



## DISABILITY AND COMMUNICATION ACCESS BOARD

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### DCAB GUIDING PRINCIPLES ON THE MOBILITY AND SAFETY OF PEDESTRIANS WITH DISABILITIES

These guiding principles are to assist DCAB in preparing testimony or offering comments on Federal, State, and county government proposed laws, rules, polices, and procedures. DCAB shall advocate for and promote these principles whenever appropriate.

- 1) Prioritize the safety of pedestrians over the travel times of vehicles.
- 2) Utilize technology to assist with enforcement.
- 3) Utilize the best design guidelines of accessibility, not only the Americans with Disabilities Act Accessibility Guidelines (ADAAG), but also the proposed Public Right of Way Accessibility Guidelines (PROWAG). Incorporate the principles of Universal Design. Implement best practices from other jurisdictions around the world.
- 4) Follow the principles contained in Complete Streets and Vision Zero. Complete Streets is a design focused policy which optimizes streets for all modes of transportation including vehicles, pedestrians, bicyclists, and others. Vision Zero is a set of principles, programs, and polices that aim to reduce pedestrian deaths due to vehicles to zero.
- 5) Increase public outreach and education on pedestrian safety issues and ensure these outreach and education issues are delivered in an accessible format.
- 6) Prioritize the construction or modification of infrastructure to ensure pedestrian safety and accessibility.
- 7) Support regulations that new vehicles are designed to prevent pedestrian collisions or to minimize their impact, including the use of technology such as pedestrian automatic emergency braking.
- 8) Prioritize the safety and security of pedestrians with disabilities during their interactions with others using personal transportation devices such as bikes, e-bikes, scooters, e-scooters, and Segways. This includes but is not limited to the planning and design of transportation systems, the passing of statutes and ordinances, and the enforcement of regulations and laws.
- 9) When accessible routes are changed or removed, such as mid-block crosswalks, ensure that any feature (curb cuts, tactile floor mats, etc.) used to indicate the presence of the accessible route are also altered or removed.

- 10) Ensure that any new modes of transportation do not encroach on the accessibility of existing infrastructure, such as sidewalks, curb ramps, entrances to buildings or sites, or parking meters.
- 11) Proactively ensure pedestrian routes are maintained free of obstacles.
- 12) Adopt zoning and development standards that encourage and promote mixed-use development and pedestrian connections such as sidewalks, accessible crosswalks, etc.
- 13) Recognize that traffic speed is an important element of pedestrian safety. Speed limits should be set and enforced with an emphasis on pedestrian safety, including enhanced penalties for speeding in areas which have designated pedestrian routes.
- 14) Ensure maximum visibility and audibility at pedestrian crossings. Technology installed at pedestrian crossings such as push activated lights utilize technology should provide maximum accessibility for pedestrians with disabilities and others.
- 15) Any task force, committee, working group, etc. which will be discussing pedestrian safety should include members with mobility related disabilities and disabilities that impact wayfinding and navigation.

Adopted by the Board at its General Meeting on July 18, 2019.

Revised by the Board at its General Meeting on February 6, 2025.