



# DISABILITY AND COMMUNICATION ACCESS BOARD

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## MINUTES

### Standing Committee on Facility Access Meeting

Location: Virtual Location Via Zoom

Date: March 10, 2022

Time: 10:30 a.m.

PRESENT: Marie Kimmey, Chairperson; Michael Nojima, Board Member; Duane Buote, Rodney Kanno, Staff

ABSENT: Ron Awa, Scott Fleming, Charlotte Townsend, Board Members

GUESTS: Mona Higa, Erron Redoble

- I. Chairperson Marie Kimmey called the meeting to order at 10:32 a.m.
- II. Board members, staff and guests introduced themselves.
- III. Staff reported there were no testimonies submitted.
- IV. The approval of the meeting minutes of November 10, 2021 has been tabled until the next Standing Committee on Facility Access meeting due to a lack of quorum.

V. Old Business

Duane Buote informed the Committee that the Facility Access Unit (FAU) reviewed two hundred and two projects from January 1, 2022 to March 9, 2022 of which one hundred twenty two were new submittals. The FAU collected \$223,619 in fees during that same period.

VI. New Business

A. Interpretive Opinion DCAB 2022-01 Street Parking at Bike Lanes

Duane Buote explained to the Committee 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 to the U.S. Access Board's Public Right 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 Facility Access Unit (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 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. 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 sections grouped together between the parking space and buffer space which is centered on the parking space markings. The typical layout at an eighteen foot long accessible space would create an eight 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 feet at the accessible parking space.

Committee member Mike Nojima asked if the stalls were eighteen feet long or twenty two feet long. Erron Redoble from the City and County of Honolulu indicated that the end stalls where the accessible stalls are located is eighteen feet in length and the other stalls are twenty two feet in length to account for additional space needed to maneuver between two parked vehicles. Duane Buote pointed out that an eighteen foot stall with a fourteen foot opening centered on the stall would place the barriers within the two foot sections in the front and back of the vehicle which would not be in the locations where one would exit the vehicle.

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 foot wide sidewalk which would provide the same width as the minimum buffer space. The three foot width also complies with the accessible route requirement which would allow an individual to access the curb ramp.

The information gathered through this research provided the basis for the staff's recommendation. The interpretive opinion has been tabled until the next Standing Committee on Facility Access meeting due to a lack of quorum. It was suggested that staff include photos of various installations for the next meeting to more clearly illustrate the design layouts to the Committee members.

B. Planned training opportunities for March through June 2022

Duane Buote informed Committee members that the FAU will be conducting a training on Accessible Education Facilities on March 24, 2022.

He also announced plans for the annual Disability Access Conference which will be held in May or June 2022. Staff is currently waiting for a response from the Department of Housing and Urban Development regarding a request to conduct a virtual Fair Housing Act training.

VI. Open Forum

There were no items raised.

VII. Announcement of Next Meeting

The next meeting will be announced on the DCAB website.

VIII. The meeting adjourned at 11:14 a.m.

Note: All votes were unanimous unless otherwise noted.

Respectfully submitted,



DUANE BUOTE