceptions apply to the number of spaces:
 - 10% for outpatient clinics located at a hospital
 - 20% for outpatient "physical therapy facilities" whether or not the facility is located at a hospital.
 - Dedicated Residential – one space per accessible dwelling unit (does not need to be ID'ed with signs).
- Parking Lots - ADA defines a parking lot as a continuous parking area in which all parts can be accessed without re-entering the street network. ADA allows the disability stalls from different parking lots to be grouped in one lot, but the number of spaces needed are based on the number of individual parking lots as defined. Examples:
 - Uhall north, west, and Cage lots are combined to determine the number of disability stalls needed. The east lot between McCue and Emmet Street cannot be added to lower the ratio of disability stalls because the road network must be re-entered to access parking from the north to the east.

- The portion of the T4 lot located outside the east gate of the stadium, based on the number of spaces in that lot, requires 6 disability parking spaces. However, because there is no immediately adjacent destination, these six spaces can be placed in the lot outside Rice Hall, Bryant Hall, or Chemistry. These six spaces cannot count toward satisfying the number of spaces needed for the lot into which they are placed.
- Location - The ADA requires that disability parking spaces be located on the shortest accessible route to an accessible entrance (relative to other spaces in the lot) and must be dispersed among accessible entrances to adjacent destinations.
- Parking Space Size - The ADA defines the size of the parking space and accompanying discharge aisle. All spaces have an 8' stall. A "standard" space has a 5' discharge aisle and a "van accessible" space has an 8' discharge aisle. 1 in 6 (and at least 1) disability parking space must be van accessible. Cars can use van accessible spaces. Two spaces can share one discharge aisle.
- Vertical Clearance - The ADA requires a vertical clearance of 8'2" in parking garages. Central Grounds Garage and Emmet/Ivy garage have van accessible spaces outside of the garage to achieve this requirement.

Disability Parking Usage Estimates

- Although anyone can use disability stalls on the academic grounds, some students and employees elect to purchase a parking permit. P&T Issued Parking Permits to employees and students with disabilities (+/-):
 - 150 Annual Permits to Health System Employees
 - 50 Annual Permits University Employees and Student
 - 50 Temporary permits to Employees and Students (at any given time)
- The number of students and employees using DMV plate/placard in meters and disability parking on the academic grounds is unknown, but is estimated at 50-60

Transit and the ADA

- Fleet size is 34 transit buses.
- 100% of the fleet is either lift or ramp equipped.
- Ramp is the preferred approach (faster, can deploy mechanically).
- By summer 2018, all but 5 buses will have ramps.
- Lifts and Ramps are exercised routinely.
- 2-5 ramps are out of service with mechanical issues at any given time.

DART (Demand and Response Transit or Para Transit)

- DART is available by application to students and employees who, because of a disability, may not utilize UTS effectively.
- Applications/Issues Managed by the Office of Equal Opportunities and Civil Rights

- Funding and Communications Provided by Parking & Transportation
- Dispatch, Ride Technology and Reporting Provided by Yellow Cab
- Rides Provided by Yellow Cab Drivers (Independent Contractors)
- 300 people on the list throughout the year
- 125-150 active people on the list at any given time, 50 active riders
- 50% of rides have both origin and destination on Grounds
- 800-1000 rides per month during academic session

DART Performance Standards

- DART rides are a combination of ASAP rides and Pre-Arranged Rides.
- Pre-arranged rides should be picked up within 15 minutes of desired pick up time. ASAP rides should be picked up within 45 minutes of call for service.
- The industry uses a 30 minute “be ready” window.
- The industry requires calling one day ahead and allows negotiation of time within 60 minute window.
- The industry allows up to 21 days to be approved, DART is within 5 days (often faster) and one ride is allowed before approval.
- If a DART riders alerts to a tight class change, SDAC uses other strategies to mitigate so the 15 minute standard is not a detriment.

Challenges and Next Steps

- Electronic based training and proficiency testing to augment annual in-person training
- Parking inventory and public facing map
- DART Riders’ Survey
- DART Riders’ Guide and Web Page Updates

Gold Permit Discussion

- The Gold permit created in 1980 and is awarded to those who received the status of Emeritus from the Board of Visitors.
- There is no charge for the permit.
- The permit allows parking in parking lots throughout Grounds that have more than 25 spaces.
- P&T is in discussion with the Office of the Provost regarding the existing ability for Gold permit holders to receive multiple permits for multiple cars.
- The discussion is to limit future Gold permit holders to one and only one Gold permit.

Future Meetings

- Joint T&P and Safety & Security Meeting, Wednesday, April 19th, 3:30-5pm, NH Commonwealth Room
- Schedule to come soon for Fall Semester