



DISABILITY AND COMMUNICATION ACCESS BOARD

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April 2, 2012

TESTIMONY TO THE HOUSE COMMITTEE ON HEALTH

House Resolution 42 – Requesting the Disability and Communication Access Board, in Consultation with the Hawaii State Energy Office, to Report to the Legislature on the Interplay of Reserved Parking Stall Requirements for Disabled Persons and for Electric Vehicles

Although the Disability and Communication Access Board (DCAB) supports House Resolution 42 and is willing to consult with the Hawaii State Energy Office and report to the Legislature on the interplay of parking stalls reserved for individuals with disabilities and parking stalls for electric vehicles, we feel it is unnecessary.

House Concurrent Resolution 201 Requesting the Department of Business, Economic Development, and Tourism (DBEDT) to Determine Financing Mechanism to Assist Private Parking Lot Owners with the Cost Associated with Providing Parking Stalls and Charging Units for Electric Vehicles was heard and passed out of the House joint Committees on Energy and Environmental Protection and Transportation on March 27, 2012. DCAB is one of the agencies with whom DBEDT will consult for feedback. We recommend that feedback related to this issue can be provided to the Legislature in the report from DBEDT.

We ask that you hold this resolution in Committee.

Thank you for the opportunity to testify.

Respectfully submitted,

BARBARA FISCHLOWITZ-LEONG
Chairperson

FRANCINE WAI
Executive Director

morikawa2 - Grant

From: mailinglist@capitol.hawaii.gov
Sent: Saturday, March 31, 2012 10:57 PM
To: HLTtestimony
Cc: Berta@hawaii.rr.com
Subject: Testimony for HR42 on 4/2/2012 10:30:00 AM

Testimony for HLT 4/2/2012 10:30:00 AM HR42

Conference room: 329
Testifier position: Support
Testifier will be present: No
Submitted by: Roberta L Weil
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Submitted on: 3/31/2012

Comments:

To give up handicapped spaces For electric car chargers makes no sense in that handicapped persons either need the additional space for getting in and out of cars and also need spaces closest to their destination. Rewarding electric car users those spaces denies handicapped persons accessibility. On the neighboring islands the percentage of handicapped persons to electric car users will be quite different than that of Oahu. In neither case should the number of handicapped spaces be decreased. As it is the number of people using handicapped spaces illegally seems to be increasing and there are no signs of enforcing the present policy, a issue that needs addressing more than taking spaces away.