



DISABILITY AND COMMUNICATION ACCESS BOARD

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TESTIMONY TO THE HOUSE COMMITTEES ON HUMAN SERVICES AND HOMELESSNESS

House Bill 1869 – Relating to Parking for Disabled Persons

The Disability and Communication Access Board (DCAB) **OPPOSES** House Bill 1869. This bill would extend eligibility for a disability parking placard to include persons who have a disability that does not prevent or limit their ability to walk, but makes it difficult for them to enter or exit a vehicle without extra room to fully open a vehicle door.

Congress adopted Public Law 100-641 with the intent to provide the opportunity to park in reserved accessible spaces to persons with disabilities that limit their physical mobility or limits their ability to walk a long distance. A reserved accessible space has two important features. Spaces are located on the shortest accessible route of travel to an accessible facility entrance. This benefits those whose disability limits their ability to walk without stopping to rest. Secondly, accessible spaces have an adjoining access aisle. Without this access aisle, permittees who have mobility aid devices such as wheelchairs, motorized scooters, and walkers would not be able to exit or enter their vehicle. Those who need to deploy a side mounted ramp or lift can only park in a reserved accessible space, non-accessible spaces are functionally useless.

There are approximately 107,000 Hawaii residents with a valid disability parking permit, or about 7.5% of the population. The formula for determining the minimum number of accessible spaces a parking lot must contain is established by the Americans with Disabilities Act (ADA). A lot with twenty-seven or more total spaces would be required to have two accessible spaces, which is about 7.5% of the total spaces. Lots with more than twenty-seven total spaces have percentages below 7.5%, for example a lot with fifty total parking spaces will only have 4.0% of its spaces required to be accessible. This highlights that the majority of parking lots do not have enough accessible parking spaces for the existing permittees, expanding eligibility and the number of permittees will have a detrimental impact on them.

There are several other groups of people who would benefit from the use of the access aisle. These include obese people, pregnant women, and people who have small children in child safety seats. However, making these people eligible for a disability parking permit would overwhelm the system and make the lack of available accessible parking spaces a barrier for those with mobility disabilities. DCAB suggests that the proper way to address this issue is to petition the counties to amend their land use ordinances regulating the minimum width of off-street parking spaces.

Thank you for the opportunity to provide testimony.

Respectfully submitted,

KIRBY L. SHAW
Executive Director

HB-1869

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Testimony for HSH on 1/31/2020 8:30:00 AM

Submitted By	Organization	Testifier Position	Present at Hearing
Carmie Spellman	Individual	Support	No

Comments: