

TRANSPORTATION COMMITTEE 9/24/24

LIST OF BOARD PACKET DOCUMENTS

1. Transportation Committee Agenda September 24, 2024
2. Transportation Committee Draft Minutes of July 10, 2024.
3. Email from Honolulu Fire Department (HFD) regarding private transportation company calling HFD to transport their client from the curb to the door.
4. Selected pages from the City and County of Honolulu's Department of Transportation Service Consultant report regarding the need for a second base yard for HandiVan located in West Oahu.
5. Kauai County press release regarding low income fare program for the Kauai Bus.
6. MidWeek Hawaii Article about Transportation Friends for Kupuna program.
7. Email from Transportation Friends for Kupuna program with additional information.
8. Email from University of Hawaii regarding its automated student shuttle service.
9. Report published by Hawaii Appleseed Center for Law and Economic Justice regarding the history of jaywalking laws in the United States.
10. Senate Bill 2630 Senate Draft 1 House Draft 2 (2024 Legislature) decriminalizing jaywalking.



DISABILITY AND COMMUNICATION ACCESS BOARD

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

NOTICE OF MEETING

Disability and Communication Access Board

Standing Committee on Transportation Meeting

September 24, 2024
11:00 a.m.

AGENDA

The Disability and Communication Access Board will be meeting remotely using interactive conference technology. The public is welcome to participate as follows.

Public In-Person Meeting Location

Kamamalu Building
1010 Richards Street, Room 118
Honolulu, Hawaii 96813

Participate Virtually via Zoom

Click on the link below or copy and paste it into your browser window:

<https://us02web.zoom.us/j/85328116909>

and enter Meeting ID: 853 2811 6909.

To join by phone

Dial 1 669 900 6833 and enter Meeting ID: 853 2811 6909.

Public Testimony

Oral testimony - Testimony or comments presented by members of the public during Committee meetings shall be limited to three minutes per agenda item. In compliance with the Americans with Disabilities Act, a reasonable amount of additional time shall be afforded to persons with a communication disability to present testimony or comments, if needed. Any person who needs additional time to present testimony or comments is encouraged to contact the DCAB office in advance of the meeting. This rule shall be placed at the beginning of all Committee meeting agendas. Members of the public may present comment or testimony during Committee meetings on each agenda item. Public comment or testimony, if any, shall be presented on each agenda item before the Committee deliberates on the item. After all public comment or testimony is presented, the Committee shall deliberate on the agenda item without further comment or testimony from the public unless further public comment or testimony is requested by the Committee.

Written Testimony - To ensure the public as well as Committee members are able to review testimony prior to the meeting, we request written testimony be submitted 48 hours prior to the scheduled meeting date and time.

- By email to: dcab@doh.hawaii.gov
- By U.S. Postal Mail:
Kirby Shaw, Disability and Communication Access Board, 1010 Richards Street,
Room 118, Honolulu, HI 96813
- By facsimile to: (808) 586-8129

AGENDA

- I. Call to Order
Review Remote Meeting Procedures
 - This meeting is being recorded.
 - A quorum of Committee members is required to be visible on screen.
 - Raise hand to speak unless called upon.
 - Identify yourself before speaking.
- II. Roll Call/Introductions
- III. Written Public Testimonies Submitted - Review
- IV. Approval of Meeting Minutes of July 10, 2024
- V. Old Business
 - A. Standing Agenda Items
 1. Public Transit and Paratransit
 - a. City and County of Honolulu's low income rate for paratransit.
 - b. City and County of Honolulu's Taxi Voucher Program.
 - c. Concern from Honolulu Fire Department – Wheelchair users dropped off at curbside and calling 911 for assistance to get to door.
 - d. Proposal for the City and County of Honolulu to establish a second base yard for the HandiVan in Central or West Oahu.
 - e. Kauai Bus – [Low Income Fare](#)
 - f. Transportation Friends for Kupuna
 - g. University of Hawaii at Manoa autonomous student shuttle.
 2. Streets and Highways
 - a. [Kahaluu Roundabout](#)
 - b. Proposal to Amend State Jaywalking Law:
 - (1) [History of jaywalking laws](#)
 - (2) [SB2360 SD1 HD2](#) – Relating to Pedestrians
 3. Pedestrian Mobility and Built Environment
 4. Air Transportation/Airports
 - a. Daniel K. Inouye International Airport New Electric Miki Shuttle

- b. Procedure for the Inspection of Service Animals Upon Out of State Arrival at Daniel K. Inouye International Airport.
 - c. Airport Accessibility Advisory Committee
 - 5. Water Transportation and Harbors
 - 6. Update from Standing Committee on Parking
 - a. Meeting with enforcement agencies/Volunteer Special Enforcement Officer (VSEO) programs.
- VI. Open Forum: Public comment on issues not on the agenda for consideration on a future Committee agenda.
- VII. Next Meeting
- VIII. 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. Requests made as early as possible have a greater likelihood of being fulfilled.

Upon request, this notice is available in alternate/accessible formats.

The agenda and meeting materials for this meeting are available for inspection at the DCAB office located at 1010 Richards Street, Room 118, Honolulu, Hawaii 96813 and on the DCAB website at: <https://health.hawaii.gov/dcab/dcab-agendas-and-minutes/>.



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DRAFT MINUTES

Standing Committee on Transportation Meeting

Location: Virtual via Zoom and 1010 Richards Street, Room 118

Date: July 10, 2024

Time: 10:10 a.m.

PRESENT: Violet Horvath, Chairperson; Gerald Ohta, Teri Spinola-Campbell, Charlotte Townsend, Board Members; Elizabeth Pearson, Bryan Mick, Sue Radcliffe, Staff

GUESTS: Donald Sakamoto, Leelynn Brady, Tosa Lobendahn

- I. Chairperson Violet Horvath called the meeting to order at 10:11 a.m.
- II. Committee members, staff, and guests introduced themselves.
- III. Chairperson Violet Horvath reported no written public testimony was submitted.
- IV. The Committee approved the May 7, 2024, meeting minutes (M/S/P Townsend/Spinola-Campbell).
- V. Unfinished Business
 - A. Review of Fiscal Year 2023-2024 Plan of Action and Proposed 2024-2025 Plan of Action

The Committee did not have any suggested changes to the Plan of Action.
- VI. New Business
 - A. Standing Agenda Items

Public Transit and Paratransit

Bryan Mick reported that the City and County of Honolulu's Department of Transportation Services (DTS) has stated very few riders applied for the low income paratransit fare. When fare increases have been previously proposed, many riders indicated they are on low fixed incomes and any increase will be challenging for them. It is likely that most riders are not aware of how to apply for this new low income fare. DTS will hopefully do public service announcements and DCAB may be able to assist in disseminating the information.

Bryan Mick reported that DTS Director Roger Morton seems to be in strong support of conducting a Taxi Voucher Program for paratransit riders as recommended in their own consultant's reports. He urged the Committee on Accessible Transportation to advocate the City Council to include funds for such a program during the next budget cycle. Committee member Charlotte Townsend agreed the Director is supportive, but it has been tricky to decide when is the right time to request additional funds. DTS has done outreach to the public and Council, so perhaps next year is the time. Bryan Mick added that an important point to keep emphasizing the taxi voucher program is it would be cost effective for the City and County of Honolulu versus transporting riders on The HandiVan.

Bryan Mick reported that the Department of Health (DOH) had received an inquiry from the Honolulu Fire Department (HFD) about transportation service provider regulations specifying where wheelchair users must be picked up and dropped off. Some riders are being dropped off curbside and calling 911 to request HFD's assistance to get into their residences. DCAB replied that it would depend on the type of transportation service provider, but paratransit is curb to curb. Committee member Charlotte Townsend mentioned that many of the long time HandiVan drivers would voluntarily exceed the required curb to curb service and help people to their door. Newer drivers may not provide this extra service though. In the past she knows there were people too heavy to get out of a public pool without assistance from HFD. However, if the numbers are rising or certain individuals are doing this daily, she can understand HFD's concern. Committee member Teri Spinola-Campbell asked if the union and collective bargaining ever impacted the service HandiVan provided. Committee member Charlotte Townsend replied that if a driver got hurt while providing service beyond the requirements the union would definitely express their concerns. Committee member Teri Spinola-Campbell added this is not that different from other scenarios that HFD responds to that aren't an immediate life or death situation. The Committee asked staff to contact HFD for more details, such as the frequency, trend lines, geographical areas, barriers involved (stairs, slope, etc.), HFD vehicle types involved, names of the involved transportation service providers, and HFD's preferred response. Committee Chairperson Violet Horvath added that once again, the root issue of this is not enough accessible housing.

Streets and Highways

Bryan Mick reported the Federal government's report [Ensuring American leadership in Automated Vehicle Technologies: Automated Vehicles 4.0](#) was included in the Committee's packet. DCAB has not weighed in on self-driving vehicles yet, but it seems highly likely that these types of vehicles will be common in the near future. The Committee may wish to discuss what the pros and cons are and the proper role of government in

both spurring innovation and regulating safety. The Committee agreed that this technology will positively impact people with certain types of disabilities, but it is very important that driver and pedestrian safety is put ahead of all other considerations. Bryan Mick observed that part of the challenge in rolling out this technology is how differently the public reacts to an accident involving a driverless vehicle versus a vehicle with a driver. Even if the statistics show a much lower accident and/or fatality rate for driverless vehicles, that rate needs to be as close to zero as possible to maintain public support. Elizabeth Pearson commented she would be curious to see if prior technological safety features, like lane departure warnings, has led to a measurable decrease in accident and fatality rates. Bryan Mick added that the Vision Zero Report, later in the agenda, identifies three (3) major factors in pedestrian-automobile crashes: speed, inattentiveness, and impairment. Self driving vehicles should eliminate all three (3) of those factors.

Bryan Mick reported that this Committee had previously discussed roundabouts. They are one of the safety features that the Federal Department of Transportation recommends. They can be built with Vision Zero and Complete Street principles in mind, but that would need to be part of their design process. It is important that pedestrians with disabilities are specifically considered in the design phase. Committee member Charlotte Townsend commented one of the biggest issues is when foliage around or in them is not maintained and ends up blocking the sight lines for and of pedestrians using mobility aid devices.

Testimony: Guest Donald Sakamoto commented that the State is building a roundabout in Kahaluu and has admitted they are doing the minimum to comply with the Americans with Disabilities Act (ADA).

Pedestrian Mobility and Built Environment

Bryan Mick reported that the Committee packet included the City and County of Honolulu's Vision Zero Action Plan. Vision Zero is a policy statement that zero pedestrian deaths due to collisions with vehicles is achievable through a combination of approaches. The timelines included in the Action Plan indicates that this is the year they will provide recommendations for safer street guidelines, projects, and legislation. DCAB has adopted the Guiding Principles on the Mobility and Safety of Pedestrians with Disabilities. Those will help staff respond quickly to any proposals, but the Committee may review them as well. The Action Plan had an interesting breakdown of crashes by age, and it turns out that drivers 15-34 are overrepresented in crashes involving a fatality. But the bias many people have is when hearing an older driver crashed is to wonder if there should be a maximum age limit to drive or if retesting and/or medical exams need to happen more frequently as people age. The data indicates similar questions ought to be asked for younger drivers. The Action Plan also refers to the "twenty is plenty" campaign,

which advocates that speed limits be no higher than 20 mph on residential streets. This is because the fatality rate for pedestrians increases dramatically for every 5 mph over 20 mph a vehicle is traveling when involved in a collision.

Testimony: Guest Donald Sakamoto commented that he is worried about electric bicycles hitting pedestrians as they travel fast and are much quieter than a moped. He also has concerns with the proposal last session to repeal the State's jaywalking law.

Air Transportation and Airports

Bryan Mick mentioned that staff is unable to attend the Universal Access in Aviation Biennial Conference, but hopefully the State Department of Transportation is participating.

The full Board formed a Permitted Interaction Group (PIG) which will perform a site visit of the new autonomous passenger shuttle "Miki" at the Daniel K. Inouye International Airport. The visit is planned for July 11, 2024; the PIG will submit its report and recommendations to the Board.

Update from Standing Committee on Parking

Bryan Mick reported that he and DCAB Executive Director Kirby Shaw met with the State Department of Law Enforcement (DLE). DLE will remind its officers to issue citations for accessible parking space violations at State lots, and also to clarify that should they encounter a violation at a county or a Title III parking lot, they are authorized to issue a citation. DLE asked DCAB to provide a presentation on the parking program to its incoming officers. DLE suggested DCAB also meet with the State Department of Land and Natural Resources as they have enforcement officers who travel around the State as part of their job duties.

A meeting was also held with Honolulu Police Department (HPD) officer Skye Ah Nee, who recently became the administrator of their Volunteer Special Enforcement Officer (VSEO) Program. She informed DCAB that HPD (uniforms and VSEOs) have issued two hundred seventy eight (278) citations for accessible parking space violations this year, which is an increase from the thirty three (33) that were issued statewide the prior year. She is trying to recruit new VSEOs, ideally people who are comfortable with writing citations. DCAB is also trying to meet with the Honolulu Chief of Police to stress the importance of the VSEO program.

VII. Open Forum

Guest Leelynn Brady from Aloha Independent Living Hawaii explained she is organizing a group to participate in a process known as a "community of practice." The goal of this community of practice is to identify and disseminate

accessibility strategies and to increase awareness and adoption of assistive technology and mobility on demand transportation systems and create greater access to transportation for people with disabilities and older adults. The group will be applying for a grant. If you would like to participate, please contact her.

Guest Donald Sakamoto commented that he would like a future agenda to include a discussion on the proposal to build a second base yard for HandiVan on the westside. A consultant recommended this many years ago but the City and County of Honolulu does not seem to be making much progress.

VIII. The next meeting will be Friday, September 13, 2024 at 12:00 p.m.

IX. The meeting adjourned at 11:26 a.m.

NOTE: All votes were unanimous unless otherwise noted.

Respectfully submitted,

BRYAN K. MICK

From: [Miguel, Mark A](#)
To: [Mick, Bryan K](#)
Subject: [EXTERNAL] Contact with Captain Ige
Date: Monday, August 12, 2024 6:28:42 AM

Relayed Message:

Aloha Capt Mark,

Just did search of our CAD for [REDACTED] for this and last year. Google shows company owner is [REDACTED]. He called six times this year for assistance at same address XXXXX Akaula St. He used name [REDACTED] and phone number 8 [REDACTED] [REDACTED], which may be homeowner or client. He did not call last year.

I'll check with others here and see if they know other transport companies that may be calling us for public assists.

And again, apologies for being so late with this.

Ken Ige
Ken Ige
Captain
Honolulu Fire Department
Fire Communications Center, D Shift
Joint Traffic Management Center (JTMC)
710 South King Street,
Honolulu, HI 96813
Office: (808) 723-7061 | Cell: (808) 232-5620
Email: kige@honolulu.gov

Mark Miguel

Honolulu Fire Department
890 Valkenburgh Street
Honolulu HI 96818
(808) 723-7017

Exhibit 3.4**Potential Agency Coupon Sales and Revenue Projections for Select Agencies (FY 2015)**

Agency Name	Number of Coupons	Operating Expense	Actual and Proposed Revenues			
		Total Cost Per Trip	\$2 Coupon Price (Current)	\$10 Coupon Price	\$25 Coupon Price	\$40.65 Coupon Price*
Easter Seals Hawaii	26,698	\$1,085,273.70	\$53,396.00	\$266,980.00	\$667,450.00	\$1,085,273.70
Goodwill Industries of Hawaii, Inc.	25,910	\$1,053,241.50	\$51,820.00	\$259,100.00	\$647,750.00	\$1,053,241.50
Lanakila Pacific	43,292	\$1,759,819.80	\$86,584.00	\$432,920.00	\$1,082,300.00	\$1,759,819.80
Special Education Center of Hawaii, Inc. (SECOH)	24,200	\$983,730.00	\$48,400.00	\$242,000.00	\$605,000.00	\$983,730.00
Logisticare	33,073	\$1,344,417.45	\$66,146.00	\$330,730.00	\$826,825.00	\$1,344,417.45
Total	153,173	\$6,226,482.45	\$306,346.00	\$1,531,730.00	\$3,829,325.00	\$6,226,482.45

*Coupon price equivalent to actual cost

Source: Oahu Transit Services

In 2015, actual revenues from the select agencies coupon sales totaled \$306,346. Projected revenues if agency coupon prices were equivalent to the actual cost per trip (\$40.65) totaled approximately \$6.2 million, an increase of more than \$5.9 million in potential revenues.

Unchecked Demand for Services Will Impact OTS Growth and Will Require Nearly \$143 Million in Expansion Costs

OTS currently maintains 181 paratransit, Handi-Van vehicles at its Middle Street facility, with some vehicles parked at its Pearl City bus yard. The current fleet is close to the estimated capacity of 195 vehicles that can be serviced and maintained within OTS' current resources. Future growth would require significant capital expenditures.

The Department of Transportation Services (DTS) commissioned a study from Architects Hawaii and Gannett Flemming titled, *Public Transit Facility Master Plan*, issued in July 2009. The study was funded in part through grants from the Federal Highway Administration, Federal Transit Administration, and U.S. Department of Transportation. The report assessed capacity needs for both fixed route (TheBus) and paratransit (Handi-Van). The study included several findings related to fleet capacity, physical growth limitations, and facilities.

- The 2009 report stated that capacity is estimated at 160 vehicles, including the eight OTS maintenance bays. Maintenance capacity was calculated by using an industry standard of 20 paratransit vehicles per bay with a two-shift operation providing preventative maintenance, repair, and inspection service. With the addition of a third shift, the maximum capacity was between 185-195 vehicles.
- The study projected that the Handi-Van facility at Kalihi-Palama will reach capacity and not have any expansion capability. The study team estimated a 50% growth in capacity from 185 to 195 vehicles to around 300 vehicles, or over 100 vehicles. The study recommended a second facility with a 140 vehicles capacity based on its growth projections.
- The 2009 study recommended that the second Handi-Van facility be located in West Oahu. The location would result in reduced mileage operating costs for vehicles that primarily serve the West Oahu area; would significantly reduce travel to the existing facility; and provide a more efficient system with quicker responses to West Oahu's service requests.

If DTS decides to increase the fleet, parking and maintaining the vehicles would be a challenge. In the past, DTS and OTS solved increased demand requirements by hiring more drivers and buying more vans. The existing facilities lack the capacity to handle many more vehicles. The cost of a West Oahu facility for both TheBus and Handi-Van fleet would cost \$144 million and take at least five years to construct.



The Handi-Van base and maintenance yard on Middle Street has an estimated capacity to handle between 185-195 paratransit vehicles. The facility is nearing capacity with the current fleet of 181 Handi-Vans, with no room to expand.

Source: Office of the City Auditor

To resolve the capacity problem, best practices recommend that operating agencies have at least a five-year plan to properly plan and forecast demand and the resources needed to satisfy the demand. As demand for service increases, DTS and OTS will be challenged to satisfy the additional services needed. Neither OTS nor DTS have a forecast model for predicting future Handi-Van vehicle needs. DTS lacks a comprehensive paratransit plan; and DTS administrators have no formula to calculate the number of vehicles needed to meet paratransit demands. Without the plan, DTS and OTS cannot determine how many vehicles or types of vehicles the city needs to efficiently operate the Handi-Van system.

Applications being accepted for Kaua'i Bus Pass Outreach Program

Published on August 05, 2024

LĪHU'E – The County of Kaua'i Transportation Agency will be accepting applications from Kaua'i-based non-profit organizations for its Kaua'i Bus Pass Outreach Program beginning August 5, 2024.

The program's funding period is from July 1, 2024 through June 30, 2025. The intent of the Kaua'i Bus Pass Outreach Program is to provide free bus passes to low-income households and individuals with transportation needs through eligible non-profit organizations.

To be eligible, applicants must be tax-exempt under section 501(c)(3) of the Internal Revenue Code. Additionally, applications must be submitted via the Kaua'i County Connect online system, connect.kauai.gov site by clicking on the Kaua'i Bus icon, then on the Kaua'i Bus Pass Outreach Program Application icon.

The deadline to apply is September 5, 2024.

All applications will be reviewed and scored by a selection panel. Scoring will be based on the applicant's program information, including what service the applicant provides to the community and how many community members would benefit from the Kaua'i Bus Pass Outreach Program.

If you need an auxiliary aid/service, or other accommodation due to a disability, contact Rosie Rapozo at (808) 246-8116 as soon as possible. Requests made as early as possible will allow adequate time to fulfill your request. Upon request, this notice is available in alternate formats such as large print, Braille, or electronic copy.

For more information about the Kaua'i Bus Pass Outreach Program, please contact Rosie Rapozo at (808) 246-8116.

Volunteers Drive Kūpuna, Chaperone Outings

By Julie Chang, program volunteer coordinator at Catholic Charities Hawai'i

“This program is a lifesaver,” says Ursula Basic, one of the clients of Transportation Friends for Kūpuna, a program of Catholic Charities Hawai'i.

TFK matches volunteers to provide free transportation and/or chaperone assistance to seniors 60 years and older on O'ahu who live alone, have mobility issues, and have minimal support so that kūpuna can continue living independently. Basic has had several volunteer drivers who have helped take her to eye appointments and surgeries. Trained TFK volunteers use their own vehicles.

The program started in January with three volunteers giving eight rides to two kūpuna. In May, 10 volunteers provided 60 rides and four chaperone trips to 12 kūpuna clients.

Bill and Kathy Vogt have been driving and chaperoning clients to appointments since January.

“This program offers a unique opportunity to be of assistance to people I have never met before,” says Bill. “Each time I give someone a ride, I seem to make a new friend.”

“TFK has given us an opportunity to assist our fellow seniors with

transportation challenges,” adds Kathy. “We have met admirable seniors who have inspired us not to let age put a limit on our ability to live independent lives with dignity. We have gained more than we have given.”

TFK is looking for more volunteers. If you are 21 years or older and looking for a way to help in the community and have a few hours of time to give each week, contact the program volunteer coordinator at [808-527-4783](tel:808-527-4783) or tfk@catholiccharitieshawaii.org.

Catholic Charities offers help to people of all faiths and cultures. If you are a senior who has some mobility issues or are beginning to have cognitive/memory issues with limited support and you live in your own home and need assistance with getting to medical appointments, call [808-527-4777](tel:808-527-4777) or visit catholiccharitieshawaii.org to see if you qualify for receiving services.

“This program offers a unique opportunity to be of assistance to people I have never met before.”



Transportation Friends for Kūpuna volunteers Bill and Kathy Vogt have been working with the program since it started. **PHOTO COURTESY CATHOLIC CHARITIES HAWAII**



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From: Mick, Bryan K <Bryan.Mick@doh.hawaii.gov>

Sent: Thursday, July 25, 2024 3:04 PM

To: Transportation friends for Kupuna <tfk@catholiccharitieshawaii.org>

Subject: [EXTERNAL] Transportation friends for kupuna

Aloha,

I read the Midweek article and was hoping to get some more information about the TFK program to share with our standing committee on Transportation.

- 1) The article states mobility issues as one of eligibility criteria. Are you folks using a specific definition of what a mobility issue is or are you just sort using it generally?
TFK eligibility criteria is based on current AmeriCorps grant and my change when the grant expires. Generally, project is targeting frail seniors (55 and older) that reside on Oahu and are in an independent living setting. Senior must have a mobility issue which may include physical or mental limitations that requires assistance. Eligibility screening will be done as part of the registration process. Under the TFK project, we offer 1) transportation assistance to and from a destination and 2) chaperone assistance. Some clients may require one or both services.
- 2) Are there options for someone who needs an accessible vehicle (i.e. someone in a motor scooter for example)? I doubt any of the volunteers have accessible vehicles designed for that but thought I would ask. **Volunteers do not have accessible vehicles. If accessible vehicle is needed then volunteer chaperone may accompany client on the accessible vehicle such as HandiVan. If they are not registered or eligible for HandiVan, they may be eligible CCH's senior transportation service which have accessible vehicles, but they must register. They should call our senior help line at 808-527-4757 for more information.**
- 3) What are the specific requirements for the volunteers?
Volunteer drivers - must be 21 years or older, have a clean driver's abstract, own car insurance, and pass a background check.
Volunteer chaperone - must be 21 years or older and pass a background check.

Thank you for offering this incredible service. We occasionally receive calls from people looking for transportation help, so we may be able to direct them to you if they seem to meet the program eligibility.

Thanks,

Bryan K. Mick

Coordinator, Program & Policy Development

Disability and Communication Access Board

1010 Richards Street #118

Honolulu, HI 96813

Office: (808) 586-8131

<https://health.hawaii.gov/dcab/>

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From: [Guohui Zhang](#)
To: [Justin Scott](#)
Cc: [Mick, Bryan K](#)
Subject: Re: FW: [EXTERNAL] Re: Question on wheelchair accessibility of Mini e-bus (autonomous student shuttle)
Date: Thursday, July 18, 2024 10:42:16 PM

Justin,

Thanks for reaching out. I will address Bryan's questions as follows.

Bryan,

We are happy to provide all the information to you. The autonomous bus running at UHM can accommodate the wheelchair usage for individuals with disabilities. The bus has the dedicated space in its rear part and the safety driver needs to operate the ramp and assist them. However, the purpose of our research project is to help HDOT and our researcher better understand the autonomous driving technology and infrastructure update needs rather than providing mobility services. Through our preliminary tests, we feel our current autonomous bus is not ready to carry people using wheelchairs. The autonomous driving mechanisms are currently deterministic rules-based, and the bus may suddenly accelerate/decelerate/stop to respond to the certainly emergency situations without appropriate, smooth transitions. The inaccurate, delayed sensing, detection, and navigation processes result in large, conservative safety setting margins. So that passengers may feel uncomfortable with the current bus operation maneuvers under certain conditions. During our testing phase, we do not encourage wheelchair uses before safe, comfortable services can be provided. Please let me know if you have any more questions. Thanks,

Sincerely,

Guohui

From: Justin Scott <jkscott@hawaii.edu>
Date: Thursday, July 18, 2024 at 1:43 PM
To: Guohui Zhang <guohui@hawaii.edu>
Cc: Mick, Bryan K <bryan.mick@doh.hawaii.gov>
Subject: Re: FW: [EXTERNAL] Re: Question on wheelchair accessibility of Mini e-bus (autonomous student shuttle)

Good afternoon, Professor Zhang!

Bryan, from the Dept. of Health (cc'd), has a question regarding the autonomous electric bus on

campus, and I thought you might be the most qualified person to provide an answer. The question is:

What is the process for someone in a wheelchair to use the UH shuttle? Is there a ramp which automatically deploys? Does the driver assist them with tie downs? Etc.

Thank you!

Aloha mau a mau,

JUSTIN SCOTT ()

Media Specialist

UH College of Engineering

eng.hawaii.edu



On Thu, Jul 18, 2024 at 12:41 PM Mick, Bryan K <Bryan.Mick@doh.hawaii.gov> wrote:

Aloha,

I just tried sending this to Ms. Hults, but as she is out of the office I am hoping you might be able to respond or direct me to the best person.

Thanks,

Bryan K. Mick

Coordinator, Program & Policy Development

Disability and Communication Access Board

1010 Richards Street #118

Honolulu, HI 96813

Office: (808) 586-8131

<https://health.hawaii.gov/dcab/>

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From: Mick, Bryan K

Sent: Thursday, July 18, 2024 12:40 PM

To: hults@hawaii.edu

Subject: FW: [EXTERNAL] Re: Question on wheelchair accessibility of Mini e-bus (autonomous student shuttle)

Aloha Ms. Hults,

Would the college of Engineering be able to respond?

Thanks,

Bryan K. Mick

Coordinator, Program & Policy Development
Disability and Communication Access Board

1010 Richards Street #118

Honolulu, HI 96813

Office: (808) 586-8131

<https://health.hawaii.gov/dcab/>

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From: UHM Commuter Services <parking@hawaii.edu>

Sent: Thursday, July 18, 2024 11:19 AM

To: Mick, Bryan K <Bryan.Mick@doh.hawaii.gov>

Subject: [EXTERNAL] Re: Question on wheelchair accessibility of Mini e-bus (autonomous student shuttle)

Aloha Bryan K,

Thank you for your email. I am happy to provide assistance. This shuttle program was a partnership between the School of Engineering and DOT and UHM Commuter Services was not included in this collaboration

<https://www.hawaii.edu/news/2023/06/15/autonomous-electric-bus-uh-manoa/>

To my knowledge the autonomous shuttle was not run at UH Manoa.

We are available to answer any questions or concerns you may have. Please do not hesitate to contact our office by calling (808)956-8899, via email at parking@hawaii.edu, or stopping by our office located at 2600 Campus Road Monday through Friday from 8:00 am to 4:00 pm (excluding State holidays).

--

Cathleen "Cate" Matsushima, M.Ed.

Operations Manager

UHM Commuter Services Team

University of Hawai'i at Mānoa

2600 Campus Road • Honolulu , HI 96822

Phone: 808.956.8899 • Fax: 808.956.9811

parking@hawaii.edu

<https://manoa.hawaii.edu/commuter/>

How would you rate my reply?

[Great](#) [Okay](#) [Not Good](#)

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On Thu, Jul 18, 2024 at 11:14 AM HST, Bryan K Mick <bryan.mick@doh.hawaii.gov> wrote:

Aloha UH Parking Office,

Sorry, not sure if this inquiry should be sent to a different department. Some of our board members recently took a tour of the new autonomous shuttle at the airport, and I just found out that UH had launched a similar program in 2023. We would like to inquire what the process is for someone in a wheelchair to use the UH shuttle? Is there a ramp which automatically deploys? Does the driver assist them with tie downs? Etc.

Thanks,

Bryan K. Mick

Coordinator, Program & Policy Development
Disability and Communication Access Board
1010 Richards Street #118

Honolulu, HI 96813

Office: (808) 586-8131

<https://health.hawaii.gov/dcab/>

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HAWAI' I APPLESEED

CENTER FOR LAW & ECONOMIC JUSTICE

Decriminalize jaywalking in the 2024 legislative session

[Transportation Equity](#)

Jan 24

Written By [Abbey Seitz](#)

Hawai'i has already seen three pedestrian fatalities in the new year. While nearly all of the media coverage of these deadly collisions has focused on the actions of the pedestrians—noting if they were or were not in a marked crosswalk—little attention has been paid to traffic safety solutions.

This “victim-blaming” is in part due to jaywalking laws. Generally, jaywalking laws prohibit pedestrians from crossing a street outside of designated crosswalks or against traffic signals. Although jaywalking is foundational to the way many Americans understand roadway safety, it is a relatively young concept.

Jaywalking laws were enacted in the 1920s following a lobbying campaign by the auto industry to shift the blame onto pedestrians for the national rise in traffic fatalities. Unfortunately, jaywalking laws have done little to prevent the nation's growing traffic violence. Moreover, jaywalking tickets have been found to disproportionately impact people of color.

Over the past few years, legislation to repeal or reform jaywalking laws has been enacted in Virginia, California, Nevada, Denver, and in Kansas City. [About 51 million Americans](#) now live in places where jaywalking has been decriminalized in some form.

Hawai'i Appleseed is joining this national movement by advocating for the Freedom to Walk bill ([SB2630/HB1623](#)) in the 2024 legislative session. The bill prevents pedestrians from being stopped by a law enforcement officer, fined, or subjected to any other penalty for jaywalking (unless there is an immediate danger of a collision with a moving vehicle).

History of Jaywalking Laws

Before the invention of petroleum gas in the 1920s and the rise of automobiles, streets were considered a public space for vendors, children, and the elderly alike. As cars

increased in popularity, so did pedestrian injuries and fatalities. Just like today, the majority of pedestrians killed were children and the elderly. The public decried these fatalities; large monuments in cities were erected; and [local newspapers covered traffic violence in detail](#).

NATION ROUSED AGAINST MOTOR KILLINGS

THE most far-reaching action yet taken to promote safety has prompted Secretary Hoover to call a conference of representatives of the various agencies concerned to study the steadily increasing number of motor fatalities. The conference will be held in Washington on Dec. 23. It will treat the subject from every angle, including scientific, traffic engineering, construction and engineering, city planning and zoning, insurance, education of the driver, vehicle and public relations.

Secretary Hoover's Conference Will Suggest Many Ways to Check The Alarming Increase of Automobile Fatalities.—Studying Huge Problem

THE increase of motor fatalities is the most alarming feature of the motor age. The statistics show that more than 100,000 people are killed each year in the United States. This is a record that has no parallel in the history of the world. The increase is due to the fact that the motor car has become a part of the life of the people. It is no longer a luxury, but a necessity. The increase is also due to the fact that the motor car is becoming more and more powerful. It is now capable of speeds that were once thought impossible. The increase is also due to the fact that the motor car is becoming more and more numerous. There are now more than 10,000,000 motor cars in the United States. This is a record that has no parallel in the history of the world. The increase is also due to the fact that the motor car is becoming more and more dangerous. It is now capable of speeds that were once thought impossible. The increase is also due to the fact that the motor car is becoming more and more numerous. There are now more than 10,000,000 motor cars in the United States. This is a record that has no parallel in the history of the world.



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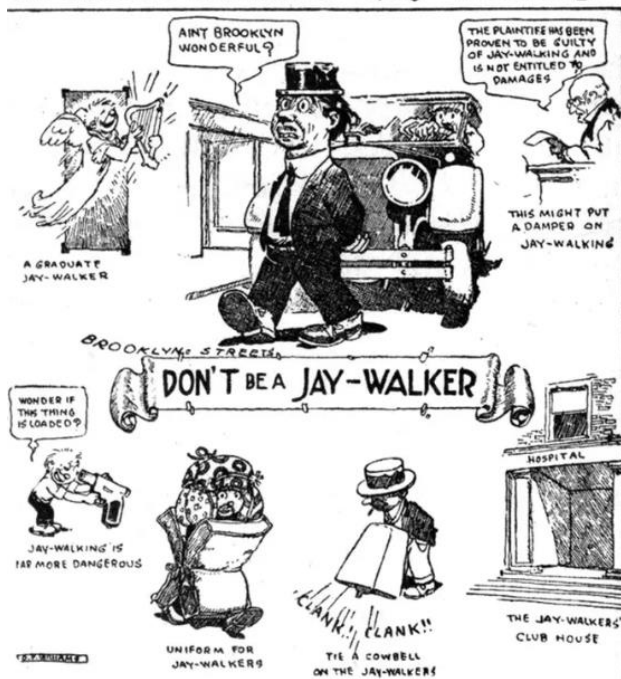
...to the fact that the motor car is becoming more and more dangerous. It is now capable of speeds that were once thought impossible. The increase is also due to the fact that the motor car is becoming more and more numerous. There are now more than 10,000,000 motor cars in the United States. This is a record that has no parallel in the history of the world. The increase is also due to the fact that the motor car is becoming more and more dangerous. It is now capable of speeds that were once thought impossible. The increase is also due to the fact that the motor car is becoming more and more numerous. There are now more than 10,000,000 motor cars in the United States. This is a record that has no parallel in the history of the world. The increase is also due to the fact that the motor car is becoming more and more dangerous. It is now capable of speeds that were once thought impossible. The increase is also due to the fact that the motor car is becoming more and more numerous. There are now more than 10,000,000 motor cars in the United States. This is a record that has no parallel in the history of the world.

The New York Times (1924)

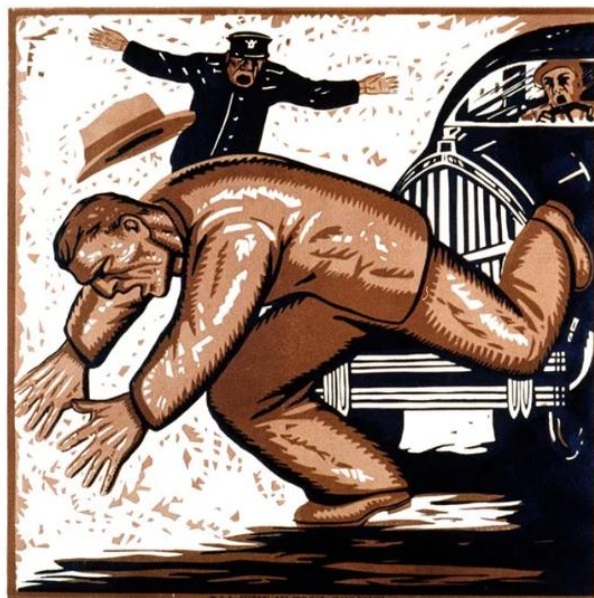
News coverage from this period typically blamed drivers for the rising death of pedestrians. A 1924 cartoon featured in the *New York Times* exemplifies this messaging, representing cars as killing machines—the “grim reaper” of cities. The sentiment reflected the laws of the time as well. Before formal traffic laws were put in place, judges typically ruled that, in any collision, the larger vehicle (i.e., the car) was to blame.

This public outcry spurred [anti-car activists in cities across the country to advocate for laws](#) to limit the speed of vehicles (i.e., requiring [speed governors](#)), and to restrict certain types of vehicles from urban centers. Understanding the threat to the growth of the industry, auto groups took action to stop the proposed measures, and worked to legally redefine the street so that pedestrians, rather than cars, would be restricted.

A Traffic Problem—Jay Walking



DON'T JAY WALK



WATCH YOUR STEP

National Safety Council/Library of Congress

Unfortunately, the auto industry won the battle. After auto groups took control of a series of meetings convened by Herbert Hoover to create a national traffic law model, most cities enacted a form of the [1928 Model Municipal Traffic Ordinance](#), requiring that pedestrians only cross the street at crosswalks and only at right angles.

To further the enforcement of the new traffic laws, auto groups used local media to reshape the narrative about traffic violence. Auto groups also lobbied police to publicly shame transgressors by whistling or shouting at them. It is from this shaming strategy that the word jaywalking originates. During this time, the word “jay” meant [something similar to a “hick.”](#) Pro-auto groups promoted the use of the word “jay-walker” as someone who didn’t know how to walk in a city, and threatened public safety.

The Failure of Jaywalking Laws

While jaywalking laws were successful in shaping how Americans view pedestrians, they failed to create safe streets. In 2022, there were over 43,300 traffic-related fatalities across the United States. Some [7,500 \(18 percent\) of those killed](#) were pedestrians, representing the highest number of pedestrian deaths since 1981.

Hidden within these statistics are staggering class and racial disparities, with Black and Brown, low-income, elderly, and disabled individuals disproportionately represented among pedestrian deaths. Nationally, the pedestrian death rate among Black people is 118 percent higher than it is among White people. Similar trends occur in Hawai'i. For

example, [2020 data](#) shows that Native Hawaiians and Pacific Islanders are three times more likely than White residents to be killed or injured in traffic collisions on Hawai'i Island.

Jaywalking laws also disproportionately impact people of color. For example, [a 2019 study](#) found that 90 percent of jaywalking tickets in New York City were given to Black and Hispanic people, although they only make up 55 percent of the city's population.

Despite these alarming trends, media outlets continue to blame pedestrians and largely fail to call attention to the conditions which led to traffic violence. Data shows that [70 percent of pedestrian deaths](#) occur in areas where no sidewalks are present. The growing popularity of large SUVs and trucks is also important. The larger and heavier a vehicle is, the lower the chances a pedestrian will survive a collision. Over the last 10 years, the number of [traffic deaths involving SUVs has increased 120 percent](#).

The United States is a global outlier in roadway deaths. In recent years, other countries have done more to reduce traffic deaths by lowering vehicle speeds through road diets, increasing the visibility of pedestrians at intersections, restricting vehicle access in areas of high foot-traffic, and building sidewalks, off-street pathways, and other infrastructure that physically separates cars and people.

In Hawai'i, jaywalking laws have not been successful in reducing pedestrian deaths. It is clear that business-as-usual will not create safer streets and communities. It is time for our state to shift resources away from *penalizing* pedestrians, and redirect resources towards *providing infrastructure* so that people can safely walk, bike and roll.

A crucial step in this movement is decriminalizing jaywalking through the passage of the Freedom to Walk legislation. Be part of the pedestrian rights movement by testifying in support of this bill in 2024.

A BILL FOR AN ACT

RELATING TO PEDESTRIANS.

BE IT ENACTED BY THE LEGISLATURE OF THE STATE OF HAWAII:

1 SECTION 1. Chapter 291C, Hawaii Revised Statutes, is
2 amended by adding a new section to part VII to be appropriately
3 designated and to read as follows:

4 "§291C- Pedestrians; crossing contrary to the statewide
5 traffic code; when allowed. (a) Notwithstanding any law to the
6 contrary, a pedestrian shall not be stopped by a law enforcement
7 officer, fined, or subjected to any other penalty for acting
8 contrary to sections 291C-33, 291C-71, 291C-72, 291C-73, and
9 291C-75, unless a reasonably careful pedestrian would determine
10 that acting contrary to those sections would result in a
11 collision with a moving vehicle or result in a moving vehicle
12 slowing or stopping in any fashion.

13 (b) Nothing in this section shall be construed to relieve
14 a pedestrian from the duty of using due care for their safety
15 and the safety of others.



1 (c) Nothing in this section shall be construed to relieve
2 a driver of a vehicle from the duty of exercising due care for
3 the safety of any pedestrian within the roadway."

4 SECTION 2. This Act does not affect rights and duties that
5 matured, penalties that were incurred, and proceedings that were
6 begun before its effective date.

7 SECTION 3. New statutory material is underscored.

8 SECTION 4. This Act shall take effect on July 1, 3000.



Report Title:

Pedestrians; Safety; Street Crossing

Description:

Authorizes pedestrians to cross roadways in a manner contrary to the statewide traffic code under certain circumstances.

Effective 7/1/3000. (HD2)

The summary description of legislation appearing on this page is for informational purposes only and is not legislation or evidence of legislative intent.

