



## DISABILITY AND COMMUNICATION ACCESS BOARD

1010 Richards Street, Rm. 118 • Honolulu, Hawaii 96813  
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### AGENDA

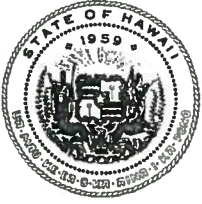
#### Standing Committee on Facility Access Meeting

Location: AAFES Building  
919 Ala Moana Boulevard, Fifth Floor Conference Room

Date: September 14, 2017  
Time: 9:00 a.m. – 11:00 a.m.

- I. Call to Order
- II. Introductions
- III. Approval of Meeting Minutes of June 15, 2017
- IV. Old Business
- V. New Business
  - A. Interpretive Opinion DCAB 2017-01 Assigned Accessible Parking
  - B. Interpretive Opinion DCAB 2012-01 Electric Vehicle (EV) Charging Station Amendment
- VI. Open Forum
- VII. Next Meeting: November 9, 2017
- VIII. Adjournment

If you require an auxiliary aid or accommodation due to a disability, please contact (808) 586-8121 (voice/tty) or email at [dcab@doh.hawaii.gov](mailto:dcab@doh.hawaii.gov) by September 8, 2017.



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## MINUTES

### Standing Committee on Facility Access Meeting

Location: Disability and Communication Access Board  
919 Ala Moana Blvd., Fifth Floor Conference Room

Date: September 14, 2017

Time: 9:00 a.m.

PRESENT: Michael Okamoto, Chairperson; Bill Bow, Scott Fleming, Marie Kimmey, Board Members; Francine Wai, Duane Buote, Rodney Kanno, Staff

- I. Chairperson Michael Okamoto called the meeting to order at 9:01 a.m.
- II. Staff and Board members introduced themselves.
- III. Members approved the meeting minutes of June 15, 2017 (M/S/P Bow/ Okamoto).
- IV. Old Business
  - A. Document Reviews and Implementation of Fee Schedule – Update

Duane Buote reported that for the first quarter (July 1, 2017 up to September 13, 2017) the Facility Access Unit (FAU) completed 239 document reviews. The fees collected were on track for the quarter. In addition, emails on fifteen projects not submitted for review, were sent to various ADA Coordinators and FAU received a response on nine projects.
- V. New Business
  - A. Interpretive Opinion DCAB 2017-01 Assigned Accessible Parking

Duane Buote explained that in situations where accessible parking stalls are assigned to an individual or to a residential unit, typical accessible parking identification signage often creates confusion for individuals with accessible parking placards. This may result in individuals with parking placards incorrectly parking in an accessible stall that is assigned to for someone else. This interpretive opinion was intended to address signage requirements for accessible parking assigned to an individual or to a residential unit. The Committee was concerned about how employee parking is managed and how the stall will be identified at different times. The Committee also raised the issue of accessible employee parking stalls that may not be assigned to an individual. It was decided that the separation of residential parking and employee parking into two separate interpretive opinions was necessary to simplify the issues. The interpretive opinion discussed in this meeting would only address

residential parking assigned to a unit. A new request for an interpretive opinion will be created to address employee parking to be discussed at the next meeting. The request for interpretive opinion was revised to delete references related to employee parking.

**Motion:** The Committee approved the following ruling (M/S/P Kimmey/Bow).

**Ruling: ADAAG 216.5 Parking.**

Accessible parking spaces that are assigned to a specific residential unit are not required to follow the Hawaii Administrative Rules (HAR) for accessible parking HAR, Title 11, Chapter 219.

Accessible parking spaces that are assigned to a specific residential unit and required to comply with the 2010 ADA Standards for Accessible Design are not required to be identified per section 216.5 Exception 2.

Accessible parking spaces that are assigned to a specific residential unit and required to comply with the Fair Housing Amendments Act shall comply with the 1986 version of ANSI A117.1 section 4.6.

For each condition additional verbiage may be included to identify the space as reserved for the unit or individual.

[Rul: 09/14/2017] (Auth and Imp: HRS §103-50)

B. Interpretive Opinion DCAB 2012-01 Electric Vehicle (EV) Charging Station Amendment

Duane Buote indicated that the original Interpretive Opinion 2012-01 for EV charging stations required a sixteen foot wide accessible stall with no access aisle to allow flexibility of positioning the vehicle in relation to the charging port. Since the adoption of the original interpretive opinion a concern was brought up regarding methods to discourage people from parking in the same stall next to the vehicle at the charging station, since the sixteen foot width is equivalent to two eight foot wide stalls. The intent of this amendment is to allow the option of striping an access aisle to discourage others from parking in the stall while a vehicle is already using the space. Three striping options were proposed with figures attached. The Committee members expressed concern about Figure 1c which provided four foot wide access aisles on both sides of an eight foot wide stall. The Committee felt that the four foot wide space would not provide enough room to exit the vehicle and maneuver. The Committee members unanimously agreed that Figure 1c should be eliminated.

**Motion:** The Committee approved the following ruling (M/S/P Bow/Kimmey).

**RULING: ADAAG 309 Operable Parts and 502 Parking Spaces**

Where EV charging stations are provided, 5%, but not less than one of each type of EV station shall be accessible.

An accessible parking stall at an EV charging station shall be 192 inches wide minimum. The parking stalls at accessible EV charging stations shall comply with ADAAG Section 302; changes in level are not permitted. Slopes within the accessible stalls shall not exceed 1:48 in any direction. ***It is not recommended that access aisles be marked given that the charging inlet locations vary from vehicle to vehicle, however if marked access aisles are provided, it is recommended to follow the configurations shown below.*** Parking spaces shall be designed so that cars, when parked, cannot obstruct the required clear width of adjacent accessible routes.

The EV charging equipment shall comply with ADAAG Section 309 Operable Parts with the exception that the EV charger connector is not required to comply with ADAAG 309.4 activating force of 5 pounds maximum. Turning space complying with ADAAG 304.3 shall be provided at the EV charging equipment.

An accessible route shall be provided from an accessible EV parking stall to the accessible EV charging equipment. An accessible EV charging station shall connect to an accessible route and shall comply with ADAAG 206.2.2. Accessible routes shall comply with ADAAG Chapter 4.

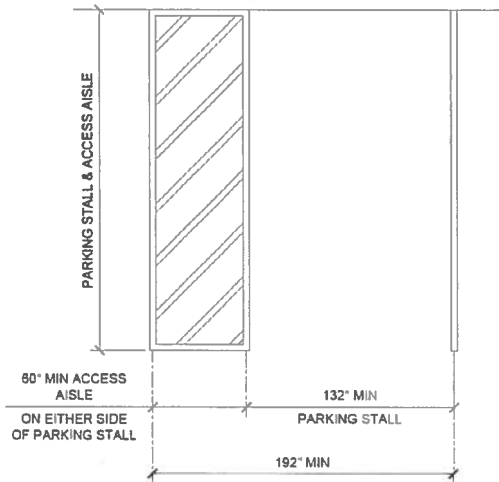


FIGURE 1a  
OPTIONAL STRIPED 5'-0"  
WIDE ACCESS AISLE

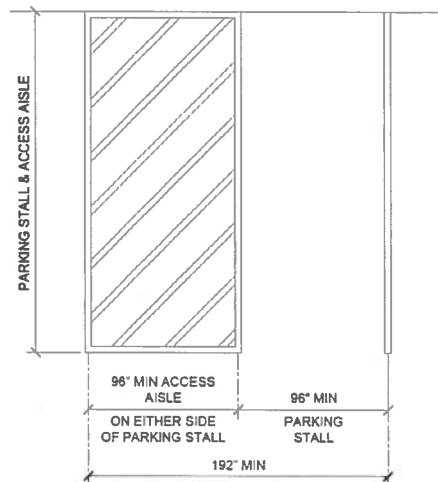


FIGURE 1b  
OPTIONAL STRIPED 8'-0"  
WIDE ACCESS AISLE

[Rul: 09/14/2017] (Auth and Imp: HRS §103-50)

VI. Open Forum

There were no items raised.

VII. The next meeting is November 9, 2017 at 10:00 a.m.

VIII. The meeting adjourned at 10:00 a.m.

NOTE: All votes were unanimous unless otherwise noted.

Respectfully submitted,

A handwritten signature in blue ink, appearing to read 'Duane Buote', with a stylized flourish at the end.

DUANE BUOTE