



DISABILITY AND COMMUNICATION ACCESS BOARD

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

DRAFT MINUTES

Standing Committee on Facility Access Meeting

Location: Virtual and 1010 Richards Street, Room 118
Date: May 2, 2022
Time: 10:30 a.m. – 12:00 p.m.

PRESENT: Marie Kimmey, Chairperson; Scott Fleming, Michael Nojima, Charlotte Townsend
Board Members; Duane Buote, Rodney Kanno, Staff

ABSENT: Ron Awa, Board Member

- I. Chairperson Marie Kimmey called the meeting to order at 10:39 a.m. She reviewed the remote meeting procedures with Committee members.
- II. Staff and Board members introduced themselves.
- III. No public statements or written testimony was submitted.
- IV. Committee members approved the meeting minutes of November 10, 2021 (M/S/P Townsend/Nojima).
- V. Committee members approved the meeting minutes of March 10, 2022 (M/S/P Townsend/Nojima).
- VI. Old Business

- A. Document Reviews and Implementation of Fee Schedule – Update
Review statistics of document reviews and fee schedule.

Duane Buote informed Committee members that the Facility Access Unit (FAU) reviewed one hundred twelve (112) projects from April 1 to May 2, 2022 of which fifty seven (57) were new submittals. The FAU collected \$103,845 in fees during that same period.

- B. Interpretive Opinion DCAB 2022-01 Street Parking at Bike Lanes
Design criteria relating to street parking at bike lanes.

Duane Buote explained to the Committee members that projects have been submitted for review that included new designs within the public right of way which incorporate bike lanes that move parallel parking stalls away from the sidewalk.

The U.S. Access Board and the Department of Justice (DOJ) do not have any written material that address this condition. The DOJ indicated there is no enforceable guideline for this condition and referred staff to the U.S. Access

Board's Public Rights of Way Accessibility Guidelines (PROWAG). The U.S. Access Board PROWAG does not have any guidance on this design. The U.S. Access Board recommended the location of the accessible street parking stall to be consistent with the provisions in the PROWAG. In addition, they recommended not having any obstructions between the accessible parking space and the adjacent buffer space.

The FAU also requested information from the City and County of Honolulu regarding their design criteria and any basis reasoning for their criteria. The current designs are typically limited in space based on the utilization of one traffic lane to create the new bike lane and buffer space. The City's current designs incorporate a three (3) foot wide buffer space between the parking space and the bike lane. A wider buffer space would typically require an additional traffic lane to be utilized which would not be feasible due to issues with vehicular traffic. Duane Buote also indicated that the existing interpretive opinion for parallel parking in the public right of way would allow an accessible parking stall to be located next to a three (3) foot wide sidewalk which would provide the same width as the minimum buffer space. The three (3) foot width also complies with the accessible route requirement which would allow an individual to access the curb ramp.

In addition, for safety reasons, the City prefers a physical barrier to prevent vehicles from driving or parking in the buffer space or bike lane. The most current design utilizes a premanufactured curb with a vertical delineator. The typical layout includes three (3) sections grouped together between the parking space and buffer space which is centered on the parking space markings. The typical layout at an eighteen (18) foot long accessible space would create an eight (8) foot opening centered on the parking space. The City indicated that they could remove one section on each side to widen the opening to fourteen (14) feet at the accessible parking space. The staff analysis of the fourteen (14) foot opening centered on an eighteen (18) foot long stall would only encroach two (2) feet into the front and back of the stall, which staff believed would unlikely obstruct exiting the vehicle.

The location of the accessible parking sign in the buffer would be better for identification of the accessible parking stall, however there is a potential safety concern. Staff did not feel comfortable requiring the sign to be placed in the buffer, because of the safety concern, and included the option of placing the sign either in the buffer zone or sidewalk adjacent to the accessible parking stall.

Committee member Charlotte Townsend asked how someone would access the sidewalk from one of these accessible spaces. Duane Buote informed Committee members that the recommended ruling requires the location of the accessible stall to be at the end of the block face or next to a mid-block crossing with a curb ramp. This provision is the same as the existing interpretive opinion for on street parking and utilizes existing curb ramps at street crossings to access the sidewalk. This provision also follows the provisions in the Public Rights of Way Accessibility Guidelines.

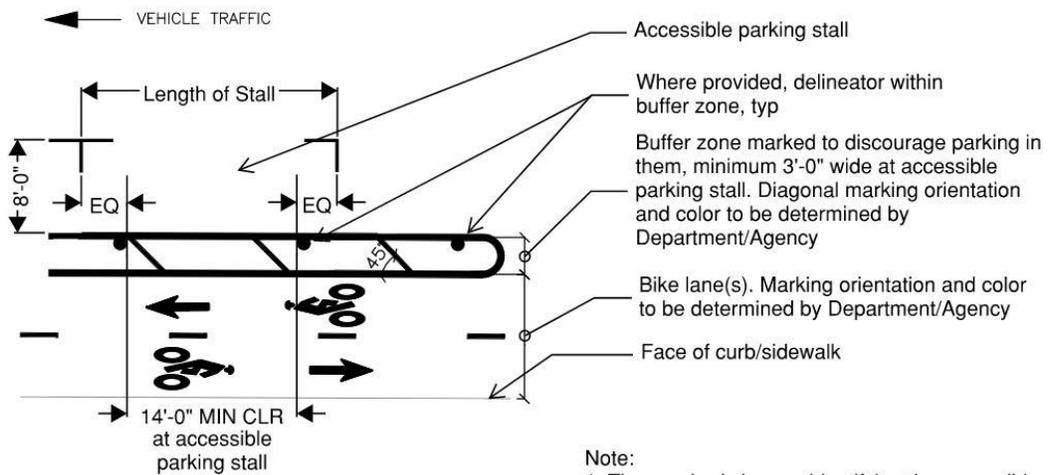
Motion: The Committee approved the following ruling (M/S/P Townsend/Fleming).

RULING – 2022-01 On-Street Parking at Bike Lanes

ADAAG Section 208 Parking and 502 Parking Spaces

Where new or altered marked or metered on-street parallel parking is provided, accessible parking complying with ADAAG Section 208 shall be provided. On-street parallel parking shall not be required to comply with 208.2.4. Within the public right-of-way, a block perimeter shall be considered a 'parking facility'. The number of parking spaces required to be accessible shall be calculated separately for each parking facility

- 1) **Bike Lanes.** Where accessible on-street parallel parking is provided adjacent to a bike lane, an access aisle is not required. When an access aisle is not provided:
 1. The accessible parking spaces shall be located at the end of the block face, or
 2. Adjacent to a mid-block curb ramp rather than at the end of the block face if greater accessibility is provided.
 3. A marked minimum 3'-0" wide buffer zone shall be provided between the parking stall and bike lane.
 4. Where delineators are provided in the buffer zone, at least one 14'-0" minimum clearance between delineators, centered in the stall length shall be provided.
 5. The required signage per ADAAG 216.5 identifying the accessible parking stall may be located within the buffer zone or on the sidewalk adjacent to the bike lane.



Note:
1. The required signage identifying the accessible parking space may be located within the buffer zone or on the sidewalk adjacent to the bike lane.

[Ruling: 05/02/2022] (Auth and Imp: HRS §103-50)

VII. New Business

A. Planning for 2022 Disability Access Conference.

Duane Buote informed the Committee members that the FAU was unable to secure training from the Department of Housing and Urban Development (HUD). The U.S. Access Board has tentatively agreed to provide virtual training sessions on June 28 and 29, 2022. Rex Pace from HUD has also tentatively agreed to provide a session on the Section 504 deeming notice. The tentative sessions from the U.S. Access Board include residential housing, transient lodging, and medical care facilities.

B. Review Facility Access Section of the Plan of Action FY 2022-2023

Duane Buote informed the Committee members that the proposed Facility Access section of the Plan of Action FY 2022-2023 does not have any changes from the previous fiscal year Plan of Action.

Motion: The Committee approved the proposed Facility Access section of the Plan of Action FY 2022-2023 (M/S/P Townsend/Fleming).

VI. Open Forum

There were no items raised.

VII. Announcement of Next Meeting

Next Meeting TBD

VIII. The meeting adjourned at 11:24 a.m.

Note: All votes were unanimous unless otherwise noted.

Respectfully submitted,

DUANE BUOTE