

INTRODUCED: September 10, 2018

AN ORDINANCE No. 2018-233

To amend City Code § 27-201, concerning parking for disabled persons in time-restricted or metered spaces in certain areas, to provide that no benefits deriving from Va. Code § 46.2-1245 shall apply within certain areas of the city.

Patron – Mayor Stoney

Approved as to form and legality
by the City Attorney

PUBLIC HEARING: SEPT 24 2018 AT 6 P.M.

THE CITY OF RICHMOND HEREBY ORDAINS:

§ 1. That section 27-201 of the Code of the City of Richmond (2015) be and is hereby **amended** and reordained as follows:

Sec. 27-201. [~~Free parking~~ Parking for disabled persons in time-restricted or metered spaces in certain areas.

[(a)] As authorized by Code of Virginia, § 46.2-1245(C), the provisions of Code of Virginia, § 46.2-1245 shall not apply within the portion of the city bounded by Interstate 95 to the north and east, the Downtown Expressway to the south and Belvidere Street to the west.

AYES: 9 NOES: 0 ABSTAIN: _____

ADOPTED: JAN 28, 2019 REJECTED: _____ STRICKEN: _____

~~[(b) Any operator of a motor vehicle not meeting the qualifications set forth in Section 27-200(b) may park such vehicle for up to two hours in metered or unmetered parking zones restricted as to length of parking time permitted within the portion of the city bounded by Interstate 95 to the north and east, the Downtown Expressway to the south and Belvidere Street to the west and shall be exempted from paying parking meter fees to the City.]~~

§ 2. This ordinance shall be in force and effect on the sixtieth day after the date on which this ordinance is adopted.

RECEIVED

JUL 16 2018



CITY OF RICHMOND
INTRACITY CORRESPONDENCE

OFFICE OF O & R REQUEST
4-7954
JUN 29 2018

DATE: June 26, 2018

EDITION: 1 Office of the Chief Administrative Officer

TO: The Honorable Members of City Council

THROUGH: The Honorable Levar M. Stoney, Mayor

JS 7/16/18

THROUGH: Selena Cuffee-Glenn, Chief Administrative Officer

THROUGH: Lenora G. Reid, DCAO of Finance and Administration

THROUGH: John Wack, Director of Finance

JW

THROUGH: Robert Steidel, DCAO of Operations

FROM: Bobby Vincent, Director of Public Works

BV

SUBJECT: EFFECTIVE CURB MANAGEMENT

ORD. OR RES. No. _____

PURPOSE: To improve curb management throughout the City of Richmond.

REASON: Due to the increased demand for parking as a result of economic development, the limited turnover of parking in the city, and the abuse of disabled placards, the Department of Public Works (DPW) recommends eliminating free disabled parking to improve curb management.

RECOMMENDATION: DPW recommends eliminating free parking in time restricted areas with a disabled placard and installing designated meters with blue heads. The City is committed to ensuring that on-street parking is managed effectively for short-term access in business districts. A recent survey revealed that between 75% of downtown parking spaces are filled with vehicles with disabled parking placards limiting access to other placard holders and parkers.

An initiative of curb management will include: on each side of each hundred block on which there is metered parking, a reserved accessible parking space shall be located as close to an accessible curb ramp, marked by signs on both ends of the space showing the symbol for accessibility. Parking at each accessible space shall be regulated by an electronic meter which is painted blue. These spaces will be reserved for people with disabilities at all times, even when a meter fee is not

required. Vehicles must have a license plate or placard for people with disabilities to park in those spaces and may pay at the blue meter. Other vehicles are subject to a \$200 fine.

The City will designate the meter revenue to pay for services that can benefit people with disabilities, such as Vision Zero initiatives, safer sidewalks, curb ramps, and audible devices at pedestrian crosswalks to assist the visually impaired across intersections.

BACKGROUND: The City's Parking Division has observed firsthand the shuffling of cars throughout the Central Business District, of employees of local employers abusing parking spaces. The Central Business District is defined as Interstate 95 to the North and East, the Downtown Expressway to the South and Belvidere Street to the West; which includes the neighborhoods of Jackson Ward, Monroe Ward, City Center District, Capital District, Central Office District, and the Biotech and MCV District.

According to the Americans with Disabilities Act (ADA), there are no federal laws or requirements pertaining to on-street parking spaces. Currently, disabled parkers can park for four hours for free. Seventy five percent of parking in the Central Business District consists of employees of local employers with disabled placards utilizing prime space needed for customers.

The 2012 General Assembly amended 46.2-1245 of the Code of Virginia regarding four hours free parking in time-restricted or metered spaces. Subsection C states that "the governing body of any county, city or town may by ordinance provide that this section not apply within the boundaries or *within any designated portion* of such county, city, or town. Any county, city, or town adopting an ordinance pursuant to this subsection shall indicate by signs or other reasonable notice that the provisions of this section do not apply in such county, city, or town or *designated portion thereof*."

In 2013, Council passed Ordinance No. 2013-108-74 to reduce free handicap parking from 4 hours to 2 hours in the Central Business District. There has been some relief. Currently placard users are moving their cars every 2 hours reducing productive work hours.

A study has shown that 30 percent to as much as 50 percent of on-street parking spaces are occupied by placard holders. The Accessible Parking Coalition (APC) 2018 National Survey on Accessible Parking and Disabled Placard abuse results 80% of the respondents agree accessible parking fraud is widespread. The respondents also stated that most often they have problems finding accessible parking in the Main Streets. Ending abuse would free up spaces for those who truly need them. Removing free parking will help with long term parking fraud. Your typical long term parking fraudster is a downtown employee or business owner that is fraudulently using a placard while they are working, clogging up parking for long periods. The abuse of disabled placards has become a serious problem. The number of permits issued far exceeds the space availability.

A study in Alexandria, Va., illustrates how placard reform can greatly benefit the entire disabled community. Police officers who interviewed drivers returning to cars displaying disabled placards found that 90 percent of the placards checked were being used illegally. These placard abusers therefore stole 90 percent of the meter subsidy intended for people with disabilities. Spending the full meter subsidy to provide public services that benefit all people with disabilities seems much

fairer and more efficient than wasting 90 percent of the subsidy to provide free parking for placard abusers.

FISCAL IMPACT TO CITY/COST: This ordinance will have no fiscal impact on the City.

FISCAL IMPLICATIONS: N/A

BUDGET AMENDMENT NECESSARY: None

REVENUE TO THE CITY: N/A

DESIRED EFFECTIVE DATE: Sixty days from upon adoption.

REQUESTED INTRODUCTION DATE: September 10, 2018

CITY COUNCIL PUBLIC HEARING: September 24, 2018

REQUESTED AGENDA: Consent

RECOMMENDED COUNCIL COMMITTEE: Finance and Economic Development-
(September 21, 2018)

CONSIDERATION BY OTHER GOVERNMENTAL ENTITIES: None

AFFECTED AGENCIES: None

RELATIONSHIP TO EXISTING ORD. OR RES: Ordinance No. 2013-108-74

REQUIRED CHANGES TO WORK PROGRAM (S): None

ATTACHMENTS: Ordinance No. 2013-108-74

STAFF: Lynne Lancaster, DPW (646-6006)