



DISABILITY AND COMMUNICATION ACCESS BOARD

1010 Richards Street, Room 118 • Honolulu, Hawaii 96813
Ph. (808) 586-8121 (V) • Fax (808) 586-8129 • TTY (808) 586-8162

AGENDA

Standing Committee on Parking Meeting

Location: Disability and Communication Access Board
1010 Richards Street, Conference Room 111A
Date: November 21, 2019
Time: 9:30 a.m.

- I. Call to Order
- II. Approval of the September 19, 2019 Meeting Minutes
- III. Old Business
 - A. Placard Renewal Statistics – Update
 - B. Death Records Crossmatch – Update
 - C. Public Education Efforts and Parking Locator App – Update
 - D. Amendments to Hawaii Administrative Rules, Title 11, Chapter 219, “Parking for Persons with Disabilities” – Update
- IV. New Business
 - A. Discussion on Increasing Accessible Parking Spaces
 - B. DCAB Efforts to Contact Permittees when Members of the Public Observe Parking Permit Abuse
- V. Open Forum: Public comment on issues not on the agenda for consideration for Committee’s agenda at the next meeting
- VI. Next Meeting
- VII. 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, preferably by November 18, 2019. If a response is received after November 18, 2019, we will try to obtain the auxiliary aid/service or accommodation, but we cannot guarantee that the request will be fulfilled.

Upon request, this notice is available in alternative formats such as large print, Braille, or electronic copy.



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MINUTES

Standing Committee on Parking Meeting

Location: Disability and Communication Access Board
1010 Richards Street, Conference Room 111A

Date: November 21, 2019

Time: 9:30 a.m.

PRESENT: Summer Kozai, Chairperson; Pauline Aughe, Violet Horvath, Board Members;
Kirby Shaw, Bryan Mick, Kamaile Hopfe, Staff

I. Chairperson Summer Kozai called the meeting to order at 9:40 a.m. Board members Pauline Aughe and Summer Kozai were present at the beginning of the meeting.

II. The Committee approved the minutes of the September 19, 2019 meeting (M/S/P Aughe/Kozai).

III. Old Business

A. Placard Renewal Statistics

Bryan Mick reported that during the first quarter of fiscal year 2020, 8,422 placards and 461 special license plates were issued. Of the placards, 2,062 were temporary and 6,360 were long term. Of the long term placards, 3,058 were renewals issued by DCAB. The renewal rate was fifty-nine percent. Staff prepared a graph that showed various type pf permits issuance and related functions that showed some cyclical dips but a clear trend upward.

Violet Horvath arrived at 9:50 am.

B. Death Records Crossmatch – Update

Bryan Mick reported that DCAB performed a crosscheck with the Department of Health Vital Records Branch, and that 2,496 letters were sent to the estates of deceased permittees. To date, 1,288 (51%) placards were returned, 130 (5%) placards were reported as lost or disposed of by the family, and 368 (15%) letters were returned by the post office as undeliverable. He added that staff recently realized that conducting the death retrieval crosscheck on a calendar year cycle made the annual report confusing. This is due to the period when returned placards were received stretching across two fiscal years. To correct for this, staff will delay the next crosscheck by a few months so that the letters to the estates go out in June and the returned placards start to arrive after the new fiscal year begins on July 1.

C. Public Education

Parking Locator App – Update

Bryan Mick reported that the app is not working on the Android platform. Staff contacted the developer Pauline Aughe recommended and a quote was provided. Although the quote was reasonable, it still is high enough to require the procurement process be utilized and there is not enough money in this year's budget to pay for it.

The Committee discussed whether the app would be worth the amount of resources that are necessary for it to be operationally maintained. While it is a decent concept, it doesn't seem likely that many people would use it prior to beginning a trip. Most permittees have a good sense of where the accessible spaces are located because the spaces are required to be on the shortest accessible route to a facility entrance. Violet Horvath noted that it is not very useful for smaller facilities, but that it is perhaps for large ones like Ala Moana Shopping Center or for areas that tourists frequent. Pauline Aughe added that the cost may not be justified and that people driving are not going to be logging into an app nor should they be. The app and/or resources used to support it should be redirected to public education efforts, especially on the proper use of the parking permits. **MOTION:** It was moved that the parking app not be maintained (M/S/P Aughe/Kozai).

Violet Horvath mentioned that Olelo TV is looking for public service announcements to air and that staff may want to explore that possibility.

D. Amendments to Hawaii Administrative Rules, Title 11, Chapter 219, "Parking for Persons with Disabilities" - Update

Bryan Mick reported that the final draft of the amended rules and associated documents are almost ready to be sent to the Deputy Attorney General for review. Kirby Shaw added that from there, it goes to Director of Health who sends it to the Governor to authorize public hearings, and if no significant changes are made by the Board following public hearing, it goes back to the Governor for his approval and signature.

IV. New Business

A. Discussion on Increasing Accessible Parking Spaces

Kirby Shaw reported that after the previous Committee meeting, staff, including the Facility Access Unit Coordinator, discussed the possibility of increasing accessible parking. DCAB could simply ask the U.S. Access Board to amend the current Americans with Disabilities Act Accessibility Guidelines (ADAAG) formula used to determine the minimum number of accessible and van accessible parking spaces based on the total number of parking spaces in a given lot. The last amendments to the ADAAG were made in 2010 and those were the first in twenty years. Therefore, it is

unlikely that the U.S. Access Board will make further amendments in the near future. However, state or county regulations could require additional accessible spaces. Bryan Mick said that if additional parking spaces were provided without an access aisle, as suggested by former Board member Bryant Yabui, they would not qualify as ADAAG required spaces and therefore would have to be located farther away from the facility entrance than all of the ADAAG required spaces. This would defeat the idea of creating parking spaces for people with mobility disabilities who only need proximity to a facility entrance, but not an access aisle. However, if additional parking spaces were designed to be van accessible and located farther out than regular accessible spaces, it could help alleviate the problem of permittees who need proximity only from parking in van accessible spaces because they would presumably opt to use the regular accessible spaces that are closer to a facility entrance.

Staff discussed whether the issue of not enough accessible parking spaces was county specific, more pronounced in urban versus rural areas, or dependent on the overall size of the lot. Staff suggested that a survey of permittees may provide useful data to help guide DCAB policy. Pauline Aughe commented that the survey should not be too specific because any new regulations cannot be tailored that narrowly. She was interested to know what the number of placards issued were in 1990 when the ADA became effective to provide a comparison with today. She still likes the idea of restricting van accessible spaces to those who actually need the extra room provided by the wider space or wider access aisle to allow persons with side-mounted lifts or ramps to enter or exit their vehicle. Kirby Shaw mentioned that Oregon does this and has a different colored placard for wheelchair users, and so far, they have not been challenged for violating the ADA. Bryan Mick added that his assumption is that the ADA only governs the design and number of accessible spaces and leaves the establishment of type of permits and the eligibility criteria to use either type of accessible parking spaces to the individual states. Pauline Aughe added that in Oregon, there is about ten inches between every parking space, and that was actually enough room for her to exit the vehicle with the assistance of her husband.

B. DCAB Efforts to Contact Permittees when Members of the Public Observe Parking Permit Abuse

Bryan Mick reported that currently, when someone calls who is observing abuse of a permit or a vehicle parked in a reserved space without a permit, DCAB advises the person to contact the police because they are authorized to cite the vehicle and/or confiscate a placard that is invalid or misused. Occasionally, if someone emails a photo of a placard being misused, DCAB will inform the permittee that the placard might be lost or is being misused by a household member without their knowledge. However, there is no standard operating procedure. He added that because we cannot access the motor vehicle database, there is no way for DCAB to contact a vehicle owner whose vehicle is parked without displaying a parking permit. Pauline Aughe mentioned that she had recently sent to staff, photos and descriptions of placards that were being used improperly in Kona, such as parking a vehicle

in an access aisle. She would support DCAB strengthening its education efforts, including contacting permittees directly when a placard is misused. Her observations are that misuse of placards is more common than vehicles parking without displaying them. Kirby Shaw commented that care would need to be taken in the language used as DCAB does not have enforcement powers. Bryan Mick added that if there was a publicly advertised method to report placard abuse, people might use it to harass people they do not like. Therefore, a process that included photos would be more favorable because DCAB could be confident misuse had occurred. There also was a concern that the number of complaints could be overwhelming. Pauline Aughe replied that if there was a large number of complaints, it would be a strong data point to provide to enforcement agencies and policy makers to urge them to make changes. She can see the rationale for having the complaints come via the website, or perhaps the parking locator app could be repurposed for that use.

V. Open Forum

Bryan Mick reported that roughly two years ago, the single disability parking permit application form was split into two forms. One form was for first time placards, temporary placards, and replacement placards and would be submitted to the counties. The other form was for renewals of long term permits and would be mailed to DCAB. Unfortunately, some applicants, certifying medical personnel, and the counties were confused as to which form to use or how to process it when the incorrect form was submitted, and that has led to delays in placard issuance. Starting July 1, 2021, there will be a separate form for the disabled paid parking exemption permit and three separate applications forms will be highly confusing. Therefore, staff has decided to return to the single application form. This new redesigned form will also allow DCAB to implement the revised language for eligibility contained in Act 87 (2019).

VI. Next Meeting

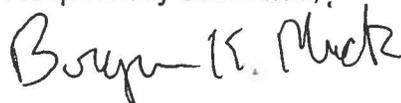
The next Committee meeting is scheduled for January 16, 2020, at 9:30 a.m.

VII. Adjournment

The meeting adjourned at 10:50 a.m.

NOTE: All votes were unanimous unless otherwise noted.

Respectfully submitted,



BRYAN K. MICK