

# JERRY PETROWSKI

WISCONSIN STATE SENATOR

## *Senate Bills 646, 647, and 650*

March 6, 2014

The package of disabled parking legislation I will be discussing today is the result of several meetings with the Wisconsin Council on Physical Disabilities over the last year. The changes proposed are relatively modest, but will go a long way to address the issues they brought forward.

There are several individuals here today who will give you their personal accounts of the challenges faced by disabled individuals in accessing basic services. We need to address these issues now, and the growing urgency is driven primarily by two factors: the increased number of disabled veterans returning with serious physical impairments, and the rapidly increasing average age of our population.

According to a Department of Health Services study, between now and 2035 the percentage of our population who are over 65 will grow 68%; the portion of the population 85 and older the increase is 46%.

Many of the veterans returning home from Iraq and Afghanistan suffered profound injuries that would have been fatal in earlier conflicts. Depending on the nature of the injury they may only need access to a spot close to an entrance due to use of a cane, or they may need lift van accessible spaces to be able to accomplish daily tasks.

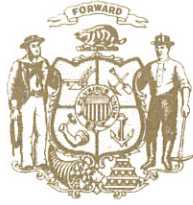
Together with Representative Keith Ripp, I have introduced a package of bills to address shortcomings in current law. Each bill addresses a different issue, though they are all related. This is an attempt to ensure these spaces are provided and the laws are adhered to.

---

**SB 646** – Current law allows penalties for illegally parking in a disabled parking space of between \$50 and \$300. While we all might hope that people would not park in these spaces illegally by virtue of their own internal morals or the prospect of public embarrassment, this is not the case and the lower monetary fines have also not proven effective. This bill simply changes the minimum applicable fine for parking in a handicapped space from \$50 to \$150. The maximum fine remains at \$300.

**SB 647** – One of the issues brought to us by the Council on Physical Disabilities is the lack of available personnel to provide needed enforcement even when violations are reported to local law enforcement. This bill would allow local governments, at their discretion, to use non-

29TH SENATE DISTRICT



# JERRY PETROWSKI

WISCONSIN STATE SENATOR

deputized staff or appointees to assist parking enforcement. The bill is left very open for local governments to decide if and how they will take advantage of this ability. In some areas, there are organized advocacy groups who may be engaged while others may use part time staff to augment enforcement. The method is also left open ended.

**SB 650** – Current law specifies requirements for providing a minimum number of disabled parking spaces in parking lots with 26 spaces or more. This bill creates an additional requirement that in facilities with four or more spaces reserved for disabled individuals, one of the four and 25% of any additional spaces be reserved and designed specifically for vehicles equipped with lift gates for wheel chairs. This means that one spot must be “lift van accessible only” rather than simply van accessible. These spaces must have an aisle adjacent to the parking place and be no less than 96 inches wide. We have heard from operators of these vehicles that they cannot use most of the standard spaces and are often stuck at the far end of the lot in order to be able to exit their vehicle. They then sometimes come out to find someone parked next to them and they can no longer get back into their vehicle.

The bill requires that a lot must only be brought into compliance when it is initially constructed, reconstructed, resurfaced, or repainted. We will be offering an amendment to the bill that changes “repainted” to “seal coated.” This will ensure that we are not placing undue hardship on businesses with existing parking facilities.

The amendment will also add language from SB 645 that would address the following issue. While there is no provision in the law now as to any formal “grandfathering” clause, there is no functional trigger as to when a lot must be brought into compliance. The amendment to SB 650 will provide that a lot must be brought into compliance when it is initially constructed, resurfaced, or seal coated. This will ensure that parking lots are brought into compliance without placing undue hardship on businesses with existing parking facilities by requiring the upgrades to be made when the lot surface is being replaced anyway.

---

## 29TH SENATE DISTRICT



Independent Living Council of Wisconsin, Inc.  
3810 Milwaukee Street • Madison, WI 53714  
Voice: 608-256-9257 • Toll-free: 866-656-4010  
TTY use 711 Relay • Fax: 608-256-9301  
ilcw.il-wisconsin.net

March 6, 2014

Hon. Jerry Petrowski, Chairperson  
Senate Committee on Transportation,  
Public Safety, and Veterans and Military Affairs  
Honorable members of the  
Senate Committee on Transportation,  
Public Safety, and Veterans and Military Affairs

Re: Senate Bills 646, 647, 650  
Parking for people with physical disabilities

Dear Sen. Petrowski and Committee Members:

The Census Bureau estimated that more than 303,000 Wisconsinites have a disability due to difficulty getting around. These are the people likely to be eligible for the special parking permits. Population experts project that this number will continue to increase over the next two decades as baby-boomers enter retirement age.

Wisconsin law has provided special parking privileges for people with disabilities limiting their ability to walk for more than two decades. However, the law governing these privileges needs updating due to problems, including difficulty enforcing the law, resulting in insufficient accessible parking spaces. We thank Sen. Petrowski and his staff for their work in drafting and sponsoring these bills to address the problems. ILCW provides this testimony for informational purposes only.

Wisconsin law recognizes the difficulty some of our citizens experience walking. In order to allow them the ability go shopping, go to church and do the other things they need to do, we provide for special parking near entrances to businesses. In addition, the ADA requires businesses across the state to provide accessible parking to their customers and tenants.

Members of the disability community have contacted their representatives because the reserved parking can be inadequate for a number of reasons. In some cases, there are inconsistencies between the ADA and Wisconsin law that confuses the obligations of businesses. In addition, some provisions of Wisconsin law makes it difficult to enforce the law. These factors often result in lack of parking for those who need it.

In addition to general issues affecting all people with permits, some people with disabilities require special equipment to get in and out of their vehicles. Equipment like lifts of various types and ramps often takes extra space to use. Unfortunately, there are often not enough "van" spaces to accommodate all of those who need the space.

This difficulty is made worse by two common occurrences. People who have a disability permit can park in any disability space, whether reserved for vans or not. In addition, Wisconsin does not require businesses with small parking lots to designate and mark spaces large enough for those who need special equipment to get in and out of their vehicles. People who use lift-equipped vans or other specialty equipment due to a disability are often required to park far from an accessible entrance or are completely unable to shop at businesses with small parking lots due to lack of usable parking.

## **Increased minimum fines**

Observers note that "reserved" parking is not always available to people with permits because those without disability parking permits are often using or blocking spaces. SB-646 addresses this by increasing the minimum forfeiture for violators.

## **Issuing tickets**

Wisconsin law currently requires law enforcement officers to ticket illegally parked cars on private property. Unfortunately, law enforcement officers often have higher priorities for their attention leading to frequent violations without penalty.

SB-647 addresses this issue by allowing municipalities to designate other employees to enforce disability parking restrictions. A number of Wisconsin cities and villages have trained employees who work exclusively on parking enforcement. SB-647 would allow these employees to issue tickets for illegal users of disability parking.

Senator Petrowski and Representative Ripp gave testimony to the Assembly Committee on Transportation in which they expressed their intent to allow municipalities to designate people other than employees to enforce these laws. We recognize that would help address the problem but may require amendment of the bill as introduced.

Members of the Assembly Committee asked why counties could not also designate people to enforce these laws. We recognize that could help address the problem as well.

## **Van Parking and Technical issues**

The ADA and Building Code address the shortage of van spaces by requiring larger spaces to meet the need. Under these codes, at least one space or one-sixth of all reserved parking spaces must meet the larger "van" space requirements. While Building Code requires the spaces, the traffic code requires a smaller number of accessible spaces and does not currently require any to be large enough to accommodate a large vehicle with special equipment.

There are a number of other technical issues that interfere with enforcement and result in fewer available spaces for people disabilities. One way involves the way parking lots are marked with stripes. This issue is addressed by SB-645 and SB-650. The other way involves the requirement for a sign indicating that a spot is reserved for parking by people with disabilities. This issue is addressed by SB-649 and SB-650. Both ways lead to insufficient parking for people with disabilities.

## ***Van spaces***

The authors commendably tried to address the shortage of spaces for vans and other vehicles with special equipment. SB-650 maintains the space requirements under Sec. 346.503(1m)(a), Stats. but would require at least 25% of accessible parking spaces to be van-accessible if four or more spaces are required. This standard provides some relief for van users but less parking for people with disabilities than businesses and governmental agencies are required to provide under the ADA and Building Code. Because the total accessible spaces are less, it would require fewer van-accessible spaces for most parking facilities than other codes.

## ***Pavement lines***

The ADA includes requirements for parking spaces for most businesses in Wisconsin ("public accommodations"). These requirements, see 28 CFR §35.151 and 28 CFR Part 36, Subpart D, are generally consistent with the International Building Code, adopted by Wisconsin for public buildings and places of employment, Cf. SPS 362, Wis. Admin. Code. The traffic code, however, does not currently require businesses with fewer than 26 parking spaces to designate any of them for parking by people with disabilities. This conflicts with the ADA and Building Code. This conflict creates confusion that may result in lack of parking.

Although the ADA and Building Codes require business and government agencies to apply recent standards when updating its parking facility, Wisconsin traffic code does not. This creates another item of confusion that may lead to failure to meet legal requirements and deny parking opportunities.

SB-650 does not address these concerns. It makes the problem worse by applying the inadequate standards to spaces regulated under Sec. 349.13, Stats. in addition to those regulated under Sec. 346.503, Stats.

## ***Signs***

The Department of Transportation has established rules for signs used to mark parking spots reserved for people with disabilities. *Trans.200.07, Wis. Admin Code.* The Department does this because Wisconsin uses a uniform system of road signs, including those used to mark on-street parking. The official sign is also required by federal law. 23 CFR §1235.7. Current law requires these official signs for all purposes in order for law enforcement officers to ticket a person parking in a reserved spot.

Out in the real world, however, businesses often buy signs to mark their designated disability parking spots from hardware stores and other local businesses. These businesses sell signs that do not usually meet the DOT "official sign" rules.

While these businesses are posting their parking spaces in good faith, that is often not enough. People ticketed for illegal parking in spaces reserved for people with disabilities sometimes get their citations dismissed because the sign did not meet the requirements under current law.

SB-650 could address this concern by amending Subsec. (2) and (2m) to require owners or lessees "other than the department or a local authority" to "post signs substantially conforming to official traffic signs indicating...." Language like that

would allow courts greater discretion when considering tickets for illegally parking in spaces reserved for people with disabilities. It would continue to allow DOT to establish standards for signs used on roads or public parking facilities.

SB-650 also requires that van accessible spaces be identified as "lift van accessible only." This designation is different than the signs commonly used to comply with the ADA and the Building Code. The requirement would create another technical ground for dismissal of illegal parking tickets.

SB-650 tries to address these concerns. Unfortunately, the way it would address these issues creates additional problems for businesses, government, including law enforcement and people with disabilities.

The Independent Living Council of Wisconsin is a Council established by the Governor to plan for services to meet the Independent Living needs of people with disabilities. A majority of members of the Council are people with disabilities. The Council has identified needs related to transportation and provides this testimony to provide information to your committee in the hope that it helps you with your deliberations.

We stand ready to provide any further information that might help you.

Independent Living Council of Wisconsin, Inc.

By:

Mike Bachhuber, Executive Director



# Survival Coalition

of Wisconsin Disability Organizations

---

*101 East Wilson Street, Room 219, Madison, Wisconsin 53703*  
Voice: 608/266-7826 Fax: 608/267-3906

To: Hon. Jerry Petrowski, Chairperson  
Senate Committee on Transportation,  
Public Safety, and Veterans and Military Affairs

Honorable members of the  
Assembly Committee on Transportation,  
Public Safety, and Veterans and Military Affairs

From: Survival Coalition Co-Chairs  
Kit Kerschensteiner, Disability Rights Wisconsin  
Maureen Ryan, Wisconsin Coalition of Independent Living Centers, Inc.  
Beth Swedeen, Wisconsin Board for People with Developmental Disabilities

Re: Senate Bills 645, 646, 647, 649 and 650

The Survival Coalition would like to thank the sponsors of the bills to address problems with parking for people with physical disabilities. The Survival Coalition supports SB-645, SB-646, SB-647 and SB-649. While we understand that the intent of SB-650 is to address parking shortages for people who use lift-equipped vans, we urge the Committee to reconsider how this bill would affect the other bills and existing law. Further amendment is warranted.

People with disabilities that make them eligible for special parking privileges often cannot find the parking places that would allow them to shop, attend church and meet their other needs. Changing current law that imposes barriers to effective enforcement or confusing requirements for businesses results in less parking suitable for people with disabilities. These bills address the problems

SB-646 would subject violators to larger minimum forfeitures. People would have more incentive to park legally (elsewhere) and refrain from blocking reserved parking.

SB-647 would give Wisconsin municipalities more options for enforcement of parking restrictions that reserve parking for people with disabilities on private property.

SB-645 would adopt a standard for parking spaces in the traffic code for businesses that offer parking that is consistent with that required by the Americans with Disabilities Act (ADA) and Wisconsin Building Code. It addresses pavement markings with the right number of spaces when constructing, resurfacing or resealing parking facilities and would include a requirement for a minimum number of spaces for lift-equipped vans.

People ticketed for parking illegally in spaces reserved for people with disabilities have had citations dismissed because the sign did not meet Department of Transportation sign requirements. These requirements are set to ensure that road signs, including

signs regulating on-street parking, around the state are uniform. SB-649 would address this issue.

SB-650 attempts to address a shortage of parking for lift-equipped vans under current Wisconsin law. While the ADA and Building Code require almost all parking lots to include accessible spaces, including van-accessible spaces, the traffic code does not do so for smaller parking lots. People who use vans due to a disability are often unable to shop at businesses with small parking lots due to lack of usable parking. The bill would address this concern by requiring at least 25% of accessible parking spaces to be van-accessible if four or more spaces are required. This would apply only to parking lots with more than 100 spaces. It would require as many accessible van spaces as the ADA and building code only for much larger parking lots.

SB-650 would also require that businesses identify van-accessible spaces as "lift van accessible only" with a sign complying with the DOT rules ("manual of uniform traffic control devices"). This would create an additional technicality likely resulting in dismissal of citations.

Survival Coalition is concerned about the language to implement both provisions and about the application of it the new rules to parking under Sec. 349.13, Stats. While we appreciate its intent, the bill would require a number of van-accessible spaces that is inconsistent with the ADA and International Building Code.

\* \* \*

Survival Coalition is comprised of more than 30 statewide disability organizations that advocate and support policies and practices that lead to the full inclusion, participation and contribution of people living with disability.





1 WEST WILSON ST, ROOM 527  
POST OFFICE BOX 7851  
MADISON, WI 53707-7851

# State of Wisconsin Council on Physical Disabilities

---

Voice: 608-261-7816  
Fax: 608-266-5629  
[www.pdcouncil.state.wi.us](http://www.pdcouncil.state.wi.us)

March 6, 2014

The Honorable Senator Jerry Petrowski, Chair  
Committee on Transportation, Public Safety,  
and Veteran and Military Affairs.  
Wisconsin Senate

Dear Senator Petrowski and Committee Members:

Thank you for providing this hearing opportunity for the Council on Physical Disabilities and others to testify in support of Senate Bill 647 (additional enforcement); Senate Bill 646 (increase minimum forfeiture); and Senate Bill 650 requirements for signage designating parking for "lift van accessible only".

One only needs to travel through the parking lot of a shopping center, supermarket, popular restaurant, or big-box store to see the increased number of accessible parking spaces being occupied. Sometimes seeing individuals with accessible vans parked across two non-accessible parking spaces in the back of parking lots, because the designated van accessible parking spaces are being used by legally parked cars with disabled license plates or hang tags, indicating that there are simply not enough designated accessible parking spaces.

With the aging of our population will come a new population of individuals who will be aging and acquiring physical disabilities from arthritis, stroke, COPD, and heart disease.

The population of individuals with physical disabilities over age 65 will significantly increase the number of people applying for and receiving disabled license plates or hang tags. Returning veterans with physical disabilities and new medical procedures are keeping people with physical disabilities living and living longer.

This growing population of individuals with physical disabilities will benefit from the legislation that the Council on Physical Disabilities is here to support. This legislation includes SB 647; SB 646 and the need for "lift Van accessible only" parking provided as part of SB 650. We want to especially thank Senator Petrowski for his leadership in the development of the legislation to improve access to accessible parking for people with physical disabilities.

Wisconsin law currently requires law enforcement officers to ticket illegally parked cars on public or private property. Unfortunately, in many municipalities law enforcement does not have sufficient resources to ticket all violators who choose to park illegally in designated accessible parking spaces for people with physical disabilities who have the

proper license plates or hang tag. Senate Bill 647 addresses this by allowing municipalities to designate other employees to enforce disability parking restrictions. In addition, spots designated for disability parking are often used or blocked by people who are not entitled to disability parking privileges.

The Council on Physical Disabilities enthusiastically supports Senate Bill 647 requirements to allow municipalities to designate other employees to enforce disability parking restrictions.

The Council on Physical Disabilities strongly supports Senate Bill 646 which provides statutory authority to increase the minimum forfeiture for violators to \$150-\$300.

To ensure that people with physical disabilities who require the use of a van with lift or ramp have access to accessible Van parking the Council on Physical Disabilities supports Senate Bill 650 requirements that at least a percentage of accessible parking spaces designated as van-accessible be further restricted with signage that indicates "lift van accessible only."

Oftentimes, as identified earlier in our testimony people with vans with lifts or ramps are relegated to taking up two standard parking spaces near the back of the parking lot to ensure that they are not locked in by another vehicle. This oftentimes requires people in wheelchairs to negotiate between vehicles in parking lots, without access to a proper designated path of travel, putting the individual in the wheelchair at risk of injury. This occurs because there are no restrictions on other vehicles parking in van accessible parking spaces. Having access to a designated van accessible parking space for people with physical disabilities who use lift equipped or ramped vans is a critical need.

The Council on Physical Disabilities supports the language in Senate Bill 650 that would require a number of the van accessible parking spaces to be further designated as "lift van accessible only"

The Council on Physical Disabilities identified problems with access to accessible parking in Wisconsin for people with physical disabilities who require designated parking spaces for people with disabilities. The Council on Physical Disabilities now has Senate bill 647, which will increase enforcement activity and Senate bill 646 which will increase the fines to deter people from parking illegally. These pieces of legislation when passed and signed into law improve access to accessible parking.

The Council on Physical Disabilities continues to receive concerns from around the state regarding the inconsistencies with the requirements for the signs that designate accessible parking spaces. Current Wisconsin law regarding signage creates difficulties with enforcement of illegally parked vehicles.

Businesses often buy disability parking signs from hardware stores and other local businesses which sell signs that do not meet all of the requirements of Department of Transportation (DOT) rules for official parking signs. The Council on Physical Disabilities has received complaints that when the sign does not comply with DOT requirements for official parking signs individuals have been able to avoid the ticket because the sign was not in compliance. This results in fewer spaces available to permit-holders.

The Council on Physical Disabilities wishes to continue discussion with the Department of Transportation to hopefully provide statutory language changes to allow the use of any sign that is consistent with ADA requirements.

The ADA states the following rules that need to be followed while posting accessibility signs in designated areas -

1. The international symbol of accessibility should be posted on all accessible parking spaces marking the reserved spot. The accessibility symbol is the well-known picture of a person using a wheelchair on top of a blue background.
2. Van-accessible parking spaces to have additional 'text' or 'sign' below the accessibility symbol to mark the van-accessible area specifically.
3. Signs should be placed at such a height (at least 60 inches above surface) that they do not get obscured by any parked vehicles or other obstructions. [ADA handicap parking signs](#) (commonly known as Access Signs) posted must be viewable from the drivers' seat of the vehicle and located right in view of parking spaces.

CPD desires to have businesses be able to display disabled parking signs that are consistent with ADA reserved parking signs, which include the International Symbol of Accessibility (ISA) – a blue sign with a man on a wheelchair. In addition, specifically for van-accessible parking spots, the ISA symbol needs to be supplemented with 'van-accessible' text or sign.



Thank you everyone.

Benjamin Barrett, Chairperson

To: Senator Petrowski, Chair, and Members of the Senate Committee on  
Transportation, Public Safety, and Veterans and Military Affairs  
From: Alicia Boehme, Disability Rights Wisconsin  
Date: March 6, 2014  
Re: Accessible Parking Bills SB646, SB647, SB650

---

Disability Rights Wisconsin is the statewide protection and advocacy agency for people with disabilities in Wisconsin. We provide advocacy services and are a resource for people with disabilities in Wisconsin.

Over the past 10 years as an advocate for people with disabilities on the Civil Rights Team, I have spoken to a number of people with disabilities about their parking concerns. Accessible parking in Wisconsin is in need of legislative attention and this series of five bills attempts to correct some common problems that are occurring across the state. Thank you for your time and attention to this topic.

SB647 allows municipal employees to issue parking tickets to people who park illegally in accessible spaces. Disability Rights Wisconsin over the years has received calls from many frustrated individuals who cannot park in accessible spaces because they are taken by non-disabled drivers. This often results the driver with a disability leaving frustrated without attending a community event or purchasing items at a local business. It can be a difficult and elusive problem to address because the police are often not able to respond in a timely way and/or the person with the disability is not able or willing to wait for someone to respond. Expanding the law to allow all municipal employees to issue parking tickets will provide flexibility and a larger pool of people to address these common violations. One way to improve the bill is to expand the bill to allow a municipality to deputize a non-employee such as private security officer to issue tickets.

On the flip-side of the coin, SB646 increases the minimum ticket for parking illegally in an accessible space from 50 dollars to 150 dollars. By increasing the penalty for parking illegally we are hopeful that the violator will be less likely to repeat the offence because the cost of the ticket is high enough to make them think twice. Taken together, we believe that AB824 and AB825 work hand in hand to decrease the number of these violations across the state.

The final bill, SB650, attempts to address the real problem of a non-lift vehicle parking taking the lift-accessible space. This bill requires that if there are four or more accessible

parking spaces, that at least 25 percent must have an accessible isle of at least 96 inches and must have a sign that says "lift-van accessible only". DRW is concerned, however, that this will cause confusion among drivers with disabilities because it is unclear if a person with accessible parking privileges—but who does not own a van with a lift—is allowed or is not allowed to park in that space. If indeed people with accessible parking privileges who do not own a lift-van are not allowed to park in "lift-van accessible only" spot, this would conflict with both IBC and ADA standards as well as AB826. DRW supports bill language that is consistent with national accessible parking standards and the language in AB826. One way to meet this requirement would be to allow businesses to create an accessible parking space in addition to those required under IBC/ADA regulations that is marked for "accessible lift-van priority".



WISCONSIN BOARD FOR PEOPLE  
WITH DEVELOPMENTAL DISABILITIES

March 6, 2014

Senate Committee on Transportation  
Senator Jerry Petrowski, Chair  
State Capitol, Room 123 South  
Madison, WI 53707

Dear Chairman Petrowski and Committee Members:

Thank you for the opportunity to comment on this package of proposed bills (SB 646, 647, and 650) to improve parking for people with disabilities.

Like all Wisconsin residents, people with disabilities need to get to work, run errands, go to medical appointments, visit friends, and participate in community events. People with disabilities have places to go, but sometimes their difficulties start when they get there and try to park. These bills address some of the practical problems drivers with disabilities encounter routinely.

Some of the typical issues we hear about that occur across the state on a daily basis include the following:

- **Creating dangerous situations for people with and without disabilities.**

*When there are no accessible parking spots that have the space necessary to accommodate a lift, people with disabilities are forced to be creative in order to get in and out of their vehicle. For example, unloading in a driveway—which can put a wheelchair at risk of toppling or getting stuck—rather than a designated lift space, temporarily blocking a public street/traffic in order to use the lift, or taking two regular parking spots to have the space to get in and out of a van (which increases the potential for a car in the process of parking adjacent to the van hitting a lift in the process of coming down). Sometimes the space needs of the lift may force drivers to park in regular parking spots farther away from their destination, and then cross parking lots or streets where they run the risk of other drivers not expecting or being able to see a wheelchair.*

- **Lack of parking enforcement, especially on private property**

*People with disabilities may arrive at their destination only to find designated spaces already filled by cars that do not have parking permits. The sentiment that we hear from people with disabilities is that there are no consequences for unauthorized cars squatting in spots designated for people with disabilities. Parking enforcement seems especially lax on private property. Law enforcement patrols public streets and ramps, but unless parking violations are reported to the police and they can respond before a violator drives away, no citation is issued. Designating additional municipal employees with the ability to enforce parking violations in the accessible parking spots is a positive step. We would encourage expanding the bill to empower entities like private security, business owners, property/apartment managers with the ability*

to enforce parking violations in the accessible parking spots that they maintain. This would go a long way towards improving enforcement and deterring violations.

- **Accidental parking in lift accessible spots by smaller vehicles with accessible permits**

Currently, larger parking spots that have been designed to accommodate lifts are not labeled as "lift accessible" and are frequently located adjacent to other, smaller accessible parking spaces that cannot accommodate lifts. Sometimes people with disabilities who do not need a lift accessible space will inadvertently park in the spot reserved for vehicles with lifts, leaving those who need the larger lift-accessible space with no place to park. We understand that this bill conflicts with IBC/ADA regulations. One possible fix for this would be to allow a business to create an accessible parking space in addition to those required under IBC/ADA regulations that is marked for "accessible lift-van priority".

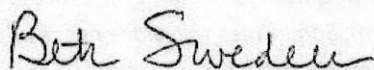
- **Time management consequences**

When people with disabilities have to park farther away or use spots that are not designated for those with disabilities, they can end up having to navigate through less accessible terrain and being late for appointments. Especially for lift vans that have parked in two regular spaces, people with disabilities may return to their vehicles to find themselves "parked in" (i.e. no room to use the lift to enter their vehicle due to another car parking in the adjacent space).

In Wisconsin, almost 650,000 residents are people with disabilities. These bills offer solutions to real-world problems that people with disabilities face every day. We strongly support these needed improvements, and thank the Legislature for their attention to detail. These relatively small changes to state law can make a big difference in the lives of people with disabilities.

The Wisconsin Board for People with Developmental Disabilities (BPDD) is comprised of and represents people with developmental disabilities such as brain injury, autism, cerebral palsy, epilepsy, Prader-Willi syndrome, and intellectual disability, and is charged. Sixty percent of the board—appointed by the Governor—are people with developmental disabilities or family members of people with developmental disabilities.

Thank you for your consideration,



Beth Swedeen, Executive Director  
Wisconsin Board for People with Developmental Disabilities