



ADA Guidelines, Electric Cars, and Energy Partners

Compiled by Sarah Dosik

ListNotes is an occasional compilation of a small sampling of recent discussion threads found on the AP-PAinfo discussion listserv. More than 1,040 educational facilities professionals subscribe to APPAinfo and contribute to lively discussions, guidance, and networking on any topic relevant to campus facilities issues. To join the list or to learn more, visit www.appa.org/discussionlists. The following discussions have been edited for clarity and space.

While addressing ADA building deficiencies, has anyone developed a formalized guideline to help determine how deficiencies are prioritized?

—Barth Breneman, Saint Louis University



TONY SIMPSON, ISES CORPORATION

From ADAAG: Prioritization

Compliance is required up to the point the 20 percent cost cap is reached, even where it does not result in a fully accessible path of travel. Where costs exceed this cap, compliance should be prioritized in this order:

- an accessible entrance
- an accessible route to the primary function area
- restroom access
- an accessible telephone
- an accessible drinking fountain
- access to other elements such as parking and storage

Here is a link to Department of Justice standards: www.ada.gov/2010adastandards_index.htm.



JEFF GRIMM, THE HILL SCHOOL

It's not really "formal" in the sense that each and every deficiency can be addressed individually, but at my previous two institutions I put into place a general categorization to help. We got sued at one and the other had little to no ADA compliance efforts to show, so we did have to prioritize and this seemed to work and the DOJ was satisfied with our approach when they "visited" both campuses while I was at each.

1. If you can't get to the building, then you can't get in the building. Therefore, our first priorities were parking lots and pathways.
2. Building entrances were our secondary priority. This has become much more problematic since

the change in the ADAAG in 2014. It used to be only one door had to be accessible; now it is a minimum of two doors, or 67 percent of the total number of entrances in the building.

You run into other issues when you start to face total public access issues like theaters and stadiums. Again, the changes in 2014 are onerous if you are a facilities person trying to make your campus ADA friendly according to the law, or if you are the person trying to fund all of this. All I can tell you is that you will be spending BIG money to make those two kinds of spaces fully ADA compliant. Just get out the book and read how they now calculate what seating is needed, how it is to be dispersed, active listening devices, and so on.

How do campuses handle electric cars belonging to faculty, staff, or students—do you have a policy in place for charging these cars? I am told that a car can plug in the special charging device to any outlet and that device has a special cord to plug into the connector for the car.

—Stephen Hibbard, Concordia University Wisconsin

JOHN MANSFIELD, SEATTLE PACIFIC UNIVERSITY

We have installed 4 sets of car charging stations. These are pay stations and you have to be connected to the pay station service. We have set up, through the service, a discounted price for staff, students,



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and faculty. They are also in restricted parking lots until 6:00 p.m., after which they can be used by the community. The stations have the capability to send emails to those plugged in that they need to move their cars when charging is complete. We haven't had an issue yet with them all being occupied, so they haven't been activated yet.



STEVE LONG, FURMAN UNIVERSITY

We have provided charging stations in several parking lots for both guests and employees. These are not permanently assigned spaces but are to be used for charging purposes only. Just because a person drives an electric car does not mean they can use the spot all day, every day.



JON CRANE, UNIVERSITY OF MICHIGAN

At U of M there are approximately 12 to 15 spaces dedicated to plug in electric vehicles. The spaces are open mainly to faculty, and to students who have purchased a paid parking sticker/pass. There are a few spots that are in lots that public can use at metered parking lots. Currently, although this may change, that charging is paid for by the university. The drawback is that the spaces have a 4 hr. limit. Useful for allowing a larger number of people access, but a drawback when you have to move your car at lunch and finding an open parking spot mid-day can be difficult on campus.



DAVID TURNQUIST, UNIVERSITY OF COLORADO ANSCHUTZ MEDICAL CAMPUS

We placed 17 charging stations in a parking garage that is used by permit holders and visitors. The university electricians installed the stations and the users are not charged since the cost would only be pennies a day, and the cost of billing would far exceed the cost of the power consumed. There is no time limit for the stations and there are about 35 electric vehicles on campus. We will be putting more charging stations in any new parking structures that we build.

Has anyone had experience with using an energy partner to assist in reducing utility costs by implementing changes in behavioral and operational practices? Their fee would then be paid from the calculated savings. I am not referring to an ESCO that performs capital projects. I would be interested in hearing about your experience with these types of firms?

—Donald Drost, Middlesex County College



LAURA WIRTH ZULLO, UNIVERSITY OF PITTSBURGH

I would be very careful with this. I've seen "calculated" savings include inflated utility rates, estimated operating and maintenance costs (difficult to measure), "estimated" hours of operation, etc. To date, we have not agreed to these types of arrangements. We prefer to pay consultants for their efforts directly and reap the savings ourselves.

BRYAN ARNOLD, RIVERSIDE UNIFIED SCHOOL DISTRICT

I agree about proceeding with caution. You would be better off hiring your own personnel to do exactly the same thing, which can be done through training, communication and maximization of any existing automation systems. Most of these agreements require you to hire someone any way on your dime.



WILL NEWMAN, VOLUNTEER STATE COMMUNITY COLLEGE

I suggest taking the Institute of Energy Professionals' Professional Energy Manager course. I attended for Volunteer State Community College, and what was taught in class was a huge help. Most colleges can save 8 to 10 percent just doing in-house projects. It's not an easy course but worth the time!



Sarah Dosik is a student at Christopher Newport University in Newport News, VA. She served eight weeks this summer as APPA's communications intern. 

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