

PARKING COMMITTEE 9/8/25

LIST OF BOARD PACKET DOCUMENTS

1. Parking Committee Agenda for 9/8/25.
2. Parking Committee Draft Minutes for 7/7/25.
3. Hawaii News Now (7/30/25) – “Drivers with disabilities maneuver challenges of Hawaii’s handicapped parking stalls.’
4. US Access Board Technical Guide – Parking Spaces.
5. Chart - Possible Legislation for design of accessible parking spaces
6. State of Tennessee webpage – Disabled Driver Decal.
7. State of Tennessee Disability Parking Permit Application.
8. State of Iowa webpage – Disability Parking.
9. County of Maui Press Release – County Parking Ambassador
10. Parking Permit data analysis report for first two months Q1 Fiscal Year 2025-2026.
11. Parking Committee Report.
12. Draft survey of Disability Parking Permittees.



DISABILITY AND COMMUNICATION ACCESS BOARD

1010 Richards Street, Rm. 118 • Honolulu, Hawai'i 96813
Ph. (808) 586-8121 (V) • Fax (808) 586-8129 • (808) 204-2466 (VP)

NOTICE OF MEETING

Disability and Communication Access Board

Standing Committee on Parking Meeting

September 8, 2025
12:00 p.m. – 1:00 p.m.

AGENDA

The Disability and Communication Access Board will be meeting remotely using interactive conference technology. The public is welcome to participate as follows.

Public In-Person Meeting Location

Kamamalu Building
1010 Richards Street, Room 118
Honolulu, Hawaii 96813

Participate Virtually via Zoom

Click on the link below or copy and paste it into your browser window:
<https://us02web.zoom.us/j/83016345634> and enter Meeting ID: 830 1634 5634.

To join by phone

Dial 1 669 900 6833 and enter Meeting ID: 830 1634 5634.

Public Testimony

Oral testimony - Members of the public may present comment or testimony on each agenda item.

Written Testimony - To ensure the public as well as Committee members are able to review testimony prior to the meeting, we request written testimony be submitted 48 hours prior to the scheduled meeting date and time.

Written testimony may be submitted by one of the methods listed below:

- By email to: dcab@doh.hawaii.gov
- By U.S. Postal Mail:
Kirby Shaw, Disability and Communication Access Board, 1010 Richards Street,
Room 118, Honolulu, HI 96813

- By facsimile to: (808) 586-8129

AGENDA

- I. Call to Order
Review Remote Meeting Procedures
 - This meeting is being recorded.
 - A quorum of Committee members is required to be visible on screen.
 - Raise hand to speak unless called upon.
 - Identify yourself before speaking.
- II. Roll Call/Introductions
- III. Public Testimonies Submitted - Review
- IV. Approval of Meeting Minutes for July 7, 2025.
- V. Old Business
 - A. Review of possible statutes or rule amendments relating to the design of accessible parking spaces.
 - B. Review of State of Iowa and State of Tennessee disability parking sticker option.
 - C. Staffing Update.
 - D. County Memorandums of Agreement (MOA) – Parking Program.
 - E. Maui County [Parking Ambassadors Program](#).
 - F. Public Education Efforts
 1. How to Design an Accessible Parking Space Brochure.
 2. Proposed procedure to send warning letters to vehicle owners who use fraudulently manufactured or altered placards.
 - G. State Capitol Building, Parking, and Accessibility Concerns.
 - H. State Legislation - Update
 - A. [Senate Bill 1008 House Draft 1 Conference Draft 1](#) - Relating to Parking. Authorizes the counties to adopt ordinances to enforce the accessible parking space requirements for parking spaces reserved for persons with disabilities and electric vehicles.

VI. New Business

- A. Disability Parking Placard Issuance Statistics for the first two months of Quarter 1 Fiscal Year 2025-2026.
- B. Email Notification to Permittees of Pending Parking Permit Expirations for the first two months of Quarter 1 Fiscal Year 2025-2026.
- C. Procurement of Disability Parking Placards and Month/Year Decals.
- D. Death Records Crossmatch and Disability Parking Permit Retrieval.
- E. Webpage for Reporting Placard or Access Aisle Abuse - Number of Submissions.
- F. Webpage for Reporting Non-Design Compliant Accessible Spaces - Number of Submissions.
- G. Concern with availability of appointments at City and County of Honolulu issuing Locations.
- H. Draft Survey of Disability Parking Permittees.
- I. Concern with parking lots only accepting payment via QR code.
- J. Review of Smart Parking Systems
 - 1. [Italy's Smart Parking](#)
 - 2. [Gtechna Smart Parking](#)
- K. Tax credit for businesses who provide accessible parking spaces.

VII. Open Forum: Public comment on issues not on the agenda for consideration on a future Committee agenda.

VIII. Next Meeting

IX. Adjournment

If you need an auxiliary aid/service or other accommodation due to a disability, contact Cindy Omura at (808) 586-8121 or dcab@doh.hawaii.gov as soon as possible. Requests made as early as possible have a greater likelihood of being fulfilled.

Upon request, this notice is available in alternate/accessible formats.

The agenda and meeting materials for this meeting are available for inspection at the DCAB office located at 1010 Richards Street, Room 118, Honolulu, Hawaii 96813 and on the DCAB website at: <https://health.hawaii.gov/dcab/dcab-agendas-and-minutes/>.



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DRAFT MINUTES **Standing Committee on Parking Meeting**

Location: Virtual via Zoom and 1010 Richards Street, Room 118
Date: July 7, 2025
Time: 12:00 p.m.

PRESENT: Violet Horvath, Chairperson pro tem; Dayne Greene, Gerald Ohta, Charlotte Townsend, Board Members; Elizabeth Delovio, Bryan Mick, Kristine Pagano; Staff

PUBLIC

PARTICIPANTS: Greg Au, Peter Fritz, Donald Sakamoto

SIGN LANGUAGE

INTERPRETERS: Carrie Kaufman and Laura Safranski

- I. Chairperson pro tem Violet Horvath called the meeting to order at 12:05 p.m.
- II. Committee members, staff, and the public participants introduced themselves.
- III. Public Testimonies Submitted - Review
 - A. Bryan Mick reported he received a phone call from a permittee who has a temporary disability placard and drives an open-air vehicle. He was concerned the placard would be stolen out of his vehicle and asked if there were any other options. Permittees with temporary disabilities do not qualify for a special license plate. There are no other options. The Committee asked staff to research if other states have addressed this situation.
 - B. Bryan Mick reviewed a Hawaii News Now television segment about a permittee receiving a citation for partially parking within an access aisle. Access aisles serve multiple spaces and are part of the accessible pedestrian route, so the space is legally required to be unobstructed.

The Americans with Disabilities Act Accessibility Guidelines (ADAAG) requires access aisles be unobstructed, and state law provide for a citation and a fine if a vehicle parks in an access aisle. The ADAAG also allows an access aisle to be on either side of an accessible parking space, unless the space is angled in which case it must be on the passenger side because side ramps and lifts usually deploy from the passenger side.

It is not legal to back a vehicle into an angled parking space, therefore a disabled driver may not be able to use an angled accessible parking space's access aisle. When a permittee receives a citation, they have an option to "admit but explain mitigating circumstances" to the court. It is the judge's discretion to waive or reduce the fine. No state requires access aisles on both sides of an accessible parking space; however, the State of New York requires all access aisles to be van accessible, which means they are eight feet wide.

Testimony: Greg Au explained that he was the permittee who was cited. He and his wife both use the access aisle to exit their vehicle. He wants access aisles required on both sides of an accessible parking space. Bryan Mick explained that the ADAAG could be amended to require that, however it is unlikely to happen anytime soon. The best approach with better chances of success would be contacting the Legislature and/or county councils requiring access aisle on both sides of an accessible parking space. Greg Au also commented that he thinks the penalty for partially parking in an access aisle should be repealed in State law.

The Committee asked that this topic be placed on their next agenda for further discussion.

IV. The Committee approved the May 12, 2025 meeting minutes as circulated (M/S/P Horvath/Townsend).

V. New Business

A. Review of the Proposed Parking Plan of Action Fiscal Year (FY) 2025-2026 including any proposed revisions to goals and objectives for the Parking Program.

The Committee deleted objective 8.3.8 which would introduce legislation to suspend the driver's license of anyone caught using a deceased persons parking placard.

The Committee inserted new objective 8.3.8 to introduce legislation amending the meter fee exemption from "2.5 hours or the maximum time the meter allows" to "4.5 hours." This ensures people with the extended time for the roundtrip to exit and enter their vehicle, unload and load mobility equipment, and to travel from the metered space to their destination and back. The 4.5 hours still deters employees with or without a disability to use fraudulently a Disabled Persons Parking Exemption Permit (DPPEP) to avoid paying for an off-street parking space. Staff shared that if the meter fee exemption equals a typical 8-hour workday, employees with or without a disability will have a financial incentive to fraudulently use a DPPEP.

The Committee inserted a new objective 8.4.4 to authorize staff to work with the counties to implement a process where the counties provide registered vehicle owner names and mailing addresses upon request. DCAB will request this when they receive reliable photographic evidence that an accessible parking space violation occurred at an ADA Titles II or III covered parking facility. Bryan Mick explained this will require a Memorandum of Agreement (MOA) amendment with the counties, and the proposed MOA amendment will be reviewed by the State Attorney General's Office and the Counties' Corporation Counsels prior to it being executed.

Testimony: Peter Fritz commented his concern with due process. Bryan Mick commented that the MOA will specify any communication with the vehicle owner and will make it clear that the violation is not a summons or citation, but purely an educational reminder.

B. Flyer for Americans with Disabilities Act (ADA) 35th Anniversary Event – Park with Aloha.

A draft of an informational flyer about the parking program was circulated. The flyer will be issued at the upcoming ADA 35th Anniversary rally on Oahu on Friday, July 25, 2025, from 9:00 a.m. – 11:00 a.m. at the State Capitol Rotunda. Similar events are planned on Big Island, Kauai and Maui.

C. Department of Health Social Media Reminder – Park with Aloha on the 4th of July.

Ahead of the 2024 holiday season, DCAB published via the Department of Health's social media channels a reminder for drivers and businesses. DCAB reminded people to park with aloha in accessible spaces or to not park without a valid disability permit, and for businesses to check their parking lots to ensure that their parking lots are properly designed with accessible parking spaces. A similar message was published on July 2nd with the expectation that many people would be visiting stores to buy supplies on July 3rd during the 4th of July weekend.

D. Title II entities failure to submit plans to DCAB Facility Access Unit (FAU) Review.

1. A member of the public informed DCAB about the lack of accessible parking spaces at the Aloha Stadium. DCAB learned that a portion of the Aloha Stadium's parking lot was restriped because the swap meet is moving into that section. No plans were submitted to our Facility Access Unit that reviews all state and county plans and specifications for buildings, facilities, and sites to ensure compliance with Hawaii Revised Statutes 103-50.
2. The County of Hawaii recently issued a press release about a newly constructed parking lot serving the William Charles Lunalilo

Playground – “Blue Park.” There were no accessible parking spaces observable in the press release’s photo. DCAB had no record of this project being submitted for review. The County ADA Coordinator informed DCAB that there were no formal construction plans drawn. The County Parks Department said it was an expansion of an existing lot, and the minimum number of required accessible spaces was provided in the existing lot. However, staff determined that a person parking in this new lot would have to exit into the public right of way to reach the park, and therefore it is considered a separate parking facility. Staff also clarified to the County that any construction plans should be submitted for review and does not need to be in formal plans drawn by an architect or engineer. Staff also noticed a preexisting pedestrian path running behind the new lot and asked the County to determine if it complied with ADAAG.

VI. Open Forum

Peter Fritz commented that DCAB needs to review and update the Program and Services Policy Manual and do a better job of communicating with the State and County ADA Coordinators.

Donald Sakamoto raised a concern with the new Don Quijote store in Kapolei. The exit is located on the opposite side of the building from the entrance, but the accessible parking spaces and the HandiVan drop-off/pick up area are both near the entrance. This forces people to walk a far distance upon exiting. Although there is a security guard at the entrance, they refuse to let people exit as an accommodation. He asked HandiVan to work with Don Quijote and create a HandiVan pick up area closer to the exit.

Bryan Mick commented that the Committee packet included a graph showing the trends of various parking permits issuance for the past several years. DCAB anticipates a slowdown in the number of long term renewals starting in April 2026 and lasting about one year, coinciding with the start of COVID. This is because long-term placards are valid for six years. The slow period will present an opportunity for staff to do special projects, such as processing another death letter retrieval in our efforts to reduce fraudulent use of a deceased disability permittee. The Committee was interested to see if a six (6) month interval increases the return rate from the estates of deceased permittees.

VII. Next Meeting

The next meeting is scheduled for Monday, September 8, 2025, at 12:00 p.m.

VIII. Adjournment

The meeting adjourned at 1:04 p.m.

NOTE: All votes were unanimous unless otherwise noted.

Respectfully submitted,

BRYAN K. MICK

7% of Hawaii residents have a handicap placard, but some say there's not enough accessible parking

Ala Moana Center is one of the areas frequently patrolled by handicapped parking enforcement officers.

By [Annalisa Burgos](#)

Published: Jun. 30, 2025 at 4:37 PM HST|Updated: 16 hours ago

HONOLULU (HawaiiNewsNow) - Ala Moana Center is one of the areas frequently patrolled by handicapped parking enforcement officers.

They're on a mission to protect the coveted spaces reserved for persons with disabilities.

HPD says it issues 1,000 violations a year with officers enforcing on public and private parking lots.

The placard "has to be valid and the person that was issued to needs to be present within that vehicle," said HPD Capt. Brandon Yamamoto of the traffic division.

"We do find that most people that do utilize those laws are within the legal parameters of the law."

Fines are steep -- \$260 -- but some drivers have been successful in contesting their citations.

"They should at least send in an explanation to the courts, either mitigating the circumstances or explaining it. With a valid permit, there is that lowered penalty fee," Yamamoto said.

The most common violation is not displaying a valid disabled parking permit.

Another common offense is blocking the access aisle -- the striped area next to the handicapped space.

That was the reason [Greg Au got a ticket at Kahala Mall last month](#).

The 81-year-old has a handicapped placard, but he didn't have enough space to get out of the driver side since the access aisle was on his passenger side. He had to block the aisle to get out.

Au contested it in court, and the judge lowered the \$260 fine to \$25 with an option to go to trial.

Seven percent of Hawaii residents have handicap placards, and many feel there aren't enough spaces, or spots are poorly designed.

Au said his experience prompted him to advocate for better access.

"Somebody's got to go first, and I'll take all the bruises, and I'll go first, but hopefully make it better for the people coming behind me," Au said.

He wants to see access aisles on both sides of a handicapped space to accommodate both a disabled driver or disabled passenger, but the law only requires one.

And if you've had trouble finding a handicapped spot in big public places, that's because ADA standards only require 2 percent of total spaces be accessible.

"The people with the handicap placards who have had issues with this handicapped stalls, including caregivers, they need to speak up," Au said. "I'm just one little guy, one little voice."

The state Disability and Communication Access Board, which issues disabled parking permits and oversees compliance with ADA regulations, says state and county lawmakers can adopt a new law or ordinance requiring property owners to design more handicap parking spaces and require access aisles on both sides of a space.

"This is definitely a David and Goliath mission, and so I just want to thank everybody out there who is willing to help and support and aloha," Au said.

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https://www.hawaiinewsnow.com/2025/07/01/7-hawaii-residents-have-handicap-placard-some-say-theres-not-enough-accessible-parking/?utm_source=taboola&utm_medium=organicclicks



Parking Spaces



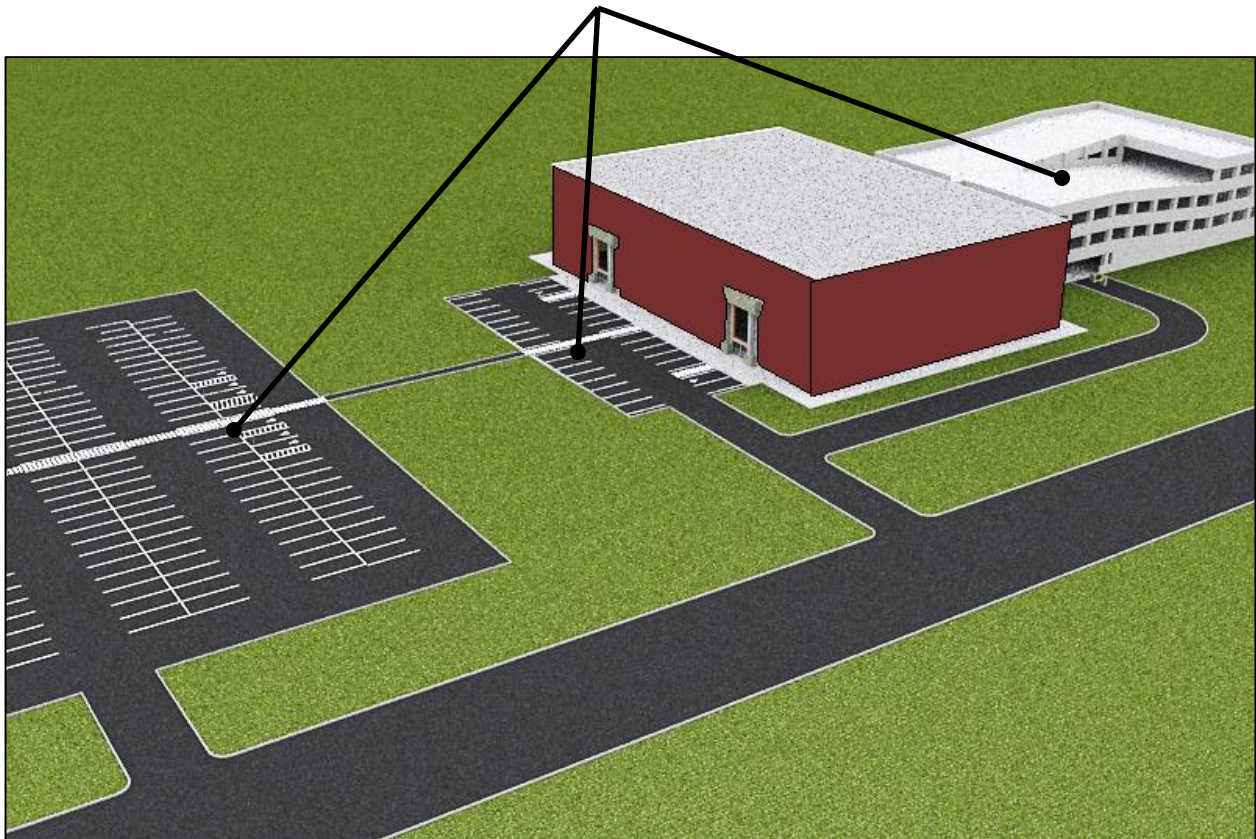
This guide explains requirements in the ADA Standards for parking.

Required Number [§208]

Accessible parking spaces are required for each parking facility on a site, such as lots and garages. Requirements apply equally to public and employee or restricted parking. On sites with multiple parking facilities, the minimum number of accessible spaces must be calculated separately for each parking facility instead of on the combined total of parking spaces provided on the site. At least one of every 6 accessible spaces, or fraction of 6, in each parking facility must be sized to accommodate vans.

Accessible Parking on a Site

The required number of accessible spaces, including van spaces, is calculated separately for each parking lot and garage on a site. Accessible spaces must be dispersed among accessible entrances and be located on the shortest accessible route to the entrance they serve.



Exception: Compliance is not required for parking spaces used exclusively for buses, trucks, other delivery vehicles, law enforcement vehicles, or vehicular impound if accessible passenger loading zones are provided where such lots have public access (§208.1, Ex.).



Minimum Number of Accessible Parking Spaces [§208.2]

Parking Facility Total	Minimum Number of Accessible Spaces		
	Standard	Van*	Total (Standard + Van)
1 - 25	0	1	1
26 - 50	1	1	2
51 - 75	2	1	3
76 - 100	3	1	4
101 - 150	4	1	5
151 - 200	5	1	6
201 - 300	5	2	7
301 - 400	6	2	8
401 - 500	7	2	9
501 - 550	9	2	11**
551 - 600	10	2	12**
601 - 650	10	3	13**
651 - 700	11	3	14**
701 - 750	12	3	15**
751 - 800	13	3	16**
801 - 850	14	3	17**
851 - 900	15	3	18**
901 - 950	15	4	19**
951 - 1000	16	4	20**
1001 - 1100	17	4	21***
1101 - 1200	18	4	22***
1201 - 1300	19	4	23***
1301 - 1400	20	4	24***
1401 - 1500	20	5	25***
1501 - 1600	21	5	26***
1601 - 1700	22	5	27***
1701 - 1800	23	5	28***
1801 - 1900	24	5	29***
1901 - 2000	25	5	30***
2001 and over	(*** - *)	*	***

* at least 1 of every 6 accessible spaces or fraction of 6

** 501 - 1000: 2% of total

*** 1001 and over: 20 + 1 for each 100 or fraction thereof over 1000

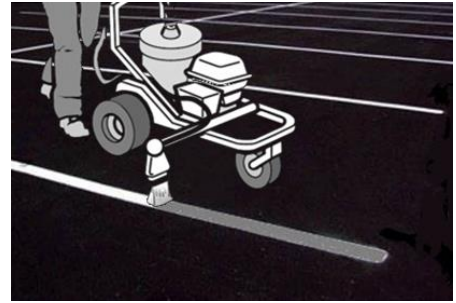
Valet Parking

Accessible spaces are required in parking facilities with valet parking because vehicles specially equipped for persons with disabilities may not be easily used by others. Further, valet parking may not be available at all hours a parking facility is open. An accessible passenger loading zone also is required at facilities with valet parking (§209.4).



Alterations and Additions

Accessible spaces are required where parking facilities are altered or added. The term 'alterations' includes resurfacing of vehicular ways (§106.5). Resurfacing or resealing and projects that add new parking spaces constitute alterations (or additions) and must include accessible spaces as required in the scoping table. Normal maintenance, such as pothole repair, surface patching, or repainting in place existing striping for a few spaces, is not considered an alteration except where it affects a facility's usability.

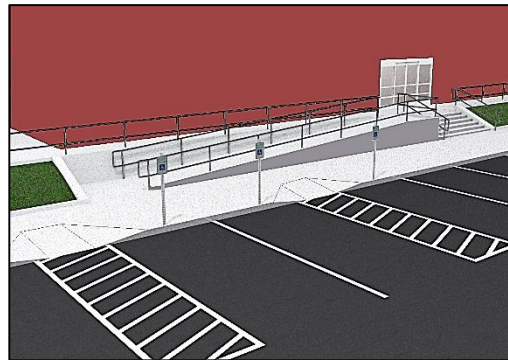


Refreshing existing striping in place for several spaces or filling potholes is typically considered normal maintenance, not an alteration.

Location [§208.3]

Where parking serves multiple entrances to a facility, accessible spaces must be dispersed among accessible entrances. (If the number of accessible entrances exceeds the number of accessible spaces, additional accessible spaces are not required). Accessible parking spaces must be located on the shortest accessible route to an accessible entrance, relative to other spaces in the same parking facility. A maximum travel distance is not specified in the Standards.

Accessible spaces required for one parking facility can be located in another if doing so results in substantially equal or better access in terms of travel distance to an accessible entrance, parking fee, or user conveniences such as protection from weather, better security and lighting. The minimum number must still be determined separately for each parking facility. Locating accessible spaces required for a parking structure in a surface lot often will not qualify for this exception because such a location typically offers less convenience, security, and protection from the elements.



In some cases, achieving the shortest accessible route will require locating accessible spaces closest to an entrance ramp instead of the entrance doors.

Multiple Parking Facilities on a Site

Scoping and dispersion requirements ensure access to all parking facilities on a site, including large sites with many lots and garages, such as airports, shopping malls, and campuses. The term "parking facility" encompasses parking lots, as well as garages, decks, and other parking structures. The minimum number of accessible parking spaces must be determined separately for each parking facility.

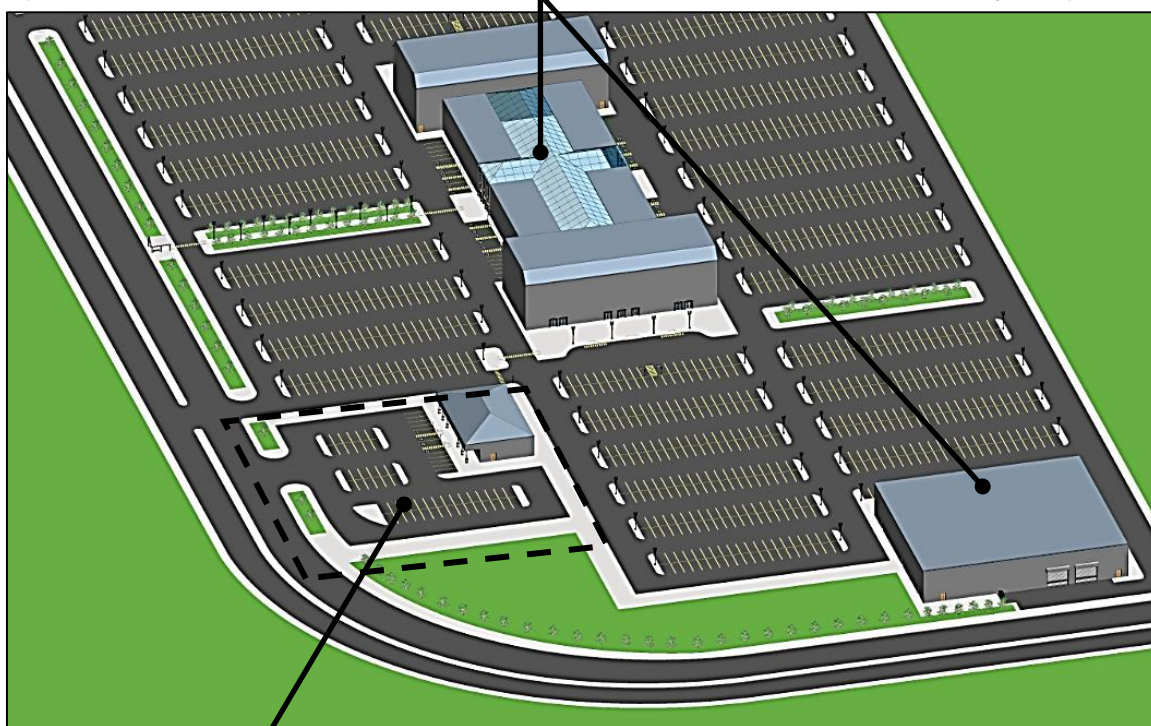
Parking facilities are to be treated separately for scoping purposes if they are either:

- structurally different (e.g., surface lot versus parking garage or deck);
- dedicated to, and separately serve, different facilities on a site;
- segmented and separated by guard rails, fencing, or barriers, particularly where they serve different users; or
- separated by streets or roadways (as opposed to drive aisles on a site).

Surface lots that are contiguous or that are segmented by landscaping or drive aisles (i.e., vehicular passageways located within parking areas), but not streets or roadways, typically can be treated as a single parking facility.

Example Site: Shopping Mall

The parking lot serving the shopping mall (center) and store (lower right) can be treated as one parking facility because the parking area is not divided or separated. Accessible spaces must be dispersed and located at different facilities and accessible entrances served by the parking lot.



This lot is treated as a separate parking facility because it is divided from the surrounding lot by a raised sidewalk and is dedicated to a specific building.

Parking areas that are labeled (e.g., "Lot A") to help users locate their vehicles but that are part of the same lot (i.e., not separated) do not have to be treated as separate parking facilities.



Recommendation: Where spaces within the same parking facility are assigned or restricted to specific user groups, consider calculating the minimum number of spaces separately for each type of parking or proportionately dispersing accessible spaces based on the overall total across each type of parking to ensure sufficient access for all users. Note that greater dispersion may be required under the Department of Justice's ADA regulations governing policies and practices to ensure sufficient access for all users.



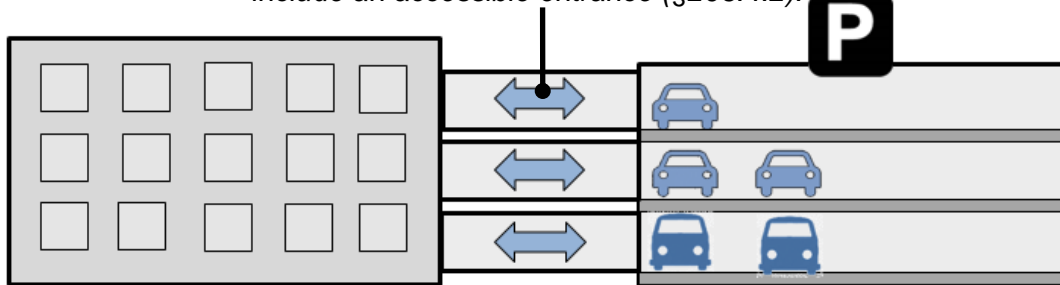
Garage Parking

The Standards apply to parking garages, including those provided below grade. At sites that also include surface lots, a garage is treated as a separate parking facility for scoping purposes.



Multi-Level Parking Garage with Direct Connections to Facility

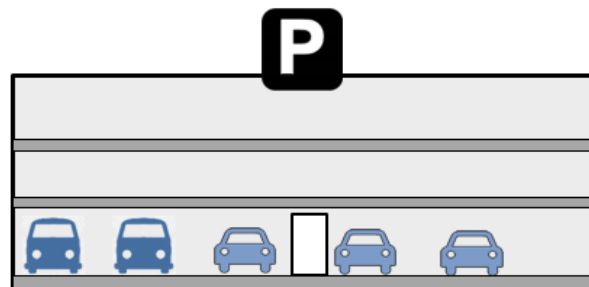
Each direct connection to a facility must include an accessible entrance (§206.4.2).



Dispersing accessible spaces among accessible entrances requires placement of non-van accessible spaces on different levels. All van spaces can be grouped on one level (§208.3, Ex. 1).

Multi-Level Parking Garage Not Serving a Particular Facility

In parking garages that do not serve a particular facility, accessible spaces must be located on the shortest accessible route to an accessible pedestrian entrance of the garage (§208.3).



Accessible spaces, including van spaces, must be located so that they provide the same level of protection and security as other spaces in the garage. Locating accessible spaces required for a garage on the exterior is not usually acceptable.

Mechanical Access Parking Garages

Accessible parking spaces are not required in mechanical access parking garages where lifts are used to stack vehicles. However, such facilities must provide at least one accessible passenger loading zone at vehicle drop-off and pick-up areas so that people with disabilities can transfer from vehicles (§209.5).

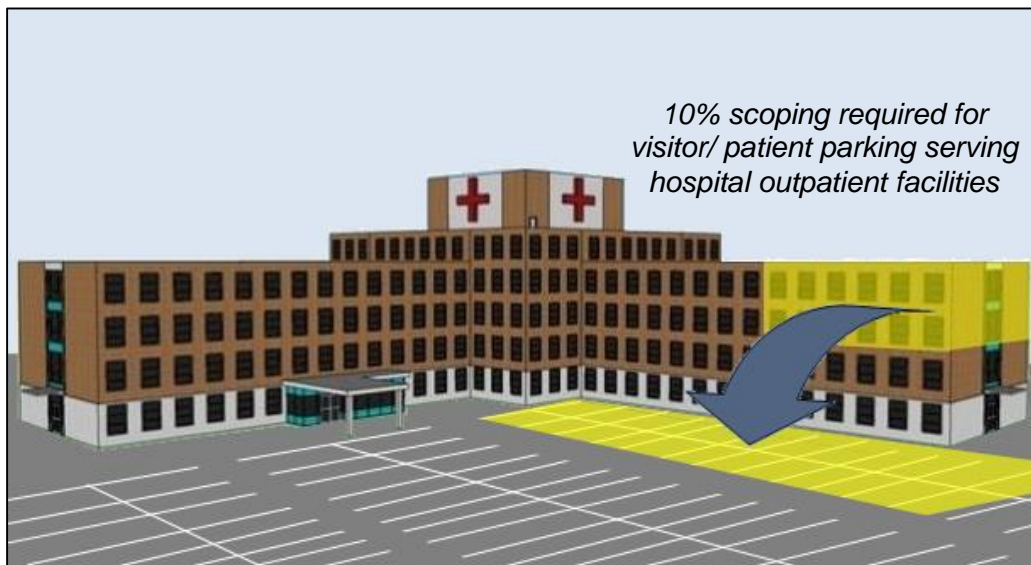


Hospital Outpatient Facilities [§208.2.1]

The Standards require a higher level of accessible parking at hospital outpatient facilities. At least 10% of patient and visitor parking spaces that serve such facilities must comply. This applies to those units in hospitals that provide regular or continuing medical treatment without overnight stay. Other types of medical facilities not located in hospitals, including doctors' offices and independent clinics, are not subject to this requirement but to the regular scoping table.



Accessible Parking at Outpatient Facilities in Hospitals



Within a multi-use facility, the 10% requirement applies to the number of visitor/ patient spaces intended to serve hospital outpatient facilities. Most local zoning codes require parking spaces based on facility square footage, occupant load, and occupancy and can be consulted when determining the number of spaces serving outpatient facilities. Spaces serving employees or other areas of a hospital are subject to the regular scoping table.

Rehabilitation and Outpatient Physical Therapy Facilities [§208.2.2]

At least 20% of patient and visitor parking spaces must be accessible at outpatient physical therapy facilities (including those not located at hospitals) and at rehabilitation facilities that specialize in treating conditions that affect mobility. Conditions affecting mobility include:

- those involving the use of mobility aids and devices (braces, canes, crutches, prosthetic devices, wheelchairs, or powered mobility aids);
- arthritic, neurological, or orthopedic conditions that severely limit one's ability to walk;
- respiratory diseases and other conditions which may require the use of portable oxygen; or
- cardiac and other conditions that impose substantial limitations on one's mobility.

Rehabilitation facilities that provide, but that do not specialize in, services or treatment for persons with mobility impairments, such as general rehabilitative therapy centers, are not subject to the 20% requirement. In mixed-use facilities, the 20% may be applied only to the portion of spaces that are determined to serve the types of rehabilitation or outpatient therapy facilities covered by this provision.

Residential Facilities [§208.2.3, §208.3.2]

Accessible parking at residential facilities is based on the ratio of parking spaces to dwelling units.



Parking at Residential Facilities

Resident Parking (§208.2.3.1)

Where at least one parking space is provided for each dwelling unit, at least one accessible space is required for each mobility accessible unit. Spaces must be located on the shortest accessible route to the dwelling unit entrance they serve (§208.3.2). Those assigned to specific units are not required to be identified by signs (§216.5, Ex. 2). If the total number of resident spaces is less than the total number of units, accessible parking is based on the scoping table in 208.2 (but providing one accessible space for each mobility accessible unit is advisable).



Additional Resident Parking (§208.2.3.2)

At least 2%, but no fewer than one, of resident parking spaces provided in excess of the one per unit total must comply. These spaces must be dispersed among all types of resident parking except where substantially equal or greater accessibility is provided in terms of distance from an accessible entrance, parking fee, and user convenience (§208.3.2, Ex).

Visitor and Other Parking (§208.2.3.3)

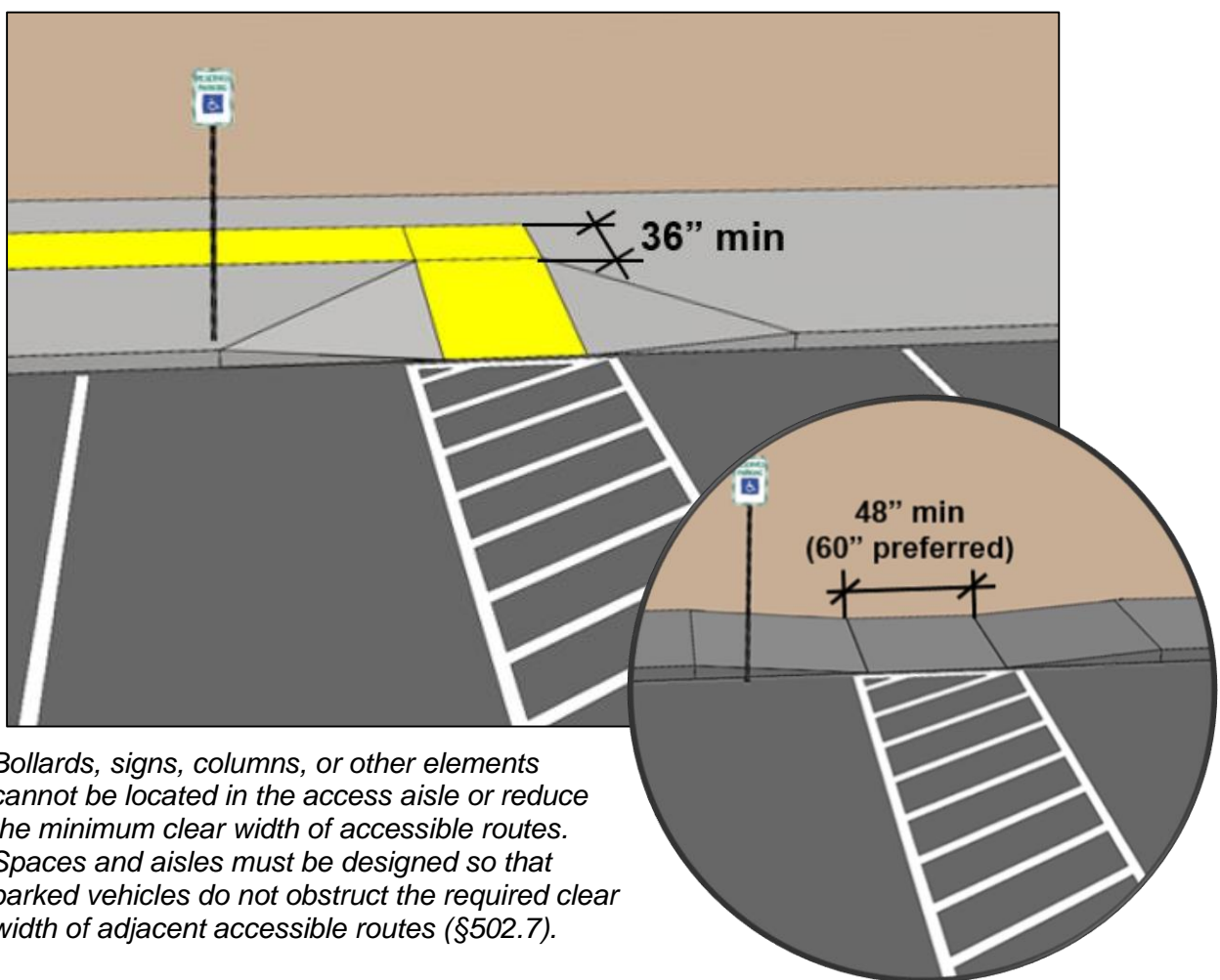
Parking spaces for guests, employees, or other non-residents are subject to the scoping table in 208.2.

Accessible Parking Spaces [§502]

Requirements for accessible parking spaces address the size and marking of regular and van spaces and access aisles, surfaces, vertical clearance at van spaces, identification, and connecting accessible routes.

Accessible Routes and Access Aisles

Accessible routes must connect directly to access aisles. Curb ramps, where provided, cannot protrude into access aisles (which cannot slope more than 1:48 max.) to accommodate wheelchair transfers and vehicle ramps or lifts (§502.4). A landing at least 36" deep is required at the top of curb ramps; in alterations where space for this landing is unavailable, curb ramps must have side flares with a 1:12 max. slope (§406.4).



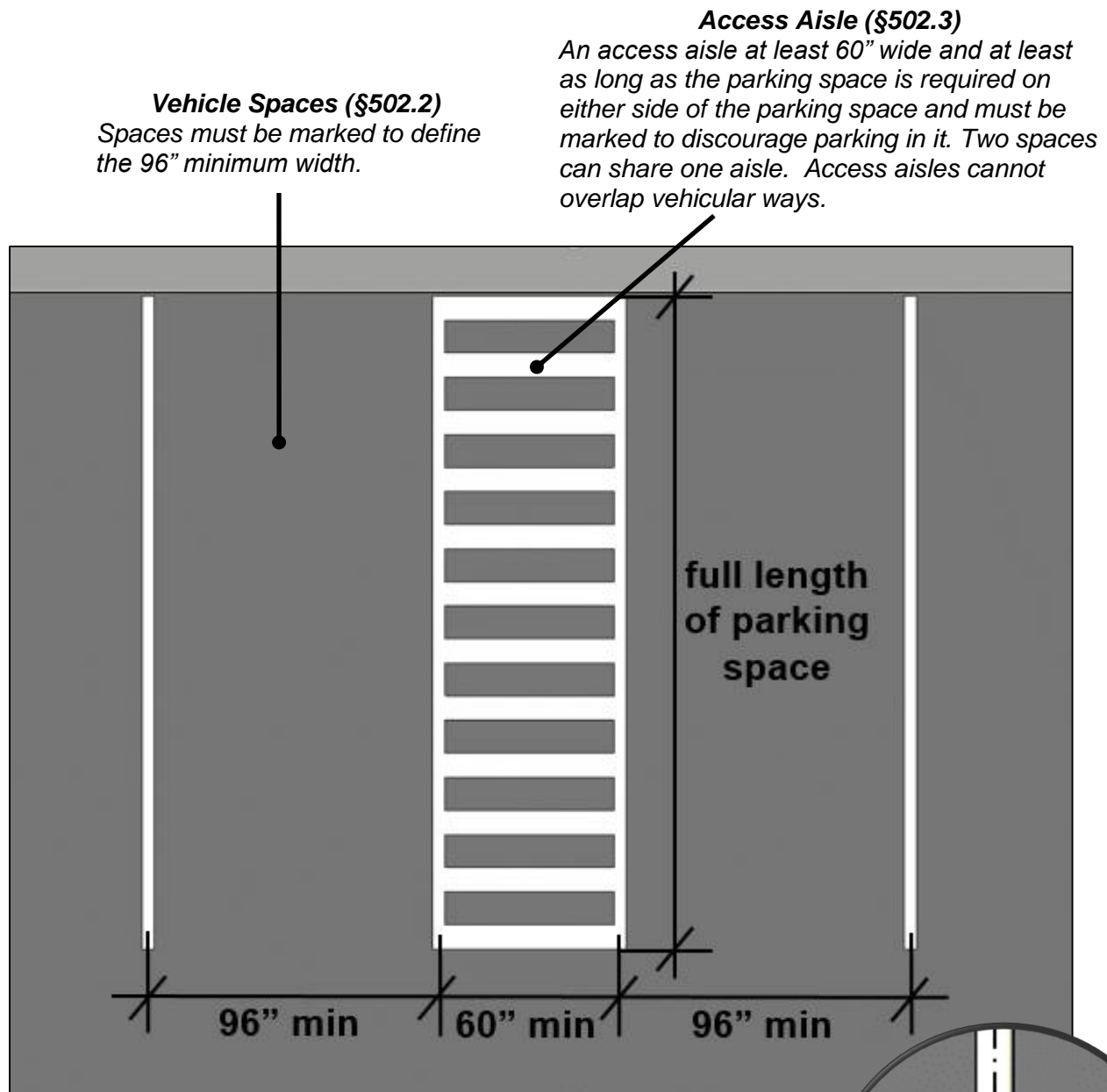
Bollards, signs, columns, or other elements cannot be located in the access aisle or reduce the minimum clear width of accessible routes. Spaces and aisles must be designed so that parked vehicles do not obstruct the required clear width of adjacent accessible routes (§502.7).

Where space for curb ramps is limited, including in alterations, parallel ramps can provide an alternative.



Recommendation: Configure accessible routes so that they run in front of, instead of behind, parking spaces.

Accessible Parking Space



Surfaces (§502.4)

Parking spaces and access aisles must meet requirements for floor and ground surfaces (§302) and cannot have changes in level other than slopes not exceeding 1:48.

Markings (§502.1, §502.2, §502.3.3)

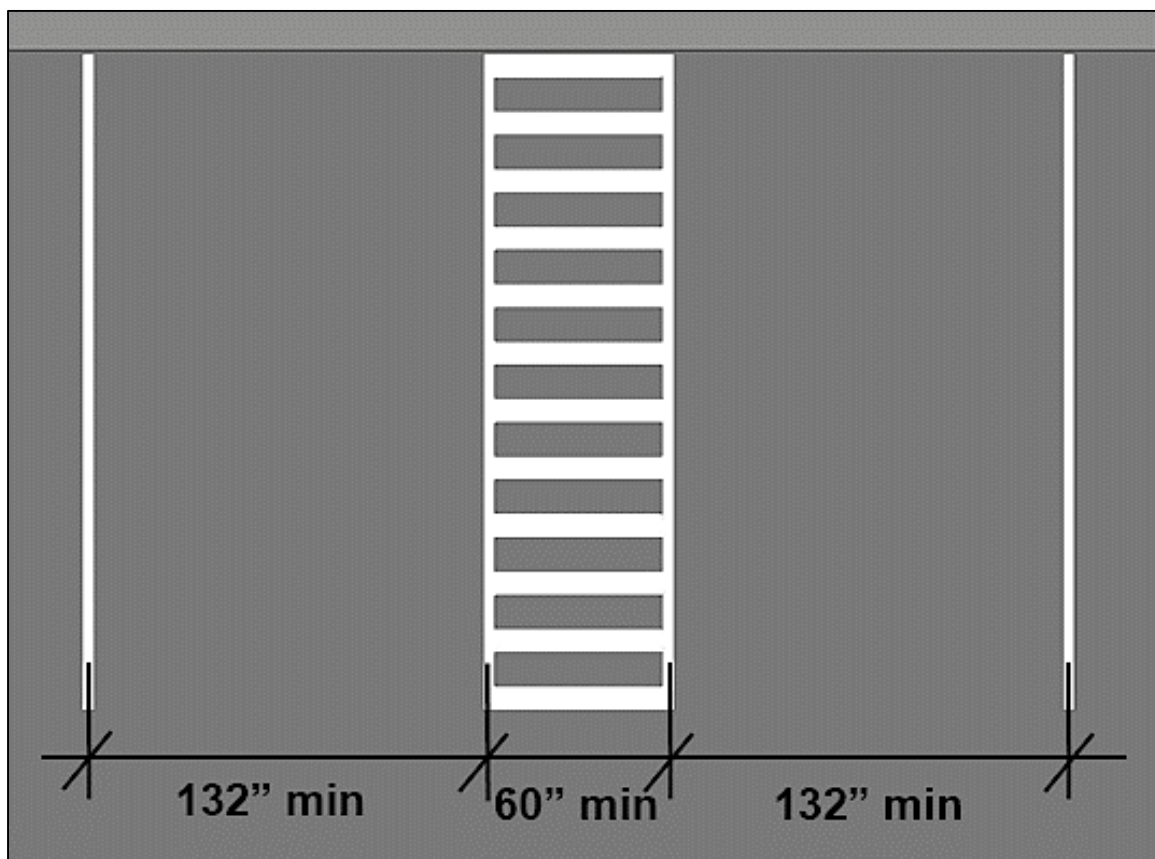
Both the parking space and access aisle must be marked. The marking method and color is not specified in the Standards, but may be addressed by state or local codes or regulations. The width of spaces and aisles is measured to the centerline of markings (but it can include the full width of lines where there is no adjacent parking space or aisle).

Van Accessible Parking Spaces [§502.1 - 502.5]

At least one space for every 6 or fraction of 6 accessible spaces must be van accessible. Van spaces provide an additional 3 feet of width to accommodate vehicles equipped with ramps or lifts. This extra space can be added to either the parking space or to the access aisle. A wider access aisle saves space since two spaces can share one aisle, but wider spaces can help prevent misuse of the access aisle as a parking space.

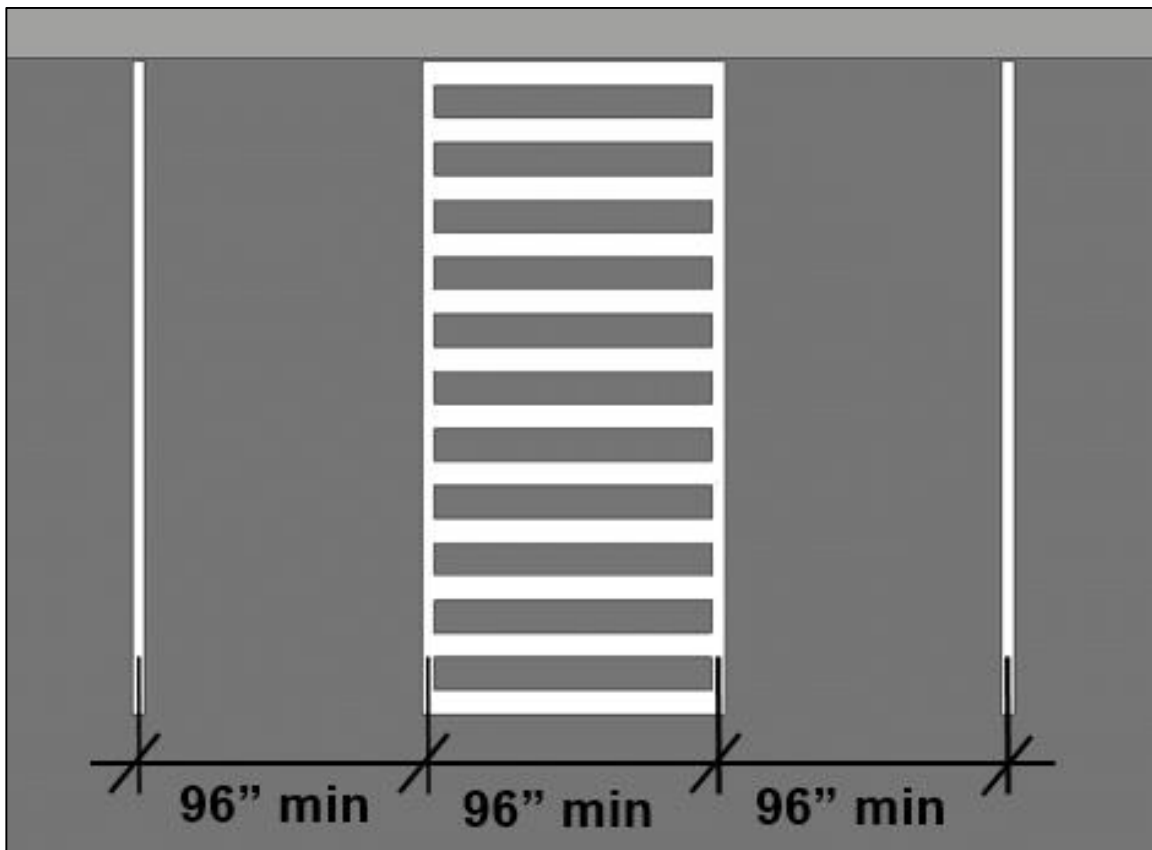


Van Space: Wider Parking Space



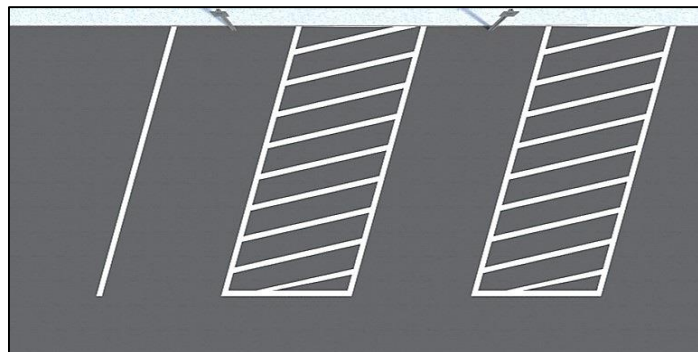
Recommendations: Sizing all accessible spaces (or access aisles) for van accessibility provides greater convenience and helps ensure that van spaces remain available for those who need them. Where a van space and regular accessible space share an aisle, it is advisable to have the access aisle serve the van space on the passenger side (as is required where van spaces are angled) since backing into spaces can be more difficult with vans.

Van Space: Wider Access Aisle



Angled Van Spaces

As with regular accessible spaces, van accessible spaces can share a common access aisle. However, where van spaces are angled, an access aisle is required for each space on the passenger side (§502.3.4). This is the side from which ramps and lifts typically deploy.



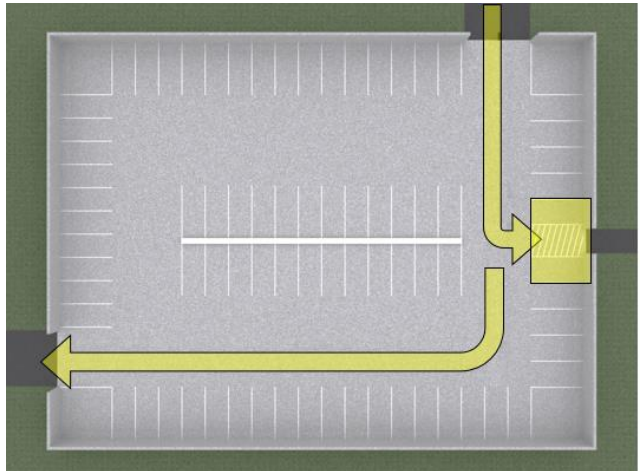
Recommendation: Where standard (non-van) accessible spaces are angled or otherwise restrict entry to one direction only, providing one access aisle for each accessible space (or on both sides where only one accessible space is provided) will offer greater usability by accommodating access on either side. Otherwise, consider designing accessible spaces to permit both front-in and back-in parking.

Vertical Clearance [§502.5]

A 98" minimum vertical clearance is required for van parking spaces/ access aisles and the vehicle route to these spaces from an entrance and from these spaces to an exit. Van spaces can be grouped on one level of parking structures.



Recommendation: Signs at garage entrances that indicate vertical clearances and the location of van spaces are advisable.



Pay Stations

Pay stations and other elements that serve accessible parking spaces must comply with requirements for operable parts (§309) and be served by an accessible route. Requirements for operable parts cover clear floor space, operating characteristics, and location within accessible reach ranges. Operable parts that are used from inside vehicles, such as garage ticket dispensers at vehicle entry, are not required to comply with the Standards. However, under DOJ's ADA regulations, policies or practices must be in place to accommodate persons with disabilities who are unable to use such devices.



Requirements for operable parts include:

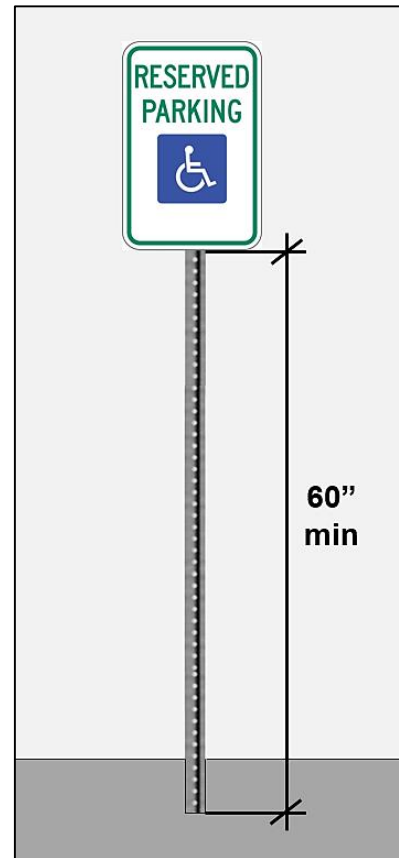
- Clear floor space for a forward or side approach (§309.2)
- Location within accessible reach ranges (§309.3)
- One-hand operation without tight grasping, pinching, twisting of the wrist, or more than 5 pounds of force (§309.4)

Identification [§216.5, §502.6]

Accessible spaces must be identified by signs with the International Symbol of Accessibility (ISA) (§703.7.2.1). Signs identifying van spaces must include the term “van accessible.” This designation is informative and does not restrict use of such spaces to van users only. No other text or content is required by the Standards.

Signs must be at least 60” high measured to the bottom edge so that they are visible while vehicles are parked in a space. Signs can be on posts, or where feasible, on walls or suspended from ceilings (an 80” minimum headroom clearance is required at signs suspended above circulation paths (§307.4)). ISA designations on the parking surface, even if required by a state or local government, cannot substitute for above-ground signs that remain visible at all times.

State or local codes and regulations may address other sign characteristics, including size, color, and additional content, such as “reserved” or violation fines, but the ADA Standards do not.



The van accessible designation is informative, not restrictive, in identifying spaces suitable for vans since such spaces are not limited to vans only. It can be included on the main designation sign or provided on a separate sign.

Exceptions

If a total of 4 or fewer parking spaces (inaccessible and accessible) is provided on a site, the required accessible space does not have to be identified by a sign (i.e., reserved exclusively for use of people with disabilities) (§216.5, Ex. 1). However, all other requirements for spaces, including access aisles, still apply.



At residential facilities, identification of accessible spaces is not required where spaces are assigned to specific dwelling units (§216.5, Ex. 2).

Electric Vehicle Charging Stations



The Standards do not include specific provisions for electric vehicle (EV) charging stations. However, it is advisable to address access to EV charging stations so that they are usable by people with disabilities. If provided, accessible spaces at EV charging stations cannot count toward the minimum number of accessible car and van parking spaces required in a parking facility.

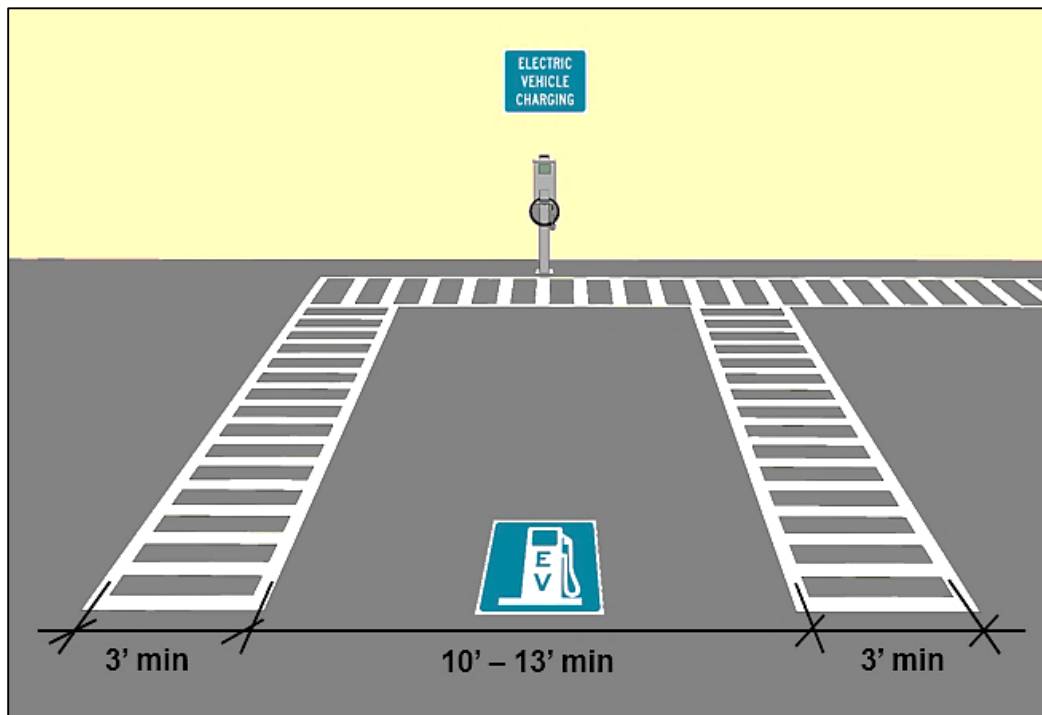


Recommendations: Provide access to a reasonable number of spaces serving EV charging stations or use the scoping table in §208.2 to determine an appropriate number. (The number of accessible spaces serving EV charging stations must be determined separately from the required number of car and van parking spaces.)

Accessible EV Charging Stations

Accessible Route

Provide an accessible route on both sides of the vehicle space that connects to the charging station for easier access.



Vehicle Space

A vehicle space at least 10' – 13' wide is advisable. A 10' width offers an extra 2' that effectively provides a 5' aisle on one side when paired with the accessible route; a 13' wide space will allow an 8' aisle. This flexibility is helpful since the parking direction is determined by the location of the charging station and the vehicle connection. Use the International Symbol of Accessibility only where spaces are reserved exclusively for people with disabilities.



Common Questions

Scoping Requirements

Must the minimum number of spaces be determined separately for each parking facility on a site or can it be based on the collective total of spaces provided on a site?

The minimum number of accessible parking spaces, including van accessible spaces, must be calculated separately for each parking facility on a site. Spaces required for one parking facility can be provided in another where doing so results in equal or greater access and convenience for users, but the required number must still be calculated separately for each parking facility.

Is accessible parking required on sites where no parking is intended?

No, the ADA Standards require accessible spaces only where parking is provided. They do not require accessible spaces where parking is not provided at all. Most local and state codes and regulations address the amount of parking required for a site.

Are accessible spaces required in employee parking lots?

Yes, the requirements for accessible parking spaces apply equally to employee parking facilities and are not limited to visitor parking. Where a parking facility contains parking spaces for visitors and spaces reserved for employees only, it is important that sufficient access is provided to both types of spaces. In this case, it is advisable to calculate the minimum number separately for each type of space as though they were separate parking facilities, but this is not required if they are both located in the same parking lot or garage. Both accessible visitor and employee spaces must be on the shortest accessible route to an accessible entrance.

Are accessible spaces required in temporary parking lots and in unpaved lots, such as gravel or grass lots?

Yes, the ADA Standards apply to both permanent and temporary facilities, including parking facilities (§201.3). In all parking facilities, including gravel or grass lots, parking spaces and access aisles must be marked and have firm, stable, and slip resistant surfaces as specified for accessible ground and floor surfaces (§302).

Is resurfacing of a lot considered an alteration?

According to the definition of "alteration," normal maintenance is not considered an alteration unless it affects a facility's usability. For example, if a lot is to be resurfaced or its plan reconfigured, accessible spaces must be provided. However, work that is primarily maintenance, such as surface patching, does not trigger a requirement for

accessible spaces. When the work is not considered an alteration, providing accessible spaces is advisable where sufficient accessible parking is lacking and may be necessary in meeting obligations for program access by government entities and barrier removal by public accommodations as required by DOJ's regulations.

Are accessible spaces required for tractor trailers at rest stops and other facilities?

No, the Standards exempt those spaces used exclusively for trucks, as well as buses, other delivery vehicles, law enforcement vehicles, or vehicular impound.

Is compliance required for parking spaces designed specifically for recreational vehicles such as motor homes and camping or boating trailers?

Spaces designed for recreational vehicles (RVs) and trailers are not exempt from coverage, but the Standards do not include technical provisions specific to these spaces. If RV or trailer spaces are located in parking facilities with car and van parking spaces, scoping should be applied separately to both types which will permit accessible RV or trailer spaces to be located among other RV or trailer spaces so long as they are on the shortest accessible route to facility entrances among such spaces. Access aisles serving accessible spaces must be as long as the vehicle space they serve.

The ABA Standards, which apply to federally funded sites, provide requirements for outdoor developed areas on federal lands such as camping and picnic facilities that include provisions for RV parking and pull-up spaces. They can be consulted as a reference in addressing access to RV parking on non-federal sites, including those subject to the ADA. The ABA Standards address access to RV and other parking spaces at camping and picnic units and pull-up spaces at dump stations and cover space width (minimum 20', or 16' in the case of a second adjoining space) and utility and sewage hook-ups (§1011 and §1012).

Are accessible parking spaces required on a site where valet service is provided but vehicles are parked off site, such as in a public parking garage or on public streets?

Parking facilities with valet parking must provide accessible parking spaces to allow self-parking by people with disabilities (and must also provide an accessible passenger loading zone (§209.4)). This applies where parking spaces are provided on the same site as the valet parking service. However, if valet parking service is provided on a site without any parking spaces, accessible parking spaces are not required on the site (but policies and practices to accommodate people with disabilities must be in place under the Department of Justice's ADA regulations). Public garages and other parking facilities subject to the Standards must comply and provide accessible parking spaces in any case. If a parking garage does not provide valet parking, or if valet parking service is provided off site by a different entity that parks vehicles in the garage, an accessible passenger loading zone is not required at the garage.

Location and Dispersion

Do the Standards specify a maximum travel distance between parking spaces and facility entrances?

No. The Standards require that accessible parking spaces be on the shortest accessible route to an accessible entrance, but they do not specify a maximum travel distance, nor do they require that parking be installed where none is planned (e.g., directly in front of an entrance).

Can accessible spaces required for one parking facility be located in another one instead?

Accessible spaces required for one parking facility can be located in a different parking facility on the site if it results in substantially equal or greater access and convenience for users. (§208.3.1, Ex. 2). The term “user convenience” applies to factors such as protection from the weather, security, lighting, and comparative maintenance.

Can van spaces required for a parking garage be located in a surface lot instead?

No. Accessible parking, including van spaces, required for one parking facility can be located in another parking facility only where it results in substantially equal or greater access and convenience for users. Open lots do not provide the same level of protection, security, and lighting as garage parking.

Is vertical access required to all levels of a parking garage?

It depends. The Standards require that an accessible route connect each story in “multi-story” facilities but include certain exceptions based on the number of stories or the square footage per floor (§206.2.3). As defined in the Standards, a “story” contains space for “human occupancy” (i.e., equipped with ventilation, light, and means of egress). Levels of open parking structures that do not contain occupiable space are not considered “stories” under the Standards. However, an accessible route must connect all accessible parking spaces to the accessible entrances they serve as well as any other elements or spaces required to be accessible. Vertical access must be provided as necessary to address any changes in level along these required accessible routes. For example, in underground parking garages, elevators or, where feasible, pedestrian ramps, are necessary to provide an accessible route from parking levels with accessible spaces to the facility they serve.

Are accessible spaces required on all levels of a multi-level parking structure?

It depends. If a parking facility has entrances and exits on one level only, standard and van accessible spaces are required on that level so that they are on the shortest accessible route to the entrance/exit. However, where a parking facility has entrances/exits or direct connections to an adjacent building on multiple levels, standard

accessible spaces must be dispersed among accessible entrances on different levels, but van spaces can be grouped on one level under all conditions (§208.3.1, Ex. 1).

Technical Requirements

Can accessible routes run behind other parking spaces?

The ADA Standards require that an accessible route connect parking space access aisles to the accessible entrance they serve but they do not specifically prohibit the accessible route from running behind parking spaces. However, it is recommended that accessible routes be configured so that they run in front of parking spaces for greater safety.

Are bollards, poles, columns, or other elements permitted within the marked area of access aisles?

No elements, including bollards, columns, or poles, can encroach into the defined area of access aisles. (The width of spaces and aisles is measured to the centerline of markings but can include the full line width where there is no adjacent parking space or aisle).

Must accessible routes or crossings be marked?

No. The ADA Standards require accessible parking spaces and access aisles to be marked, but they do not require accessible routes, including portions crossing vehicular ways, to be marked.

How are parking spaces and access aisles to be marked?

The ADA Standards do not specify the method or color of parking space and access aisle markings. State or local codes and regulations may specify such markings. It is important that access aisles be marked in a manner that discourages parking in them, especially those that are 8 feet wide at van spaces.

What are the requirements for the size and color of signs?

The ADA Standards require accessible spaces to be designated by the International Symbol of Accessibility. In addition, van spaces must be labeled by the term “van accessible.” The Standards do not specify sign color, size, or other characteristics. Signs may be subject to additional specifications under applicable state or local requirements or the Manual on Uniform Traffic Control Devices published by the Federal Highway Administration.

Can surface decals substitute for post- or wall-mounted signs?

No, the Standards require signs identifying accessible parking spaces that are at least 60” high measured to the bottom edge of the sign so that they are visible when a vehicle is parked in the space. Surface decals or other identifying features may be required by

local or state codes and can be provided in addition to, but not in place of, signs required by the ADA Standards.

Is front-in only or angled parking prohibited for accessible parking spaces?

No, the ADA Standards do not prohibit front-in only, back-in only, or angled parking spaces. However, where van spaces are angled, the Standards require the access aisle to be located on the passenger side which is the side where vehicle ramps and lifts are typically deployed. Since users pull in or back in depending on which side the access aisle is needed, it is advisable to design both regular and van accessible spaces so that they can be entered in either direction. Otherwise, consider providing one access aisle at each regular accessible space instead of allowing two spaces to share an aisle so that access is available on both sides.

Can accessible spaces be parallel instead of perpendicular?

The Standards do not specifically require that accessible spaces be perpendicular instead of parallel, but perpendicular parking spaces are preferred at facilities located on sites because most allow users to park facing in or out depending on the side that the access aisle is needed. If accessible parking spaces at facilities located on sites (as opposed to those located along public streets) are parallel, they must fully comply with all applicable requirements, including those for access aisles and for van spaces.

Must van accessible spaces be restricted to van use?

No. The required "van-accessible" designation is informative, not restrictive, in identifying those spaces that are better suited for van use and does not restrict the use of spaces to vans only. State or local codes and regulations may require additional verbiage, but the ADA Standards do not. Additional content on van designation signs can recommend that car drivers not use the space unless no other accessible parking space is available.

Do the surface requirements, including those for maximum slope (1:48), apply to all portions of a parking lot?

No, the surface criteria apply only to accessible parking spaces, access aisles, and accessible routes, including those serving other elements or spaces besides parking spaces. Transitions to these areas from other portions of lots should be smooth to prevent tripping hazards.



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	HRS	
CHANGE	PROS	CONS
Require more accessible spaces.	Most frequent complaint	Entities object to having to reserve more parking spaces
Require more van accessible spaces.	(1) Frequent complaint (2) If places have shared access aisles, will not reduce total number of non-accessible spaces.	(1) Entities with stand alone accessible spaces may lose non-accessible spaces. (2) May not help someone who needs access aisles on both sides.
Require access aisles on both sides of all accessible parking spaces.	(1) Assures an access aisle is useable, including when multiple occupants need to exit on opposite sides of the vehicle.	(1) Entities will object to cost and loss of space. (2) Unclear how many permittees find this to be a barrier.
Require access aisles on both sides of an angled accessible parking space.	(1) Since reversing is prohibited, assures that an access aisle will be useable. (2) Limits the number of spaces that would need to renovate	(1) Does not help at a perpendicular space if access aisles on both sides of the vehicle are needed. (2) Entities that need to renovate will object to cost and loss of space. (3) Unclear how many permittees find this to be a barrier.
Requires access aisles on both sides of all van accessible parking spaces.	(1) Assures an access aisle is useable, including when multiple occupants need to exit on opposite sides of the vehicle parked in a van accessible space (2) Limits the number of spaces that would need to renovate	(1) Entities will object to cost and loss of space. (2) Unclear how many permittees find this to be a barrier. (3) Would not solve the issue for standard accessible spaces. (4) Unclear how many permittees find this to be a barrier
Require access aisles on both sides of all van accessible angled parking spaces.	(1) Since reversing is prohibited, assures that an access aisle will be useable to someone on the drivers side (2) Greatly limits the number of spaces that would need to renovate.	(1) Does not help at a perpendicular van accessible space if access aisles on both sides of the vehicle are needed. (2) Entities that need to renovate will object to cost and loss of space. (3) Would not solve the issue for standard accessible angled spaces (4) Unclear how many permittees find this to be a barrier.
	HAR	
CHANGE	PROS	CONS
Require all access aisles to have no parking signs	(1) Reduce instance of vehicles encroaching into access aisle. (2) Reduce mopeds/motorcycles mistaking access aisles for moped parking	Entities object to cost of signs.
Require all van accessible spaces to have “park with aloha” sign.	Increase availability of van accessible spaces for SLRV vehicles.	Entities object to cost of signs.

Disabled Driver Decal

AUTHORITY

Tenn. Code Ann. §§ [55-4-203](#), [55-21-103](#), [55-21-111](#)

[Public Chapter 845 \(2012\)](#), [Public Chapter 720 \(2014\)](#), [Public Chapter 840 \(2016\)](#), [Public Chapter 112 \(2019\)](#)

Class Code: 1020 / Issue Year: 2012



DEFINITION:

“Disabled Driver Decal” – The disabled driver decal is a decal affixed to the lower left corner of most plates. The decal can be affixed to all license plates, **except** for the following plates that are not issued under Tennessee Code Annotated Title 55, Chapter 4, Part 2:

- Low speed
- Medium speed
- Class Code 1000 and 1001 Passenger Plates
- All Commercial plates (H plates, Commercial bus, apportioned, and J plates)
- All Trailer plates (Trailer E, 10 Year Trailer E, Semi plate)
- Class code 5000, 5100, and 5200 Motorcycle Plates

The decal was established to allow holders of these license plates to keep their plate but take advantage of disabled parking privileges by certification of a permanent disability by a licensed physician, licensed chiropractic physician, licensed physical therapist, or Christian Science practitioner listed in the Christian Science Journal.

NOTE: This decal may also be obtained by eligible Disabled Veterans, if the applicant provides a letter from the United States Department of Veteran Affairs verifying that the veteran was rated permanent and totally disabled with an effective date. The applicant does not need to submit the Application for Disabled Person License Plate/Placard.

REQUIREMENTS

To be eligible for a disabled driver decal, the registrant must:

- Complete the [Application for Disabled Person License Plate/Placard](#)
- Have a physician, physical therapist, or Christian Science practitioner listed in the Christian Science Journal complete the Certification of Disability. (If applicant is exchanging an existing unexpired disabled driver plate for a specialty plate, the certification is not necessary).

NOTE: The Disabled Driver Decal is free of charge and does not expire; however, if the applicant changes specialty plates and still wants a decal, a new decal will have to be obtained.

[Transaction 82 should be used for the Disabled Driver Decal](#)

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APPLICATION FOR DISABLED PERSON LICENSE PLATE, PLACARD AND/OR DECAL

To obtain a **disabled person parking placard**, complete **Section A, B, D & E**

To obtain a **disabled person license plate**, complete **Section A, B, C, D & E**

To obtain a **disabled person decal**, complete **Section A, B, C, D & E**

This form must be completed in the name of the applicant. Please complete all information, sign and submit the form in person or by mail to your local County Clerk's office. Go to tn.gov/revenue for your local county clerk contact information.

A. FEES: Please make your selection(s) below. State fees are indicated below.
Additional County Clerk fees may apply. Contact your local County Clerk for more information.

Placard for Persons with Permanent Disabilities*

Permanent Disability Placard (with no vehicle registration in applicant's name)	\$ 26.50
Permanent Disability Placard (with vehicle registration in applicant's name)	No Charge
Permanent Disability Placard Renewal (with or without registration in applicant's name)	\$ 3.00
Permanent Disability Placard (replacement fee)	\$ 2.00

*Please note the Permanent Disability Placard expires 2 years after issuance. To renew, please submit application with the appropriate renewal fees.

Placard for Persons with Temporary Disabilities

Temporary Disability Placard (valid for 6 months)	\$ 10.00
Temporary Disability Placard Renewal (Must submit new application. Renewal must run consecutively for the same disability)	\$ 10.00

Disabled Person License Plate/Decal

Disabled Person License Plate	\$26.50
Disabled Person License Plate (Confined to a wheelchair)	No Charge
Disabled Driver Decal	No Charge

Hearing Impaired Decal

First Decal	No Charge
Second Decal	\$ 5.00

B. Complete the information below:

FIRST NAME	MIDDLE NAME	LAST NAME	DATE OF BIRTH: MONTH	DAY	YEAR
STREET ADDRESS			CITY OR TOWN	COUNTY	STATE ZIP

C. Complete the information below, only if requesting a disabled person license plate or decal: Please provide the description information for the vehicle to which plate or decal will be affixed, below.
If your application is only for a placard, it is not necessary to complete this portion.

TITLE NUMBER	PLATE NUMBER	VEHICLE IDENTIFICATION NUMBER
--------------	--------------	-------------------------------

D. Applicant Certification Statement: I, the undersigned applicant, hereby certify, under the penalties prescribed in Tenn. Code Ann. 55-21-108 and/or 55-21-103, that the statements made herein are true and correct to the best of my knowledge, information and belief.

Applicant's Signature: _____ **Date:** _____

For applicants who are a parent or legal guardian of a permanently disabled individual, please indicate the following and sign above:

Disabled person's name: _____ Applicant is this person's (check one): ☐ Parent ☐ Legal Guardian

APPLICATION FOR DISABLED PERSON LICENSE PLATE, PLACARD AND/OR DECAL

CERTIFICATION OF DISABILITY

E. Certification of Disability: The section below **must be completed** by a medical doctor licensed to practice medicine, a Christian Science Practitioner listed in the Christian Science Journal, nurse practitioner (APRN), or physician's assistant (PA).
NOTE: This is not required when *renewing* a permanent disability placard or disabled person license plate, but is required **each time a temporary disability placard is requested**.

Mechanical device used: Crutches Braces Other (list) _____

Is applicant PERMANENTLY confined to a wheelchair? Yes No Is applicant hearing impaired? Yes No

The nature of the disability is _____

Is disability permanent _____ or temporary _____?

Name of Doctor/Christian Science Practitioner/APRN/PA _____

Address: _____ City: _____ State: _____ Zip Code: _____ Telephone No: _____

In accordance with Tenn. Code Ann. 55-21-103 and 55-21-152, I hereby certify that the disabled individual named in this application has appeared before me and that, in my opinion, he or she meets the requirements of Tenn. Code Ann. 55-21-102(3)(A), (B), and (C) or 55-21-102(4).

Signature of Doctor/Christian Science Practitioner/APRN/PA: _____ Date: _____

COUNTY CLERK USE ONLY

Approved By

Date Approved

Placard/Plate/Decal Number Assigned

Placard Expiration Date

REFERENCE MATERIALS FOR DISABLED PERSON LICENSE PLATE/PLACARD/DECAL APPLICATION

Tennessee Code Annotated Sections 55-21-101 through 55-21-152

- (1) A disabled person is:
 - one who is disabled by paraplegia, amputation of leg, foot or both hands, or other condition, certified by a physician duly licensed to practice medicine (or APRN/PA), resulting in an equal degree of disability (specifying the particular condition) so as not to be able to get about without great difficulty, including impairments that, regardless of cause or manifestation, confine such person to a wheelchair or cause such person to be so ambulatory disabled that he or she cannot walk two hundred feet (200') without stopping to rest and includes, but is not limited to, those persons using braces or crutches, arthritics, spastics and those with pulmonary or cardiac ills who may be semi-ambulatory;"
 - the owner of a motor vehicle with vision of not more than 20/200 with correcting glasses.
 - the owner of a motor vehicle who is so ambulatory disabled that he or she cannot walk two hundred feet (200') without stopping to rest and who is seeking treatment and/or healing solely by prayer through spiritual means in the practice of religion in accordance with the creeds or tenets of the First Church of Christ, Scientist in Boston, Massachusetts. Such condition shall be certified by a Christian Science practitioner listed in The Christian Science Journal as resulting in a degree of disability so that such person is not able to get about without great difficulty;"
- (2) One (1) registration and license plate shall be provided free to those disabled persons that are permanently and totally confined to a wheelchair, when so certified by a physician's statement.
- (3) Any owner or lessee of a motor vehicle who is permanently disabled as certified by a physician licensed to practice medicine, a physician's assistant or nurse practitioner acting in conjunction with a written protocol developed jointly by a physician, or a Christian Science practitioner OR any owner or lessee of a motor vehicle who is the parent or legal guardian of a person who is permanently disabled and who is incapable of operating a motor vehicle, qualifies for a disabled person license plate.
- (4) Permanent and temporary placards shall be issued by the local county clerks.
- (5) Permanent placards
 - may be issued to persons who are permanently disabled as noted on the physician's statement;
 - may be issued to the parent or legal guardian of a permanently disabled individual;
 - shall cost the same as the regular fee for passenger motor vehicles;
 - shall expire two (2) years from the date issued.
- (6) Temporary placards
 - may be issued to persons who are temporarily disabled by a non-ambulatory or semi-ambulatory condition due to surgery, bone fracture or breakage, or similar condition, and whose temporary disabling condition and the estimated duration of such condition is noted on the physician's statement;
 - shall cost \$10.00 for the initial placard issuance and subsequent renewals;
 - shall be issued for the estimated duration of the condition, but not in excess of six (6) months;
 - the use of a "prescription pad" statement can also be used as evidence to determine eligibility for a temporary placard if it is attached to form RV-F1310301 and describes the mobility disabilities as "non-ambulatory" or "semi-ambulatory".
- (7) Disabled Driver Decals:
 - may be issued to allow holders of new specialty earmarked license plates to keep their specialty plate but take advantage of the disabled parking privileges.
- (8) Hearing Impaired Decals:
 - may be issued to persons who are hearing impaired as indicated by a physician's statement;
 - one (1) decal shall be provided free; a second (2nd) decal costs \$5.00;
 - shall be placed in the upper corner of the driver's side of the front windshield, and should be removed when the applicant transfers the vehicle. If the used decal is presented to the Department, a new decal shall be issued without cost.

NOTE: An affidavit must accompany this application when replacing a lost or stolen placard. If the placard is mutilated, the remaining portion of the placard must also accompany the application.

Disability Parking & Services



Topics:

Military/Veteran Services

Types of Permits

- **Removable windshield placards** are issued to a person with a disability on a temporary (six months) or permanent (five year) basis. Removable windshield placards may also be issued to an organization that transports persons with disabilities.
- **Plates** are issued to an owner of a vehicle who is a person with a permanent disability; also issued to parent or guardian of a child with a permanent disability if the child lives with parent or guardian.

- **Stickers** are issued to an owner of a motor vehicle who is a person with a permanent disability. The PWD sticker can be placed on any type of regular, special, or personalized license plate. It cannot be placed on a PWD plate. The PWD sticker is placed on the license plate in the lower-right corner of the rear plate for a specialty or county standard plate. For Natural Resources plates, the PWD sticker is placed above the registration decal on the lower, right-hand side of the plate. For the Flying Our Colors plates, the PWD sticker is placed on the lower, left-hand corner above the registration decal. PWD stickers are available at County Treasurer locations and can be obtained immediately. You may also request a sticker via our online application or by visiting our Ankeny location.

Eligibility

Any Iowa resident with a disability that limits or impairs the person's ability to walk. A person shall be considered a person with a disability and can obtain a removable windshield placard, sticker or plate under the following circumstances.

- The person cannot walk 200 feet without stopping to rest.
- The person cannot walk without the use of, or assistance from, a brace, crutch, another person, prosthetic device, wheelchair or other assisting device.
- The person is restricted by lung disease to such an extent that the person's forced expiratory volume for one second, when measured by spirometry, is less than one liter, or the arterial-oxygen tension is less than 60 mm/hg on room air at rest.
- The person uses portable oxygen.
- The person has a cardiac condition to the extent that the person's functional limitations are classified in severity as Class III or Class IV according to

Press Releases

Posted on: July 3, 2025

County DOT to launch parking ambassador program in Wailuku on July 14

The County of Maui Department of Transportation will launch its new parking ambassador program in Wailuku town starting Monday, July 14, 2025.

Managed by Diamond Parking Services, parking ambassadors will provide on-the-ground parking education and enforcement. Staff will be working in collaboration with Maui Police Department, and parking enforcement aligns with Maui County Code.

The pilot program covers on-street municipal parking areas in Wailuku, including all streets and connecting side roads located within the boundaries of Kaohu Street to the south, Wai'ale Road to the east, Mokuhan and Piihana roads to the north, and High Street to the west.

The initiative is part of the broader Park Maui program that aims to improve parking access, ensure compliance and enhance the overall experience for residents, visitors and local businesses.

“The Parking Ambassador Program is designed to improve access in high-demand areas and support the economic vitality of our local businesses,” County Department of Transportation Director Marc Takamori said. “Our ambassadors will facilitate a smoother, more efficient parking experience for residents and visitors alike.”

For more information on Park Maui, visit www.parkmaui.com.

Tools

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Disability Parking Permit System

Disability and Communication Access Board

Department of Health • State of Hawaii



PARKING DATA ANALYSIS

09/02/2025

5638 Total # of Placards Issued

By Station (31)

00 DCAB: 1873	15 Hawaii Kai: 249
01 Administration: 86	20 Kahului: 269
02 Ala Moana: 347	21 Kihei: 38
03 Chinatown: 100	22 Lahaina: 55
04: 0	23 Pukalani: 54
05: 0	24 Hana: 3
06 Kapalama Hale: 261	25 Molokai: 22
07 Kapolei: 437	26 Lanai: 11
08: 0	30 Lihue: 157
09 Pearlridge: 436	31 Kapaa: 8
0A: 0	40 Hilo: 378
10 Wahiawa: 226	41 Kona: 245
11 Waianae: 112	50: 0
12 Windward City: 271	60: 0
13: 0	XX DCAB GK: 0
14: 0	

By County and DCAB

Honolulu: 2525	Kauai: 165	Maui: 452	Hawaii: 623
DCAB: 1873			

4180 Permanent Placards by County and DCAB

Honolulu: 1522	Kauai: 108	Maui: 269	Hawaii: 429
DCAB: 1852			

1437 Temporary Placards by County and DCAB

Honolulu: 1002	Kauai: 57	Maui: 183	Hawaii: 194
DCAB: 1			

297 License Plates Issued

Honolulu: 88	Kauai: 6	Maui: 18	Hawaii: 35
DCAB: 150			

2575 First Time Placards by County and DCAB

Honolulu: 1763	Kauai: 117	Maui: 296	Hawaii: 398
DCAB: 1			

1659 First Time Long Term Placards by County and DCAB

Honolulu: 1104	Kauai: 80	Maui: 181	Hawaii: 293
DCAB: 1			

2396 Renewal Placards by County and DCAB

Honolulu: 370 Kauai: 17 Maui: 54 Hawaii: 102
DCAB: 1853

655 Replacement Placards by County and DCAB

Honolulu: 392 Kauai: 30 Maui: 100 Hawaii: 123
DCAB: 10

110 Mutilated Placards by County and DCAB

Honolulu: 66 Kauai: 7 Maui: 11 Hawaii: 26
DCAB: 0

9 First Hawaii DPPEP Placards by County and DCAB

Honolulu: 0 Kauai: 1 Maui: 0 Hawaii: 0
DCAB: 8

2 Renewal of Hawaii DPPEP Placards by County and DCAB

Honolulu: 0 Kauai: 0 Maui: 2 Hawaii: 0
DCAB: 0

1 Replacement of Hawaii DPPEP Placards by County and DCAB

Honolulu: 0 Kauai: 0 Maui: 0 Hawaii: 0
DCAB: 1

0 Replacement of Mutilated Hawaii DPPEP Placards by County and DCAB

Honolulu: 0 Kauai: 0 Maui: 0 Hawaii: 0
DCAB: 0

\$22,974.00 Total Amount of Money Collected by County and DCAB

Honolulu: \$15,552.00 Kauai: \$1,014.00 Maui: \$3,150.00 Hawaii: \$3,198.00
DCAB: \$60.00

\$21,216.00 Calculated Amount for Counties to Invoice

Honolulu: (1170) x \$12.00 = \$14,040.00 Kauai: (87) x \$12.00 = \$1,044.00
Maui: (192) x \$12.00 = \$2,304.00 Hawaii: (319) x \$12.00 = \$3,828.00

PARKING COMMITTEE REPORT

The parking committee met on September 8, 2025.

Parking Program Issuance and Statistics – Update

In the two months of first quarter of FY 2025-2026, around 5,600 placards were issued and 300 special license plates reauthorized or issued. Of the placards, about 1,400 were temporary, 4,200 long term, and 12 were Disabled Paid Parking Exemption Permits. Of the long-term placards, about 1,900 were renewals issued by DCAB. The renewal rate was 64 percent.

Other Parking Activities from the Plan of Action

In the first two months of first quarter of FY 2025-2026

1,569 emails were sent reminding permittees of a pending permit expiration.

2 submissions were received via the webpage to report parking placard misuse. One letter was sent to the permittee about an altered placard.

2 submissions were received via the webpage to report a non-design complaint space and a follow up with the City and County of Honolulu was conducted.

Aloha Disability Parking Permit Holder,

The Disability and Communication Access Board (DCAB) wants to know what problems you encounter when trying to park in an accessible parking space. The data collected from this survey will help guide future recommendations to improve the parking program. We ask that you take five minutes to answer fifteen questions in our survey. All responses are anonymous because no personal identifying information is requested. If you are filling out the survey on behalf of someone else, please answer from their point of view. Please submit only one survey. If you have any questions or concerns, please contact DCAB by phone at (808) 586-8121 or by email at dcab@doh.hawaii.gov.

1. My age bracket is:
 - ☐ 0 to 20.
 - ☐ 21-40.
 - ☐ 41-60.
 - ☐ 61 or older.
2. What kind of disability parking permit do you have?
 - ☐ Temporary Placard (red).
 - ☐ Long term placard (blue).
 - ☐ Disabled Paid Parking Exemption Permit (green).
 - ☐ Special License plate only.
 - ☐ Special license plate and a placard.
3. Which County do you live in?
 - ☐ City and County of Honolulu
 - ☐ County of Hawaii
 - ☐ County of Maui
 - ☐ County of Kauai
 - ☐ None of the above
4. Are you usually the driver or a passenger?
 - ☐ Driver.
 - ☐ Passenger.
5. Does the private vehicle you primarily ride in or drive have a side mounted lift and/or ramp?
 - ☐ Yes.
 - ☐ No.
6. Can you safely enter or exit your vehicle if you park in a standard accessible parking space (has a 5 foot wide access aisle)?
 - ☐ Yes.
 - ☐ No.
7. Which of the following features of an accessible parking space do you require use of? (check all that apply)
 - ☐ Parking space is located close to a facility entrance.
 - ☐ Use of an access aisle.
 - ☐ Use of a van accessible access space (8 foot wide access aisle or 11 foot wide space).
 - ☐ Other: _____

8. On a scale from 1 to 5 with 1 being very often and 5 being never, please rate how often you do not park in an unoccupied accessible parking space because the access aisle is not located on the side you or your passenger exit the vehicle from?

- ☐ 1
- ☐ 2
- ☐ 3
- ☐ 4
- ☐ 5

9. Do you occasionally park partially in the access aisle because you are unable to reverse into the parking space and the access aisle is not located on the side you or your passenger exit the vehicle from?

- ☐ Yes.
- ☐ No.

10. On a scale from 1 to 5 with 1 being easy and 5 being hard, please rate the difficulty of finding an available accessible parking space for the locations below:

- a) Personal services such as banks or dry cleaners _____
- b) Food and beverage establishments _____
- c) Big box retailers stores such as Costco _____
- d) Strip malls _____
- e) Shopping malls _____
- f) Educational facilities _____
- g) Sports Facilities _____
- h) Airports _____
- i) State/County recreational facilities
(beach parks, gym, district parks, etc.) _____
- j) Other: _____

11. Which type of areas do you usually park or attempt to park in an accessible space? (check all that apply)

- ☐ Personal services such as banks or dry cleaners
- ☐ Food and beverage establishments
- ☐ Big box retailers stores such as Costco
- ☐ Strip malls
- ☐ Shopping malls
- ☐ Educational facilities

- ☐ Sports Facilities
- ☐ Airports
- ☐ State/County recreational facilities (beach parks, gym, district parks, etc.)

Other: _____

12. On a scale from 1 to 5 with 1 being often and 5 being never, please rate the frequency of the following scenarios at locations you attempt to visit.

- _____ All accessible parking spaces are occupied by vehicles with valid disability parking permits.
- _____ All accessible parking spaces are occupied, some of which are by vehicles displaying expired or altered disability parking permits.
- _____ All accessible parking spaces are occupied, some of which are by vehicles displaying no disability parking permits.
- _____ Automobiles (including motorcycles) are fully or partially parked in the access aisle.
- _____ It is difficult for my vehicle to enter the accessible parking space due to the design of the parking lot (sharp angles, speed bump locations, etc).
- _____ The van accessible parking space is occupied, and I am only able to use van accessible spaces.
- _____ There is an object blocking the parking space or access aisle (moped, shopping cart, sign pole, etc.).
- _____ Other: _____

13. Which of these conditions have you noticed at the locations you visit? (check all that apply):

- ☐ Lack of signage on the accessible parking spaces.
- ☐ Lack of signage on the van accessible access aisle.
- ☐ Lack of an access aisle.
- ☐ Visible slope in the accessible parking space.
- ☐ Visible slope in the access aisle.
- ☐ No curb cut and ramp near the accessible parking spaces / lack of an accessible path to facility.

Other: _____

14. Have you ever traveled off island and had to choose to use your placard to park in a reserved accessible space at your departure location (i.e. airport) or taking your placard with you for use at your destination?

- ☐ Yes.
- ☐ No.

15. Have you been unable to pay for parking in an off street parking lot due to the method of payment?

- ☐ No.
- ☐ Yes, cash only.
- ☐ Yes, credit or debit card only.
- ☐ Yes, QR code only.

Additional Comments: _____