

INFRASTRUCTURE MANAGEMENT COMMITTEE

Council of the County of Maui

MINUTES

August 13, 2012

Council Chamber, 8th floor

CONVENE: 9:02 a.m.

PRESENT: VOTING MEMBERS:

Councilmember Elle Cochran, Chair
Councilmember Michael P. Victorino, Vice-Chair (in 9:03 a.m., out 10:56 a.m.)
Councilmember Robert Carroll (out 10:04 a.m., in 10:18 a.m.)
Councilmember Donald G. Couch, Jr.
Councilmember G. Riki Hokama (in 9:11 a.m., out 10:32 a.m., in 10:38 a.m.)
Councilmember Danny A. Mateo (out 9:14 a.m., in 9:17 a.m.)
Councilmember Joseph Pontanilla

STAFF: Scott Jensen, Legislative Analyst
Yvette Bouthillier, Committee Secretary

ADMIN.: David C. Goode, Director, Department of Public Works
Michael J. Hopper, Deputy Corporation Counsel, Department of the Corporation Counsel

OTHERS: Walter Enomoto, President, Maui Bicycle Alliance
Jacob Verkerke
Sandra McGuinness, Coordinator, Nutrition & Physical Activity Coalition (NPAC)
Chris Hart, Chris Hart & Partners, NPAC Built Environment Task Force
David Sereda, Chris Hart & Partners
Michael Summers, Planning Consultants Hawaii
Others (2)

PRESS: Akaku: Maui Community Television, Inc.

CHAIR COCHRAN: ...(*gavel*)... Good morning, will the Infrastructure Management Committee meeting now come to order. I am Councilmember Elle Cochran, the Chair of this Committee. And before we begin, please silence all cell phones or any type of noise-making devices. And, the Members that are here today, I'll start off from Mr. Carroll.

COUNCILMEMBER CARROLL: Good morning.

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CHAIR COCHRAN: Good morning, Mr. Carroll, aloha. Chair Mateo --

COUNCILMEMBER MATEO: Good morning.

CHAIR COCHRAN: --good morning. Don Couch --

COUNCILMEMBER COUCH: Good morning, Chair.

CHAIR COCHRAN --and Vice-Chair Pontanilla --

COUNCILMEMBER PONTANILLA: Good morning.

CHAIR COCHRAN: Good morning. And from Administration we have Director David Goode of Public Works.

MR. GOODE: Morning.

CHAIR COCHRAN: Morning, Director. Also, Michael Hopper, Deputy Corporation Counsel.

MR. HOPPER: Morning, Chair.

CHAIR COCHRAN: Good morning. And for Staff, we have Analyst Scott Jensen, good morning, Scott, and also Committee Secretary Yvette Bouthillier. I also have quite a few resource personnel here today, which has to do with our one item on our agenda, and we have Sandy McGuinness of NPAC, which is Nutrition and Physical Activity Coalition, Coordinator; Chris Hart, from Chris Hart & Partners, who was part of the NPAC Built Environment Task Force; also, David Sereda. . .Sereda, is it?

UNIDENTIFIED SPEAKER: Sereda.

CHAIR COCHRAN: Mr. Sereda, from Chris Hart & Partners, and also Mike Summers from Planning Consultants Hawaii. Good morning, folks, and we'll have you down later. And I also want to introduce Vice-Chair of the Committee, Michael Victorino, good morning, Mr. Victorino. At this point, Members, I shall now open the floor for public testimony. And before that, let me set the parameters. The testifiers are able to testify on the item that we have listed on the agenda today. And also will be given three minutes, with one minute to conclude and when testifying, please state your name and any organizations or group you may be affiliated with. So, Members, at this point, without objection, objection, I shall open the floor to public testimony.

COUNCIL MEMBERS: No objections.

CHAIR COCHRAN: Thank you, Members. And let's see. First person to testify this morning is Walter Enomoto.

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...BEGIN PUBLIC TESTIMONY...

MR. ENOMOTO: Aloha and good morning, Committee Chair Cochran, Vice-Chair Pontanilla, my name is Walter Enomoto representing the Maui Bicycle Alliance. Here to testify on the Central Maui Bicycle and Pedestrian Plan. I really want to applaud the hard work and effort, as well as acknowledge the Department of Health who helped fund the study, Chris Hart & Partners, Sandra McGuinness with NPAC, and many other people in the community who worked to really identify priorities for bicycling and walking improvements in the central area -- Kahului, Waikapu and Wailuku. There was a lot of meetings and time and effort went in by various members of the public, myself and others in the bicycling and pedestrian side included. And we would really love to see some of these recommendations be put into future plans for implementation. If Federal funding can be applied to help with the construction -- design and construction -- of these facilities, that would be great. And again, it's something that is kind of overlooked, I think. You know, other communities have had improvements in these areas and I think it's time that we really need to look at the central valley where our core is, and where a lot of us live and work and see what kind of improvements we can make in these areas going into the future. I also wanted to announce since, if the Chair will indulge me, I wanted to announce that this may be the last time I will be before the County Council for bicycling-related advocacy. I've decided, after 21½ years, to retire and hand the reigns over to others who are maybe more younger and a little more energetic, and I wanted to thank all of you for your support over the years, and again it's been a privilege, an honor and an education working to help make Maui a little bit better for bicyclists for the last couple of decades. And, I just wanted to make that announcement. It'll become effective this Wednesday, I'll be on Tom Blackburn's radio show this Wednesday morning, and I'll be notifying the rest of the bicycling community tomorrow, but since this would probably be the last time speaking before you I did want to announce that and again, share my thanks to all of you for, you know, your support over the years. So thank you.

CHAIR COCHRAN: Thank you, Mr. Enomoto. Yes, Mr. Victorino?

VICE-CHAIR VICTORINO: Thank you, Madam Chair. And thank you, Walter. First of all, thank **you** for all the years. You've always been an advocate but not, not just an advocate, you've been a mainstay. You've been a driving force behind of it and it's. . .and I hope what you're saying is in your capacity, not that you'll never come back to testify, if needed.

MR. ENOMOTO: Oh, no, I. . .and you might see me again for different matters, but. . .

VICE-CHAIR VICTORINO: Well we appreciate that. But the other question I had for you in this whole study, what do you think the real strength of this study has brought forth, in your mind? What does it grab you right away with?

MR. ENOMOTO: The strength is that. . .you know, the expertise that went into it. Alta Planning, who was a sub-consultant through Chris Hart folks, is probably recognized as one of the best bicycling planning organizations or entities in the nation. And what they brought to the table was a lot of years of expertise specifically in bicycle facility planning. Dan Burden, who is also

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a nationally known walking and pedestrian advocate, his expertise was also part of the study, and what they bring to it is something that we would not have been exposed to otherwise. So I really would emphasize that their input was really critical to the quality of this report.

VICE-CHAIR VICTORINO: I've had the pleasure to sit and talk and also work with Mr. Burden in the past, so I can understand that. And unfortunately, at the other group, I've not, but I look forward to working with this, working with the Chair and others to make this come to fruition. Problem is, you know, the challenge is the word "money". And we got to go out look for it. But, I mean, like anything else, this is the first step, Madam Chair, and we thank you for that. Thank you, Walter. And again, we'll still see you around. I know you may not be in the capacity you are now, but you'll still be around.

MR. ENOMOTO: Oh no, I'm not going away.

VICE-CHAIR VICTORINO: Thank you, Walter. Thank you, Madam Chair.

CHAIR COCHRAN: Thank you Mr. Victorino. Members, any further. . .yes, Mr. Pontanilla.

COUNCILMEMBER PONTANILLA: Thank you. Just a fast comment about Mr. Enomoto. I, you know, worked with you in many projects. And we've got several projects done because of you and you know, good luck in your new capacity. I'm sure you're going to be here advocating for bikers, I'm sure of that. So, Walter, thank you.

MR. ENOMOTO: Mahalo.

COUNCILMEMBER PONTANILLA: The whole community really appreciate what you did for the County of Maui. Thank you.

MR. ENOMOTO: Thank you so much.

CHAIR COCHRAN: Thank you, Mr. Pontanilla. Members, any further need for clarification from testifier? Seeing none, and I echo the sentiments of our fellow Members, Walter. Thank you for your service and, and continued work, I'm sure. Thank you, Walter.

MR. ENOMOTO: Thank you so much, Chair, aloha.

CHAIR COCHRAN: You're welcome. And, next on the list to testify this morning is Jacob Verkerke.

MR. VERKERKE: Good morning, Chair Cochran, Members of the Committee. I'm here, my name is Jacob Verkerke and I'm testifying as an individual. I was fortunate and honored to be a member of the steering committee that worked on advising the consultants in the creation of this document. I was on that committee as a representative of the Waikapu community. I can tell you that the end result is something that the Waikapu community is very pleased with, that reflects many of the values that the community has formulated in its statement of values. As a

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nowadays, infrequent bicycle commuter myself, I am very happy with the end result. It's a very well-balanced document between the interests of pedestrians and bicyclists, and I hope that this Committee and the Council in general will accept its responsibility in the implementation of this document, just like you did with the resolution you passed for that real streets, open streets, sorry I forget that, the exact. . .you get my drift. You have a role to play in the implementation in Council projects and private projects that come before you. It's very important that you test the proposals against the concepts documented in this document, so we hope that you will accept that responsibility and carry this document with you wherever you go, and whatever you do. I'm in wholehearted support of the document and I appreciate the time that you will take this morning to get familiar with it. Thank you.

CHAIR COCHRAN: Thank you, Mr. Verkerke. Members, any need for clarification from our testifier? Seeing none, thank you, Mr. Verkerke --

MR. VERKERKE: Thank You.

CHAIR COCHRAN: --for your time. And Staff, let me. . .Mr. Hokama has joined the Committee. Good morning, Mr. Hokama.

COUNCILMEMBER HOKAMA: Chair, good morning.

CHAIR COCHRAN: And, Staff, did we have anyone else signed up to testify? Members, seeing no one else wanting to testify, without objections, I shall now close the floor for public testimony.

COUNCIL MEMBERS: No objections, Chair.

CHAIR COCHRAN: Thank you, Members.

...END OF PUBLIC TESTIMONY...

ITEM NO. 55: CENTRAL MAUI PEDESTRIAN AND BICYCLE MASTER PLAN FOR 2030 (CC 12-140)

CHAIR COCHRAN: This morning we have one item on our agenda, it is IM-55, which relates to the Central Maui Pedestrian and Bicycle Master Plan for 2030. We appreciate the presence here today of representatives of the organizations that have collaborated on the plan, as well as the Department of Public Works. IM-55, Central Maui Pedestrian and Bicycle Master Plan for 2030. I transmitted this item to Council after I received the plan from NPAC. This plan was commissioned by the State of Hawaii, Department of Health and Healthy Hawaii Initiative. The central Maui plan is the result of a two-year long process that was facilitated by Chris Hart & Partners as well as Berkeley, California-based Alta Planning & Design. Today's presentation will familiarize us with the plan, and will present us with the opportunity to discuss the policy-related decisions that Council may consider taking should the recommendations of the plan be

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implemented. Today, we have with us, the Coordinator of Nutrition and Physical Activity Coalition, NPAC, to make a PowerPoint presentation and respond to any questions the Members may have. So at this point, Members, I shall take a brief recess so we can go ahead and set the room up for the presentation by NPAC. We are now in recess. . . .(gavel). . .

RECESS: 9:11 a.m.
RECONVENE: 9:17 a.m.

CHAIR COCHRAN: . . .(gavel). . . Will the Infrastructure Management Committee meeting now reconvene. Members, we now are going to be given a PowerPoint by NPAC. . .and who do we have? It looks like we have Chris Hart here. Mr. Hart, would you like to start your presentation, please?

MR. HART: Yeah. Thank you. Thank you, Madam Chair, Chair Cochran, and Members of the Infrastructure Management Committee. I am going to just make some brief introductory remarks, and then the . . .and then I would like to ask Sandra McGuinness, who is the coordinator of the NPAC, to come up and talk a little bit about the funding, and then I'm going to ask Mike Summers and David Sereda to actually share the PowerPoint presentation with you. Okay? My name is Chris Hart, I'm a landscape architect, and I really am pleased to be able to present to you this important Central Maui Pedestrian Bicycle Master Plan. As a landscape architect, in the community, our firm has completed several master plan studies over the years. Now, this is really important because Wailuku and Kahului are the main, local resident, urban communities on Maui. Wailuku and Kahului are the center of government, business and transportation. And I believe it provides us a real opportunity to essentially understand that we're at a turning point in the challenge to restore balance to our automobile-centric transportation system. And it could happen right here, in central Maui. Now to me, balance means restoring by adaptive re-use of existing streets and design of new streets the necessary infrastructure to accommodate safe pedestrian, bicycle and other forms of non-motorized transportation. So, this study is a very implementable study. Recently, we have made quite a bit of progress on Maui. We have the NPAC organization, Nutrition Physical Activities Coalition, we have Pioneering Healthier Communities, I happen to be able to be a board member of the, and Chair of the Built Environment Committee for both groups. Don Couch is also a member of the Board of Pioneering Healthier Communities. We have. . .the also the Council passed a resolution on Complete Streets. We have basically the installation of the Piikea Street roundabout and a section of the bike path. Also, Mike White as a member of this Council is interested in the adoption of the Upcountry Greenway Master Plan. Now, we have much more to do, and, but I believe this is a turning point, truly, in the challenge to restore balance to our automobile-centric transportation system. Now, this is not just for, you know, basic beautification and enjoyment. There's a greater challenge out there in the context of creating a more healthy Maui community. And in the context of that, I encourage all of you to watch an HBO series called, "The Weight of a Nation", which talks about basically the problem of obesity in our community and other communities across our country. And these kind, this kind of initiative, essentially, will actually do a lot to bring about healthier lifestyles for our community. Now I'd like to introduce Sandra and have her say a few words just about the funding.

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MS. MCGUINNESS: Thank you, Chris. I'm Sandra McGuinness, Chair of, Coordinator of the Nutrition and Physical Activities Coalition and did want to state that the Department of Health, Healthy Hawaii Initiative, is, as Committee Chair Cochran did state, was funded... did fund this project. And the reason Health folks are becoming interested in the built environment is because of the obesity epidemic. We really have engineered physical activity out of our daily lives, so that's why the Health Department, the Centers for Disease Control and Prevention on the national level, and then foundations such as the Robert Wood Johnson Foundation also are investing a lot of funding and support for these types of initiatives. So I did want to acknowledge the Health Department, thank you very much.

MR. HART: I will turn it over to Mike Summers and David Sereda.

MR. SUMMERS: Well, thank you very much Committee Chair Cochran and Vice-Chair Victorino for allowing us to be here today. A number of people worked very, very hard on this plan over the last two years. I think that it's important that the County Council have the opportunity to familiarize themselves with the, with the work. And as you know, my name is Mike Summers, I am President of Planning Consultants Hawaii, and was previously a Senior Associate with Chris Hart & Partners. In June of 2009, Chris Hart & Partners and Alta Planning Design were contracted by the State of Hawaii Department of Health, Healthy Hawaii Initiative, to prepare this non-motorized pedestrian and bicycle plan for central Maui. And the funding for the project came from the Tobacco Settlement Special Fund. Now, the purpose of the project is really two-fold: obviously the first purpose is to facilitate greater pedestrian and bicycle mobility within the study area. And second, the second objective for the project was to establish a model to support walking and biking throughout Maui. So this is a study, the methodology and product which can be applied elsewhere. There will be several long-term outcomes that will result from the implementation of this plan. First thing, the creation of a more livable Central Maui. And this would result because of the changes to the built environment, that would result from the Plan's recommendations. And when you have a more walkable and bikeable community, obviously, you increase access, especially for students and the elderly. You also reduce traffic congestion. Decrease automobile dependence, and decrease the cost of living by getting people out of their cars allowing them to walk and bike, they're not spending money on gas, some folks might be able to get rid of their cars and lose the cost of insurance. So it's very important that we give people that opportunity. Secondly, by promoting biking and walking, we improve the health and well-being of our community. And this means that we give people more opportunity to engage in physical activity which will result in more healthy body weights, reduction in chronic disease, improve anxiety and depression issues and just make us overall, a more healthy community. And finally, we facilitate environmental sustainability. We reduce greenhouse gasses and the consumption of oil, we reduce impervious surfaces, decrease urban runoff, and increase shading and cooling of urban areas through streetscape beautification. Now the team comprised Chris Hart & Partners, and it was mentioned Alta Planning Design. Let me just quickly acknowledge the team, myself, David Sereda, Brett Hondorp of Alta Planning & Design, Sandra from NPAC, Heidi Smith from the State Department of Health, she was our client, of course. Lehua Choy from the UH Manoa Healthy Initiative Evaluation team. Constance

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Williams who was a volunteer from UH Maui College. We also put together a very robust steering committee of State and County agencies. Participation from UH Maui College, community organizations, bicycle and pedestrian advocates. Let me just say that the purpose of the steering committee was really three-fold. The first purpose being that these folks offered a lot of expertise to the project, and they helped us do the plan drafting and make the recommendations. They also were important because they liasoned with their own community representatives. So they established those relationships that are very important. And finally, just the relationship building that took place between the project team and the members themselves will help us implement the plan. And you can see that we had Sergeant Barry Aoki from the Police Department; Ferdinand Cajigal from the State Department of Transportation; Francine Ching from UH Maui College; Grant Chun from A&B Properties; Dave DeLeon from the Maui Realtors Association; Maui Bicycle Alliance, Walter Enomoto; Maui Bicycle Alliance, Robert Horcajo; former Chair of the Redevelopment Agency, John Min; Maui Economic Opportunity; Jocelyn Perreira, Wailuku Main Street; Joanne Shibuya, Department of Education, Maui District Office; Jacob Verkerke, Waikapu Community Association, Nolly Yagin, County Department of Public Works; and David Yamashita from the Planning Department. Oops, I'm sorry. Okay. And to carry this project forward, we're actually forming a sub-committee comprised of some of the original steering committee members. Right now, we have commitments from Sergeant Barry Aoki, Dave DeLeon, Charlene Shibuya, Jacob Verkerke, David Yamashita, Sandra McGuinness, David and myself. We have some other folks that are pending. But essentially, the sub-committee's role will be to help facilitate the implementation of this plan, develop funding, advocate for the improvements, et cetera. Long-term funding for this project will be the result of hard work from the Department of Health, Healthy Hawaii Initiative, and State Department of Transportation. . .funds with the Tobacco Settlement. Anyway, this, I think I touched on this before but this was our funding source for the project. The study areas Chris had mentioned is central Maui and central Maui's obviously our population and employment center, we have approximately 46,000 residents that live in Central Maui with about an equal number of jobs. Wailuku is our civic center, and our commercial and industrial center is in Kahului along with our major airport and harbor. We have a number of intermediate, elementary and high schools, so it's really kind of our locus of activity. And within Central Maui we have a number of very prominent activity generators, and these are areas where we have a lot of internal traffic within the generator itself and they draw people to and from. And so for example, I'm not going to go over all of these, but we have of course our civic center, our commercial core here in Wailuku, our schools, Baldwin High School, UH Maui College, Keopuolani Park, the malls, there's a lot of stuff going on right here in Kahului and Wailuku. At the end of the day, we ended up, you know, at the end of the project, we developed a Vision 2030 map, and the accompanying plan. And so this, this is kind of the overall vision that we came up with and I'll talk about this a little bit later. But essentially, the idea is that we're going to become a world-class pedestrian and bicyclist community. And we're going to do that by developing pedestrian and bicycling districts and we're going to enhance the routes between these different areas. In doing our work, you know, the first step that we planners usually do in producing a product is to look at the existing conditions. And this means that we not only look at the physical conditions on the ground, the infrastructure, the conditions, the barriers, in the case of non-motorized transportation but we also, talked to the people that are using those facilities. And so the project

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team did a survey of residents within the study area, and we also surveyed students, did an in-classroom survey of students at Baldwin High School, Maui Waena and Iao Intermediate. Now, I'm just going to quickly go over a few of the results. When asked the question, "Do you agree with the statement: "My community is safe for pedestrian and bicycling trips"? Approximately 65 percent of those that responded either said they "disagree" that my community is safe, or they "somewhat disagree". Okay, so what that means is that we have a lot of room for improvement. We only had 23, approximately 24 percent somewhat agreeing, and only 11 percent agreeing strongly that we are a bicycle and pedestrian friendly community. And then when asked, "What can be done to encourage you to bicycle more?" It's interesting to note that the primary issue here is the development of more bike paths. If you look down at number three, it's more on street bike lanes or routes. And then right in between the two is "improve safety from cars". So we really got two things going on with respect to getting people on bicycles. It's increasing access to the facilities themselves and it's creating the impression of safety, so that people can feel comfortable riding their bicycles. And then of course, providing bicycle storage, more education, et cetera is also important. And then when asked the question, "What prevents you from making pedestrian trips more often?" the results are quite interesting as well. Number one we have "lack of sidewalks", okay. And then if you go down further to number five, you have "sidewalks in poor condition". But then in between those you've got "not enough time" and "destinations are too far." Those two. And what that tells you is we have some issues with our built environment. Just the settlement pattern itself. Okay, if people are feeling like they don't have enough time to walk or the destinations are too far, maybe that means that we need a little more concentration of density, we need a little more mixing of uses. And finally, asked the question – we had a whole number of questions, this is just a limited number of the questions we asked – but, "Do you agree with the statement Wailuku, Waikapu and Kahului would be more livable if there was better walking and bicycling infrastructure". Now that's kind of a loaded question. But it is interesting to note that approximately 95 percent of the residents feel that yes, it would be more livable. And that's a pretty significant statement. I'm going to briefly take you through some of the existing conditions on our roadways, some of the barriers. These are just examples, a few kind of key highlights. We know that going into Wailuku is a very challenging experience for both pedestrians and bicyclists. And I think a lot of us, when we see this, we, you know, we first of all we give accolades to the biker, because that's a pretty hard-core commute. I mean, I've done that a few times myself and that makes you pretty nervous. But believe it or not, there are some solutions to this. For example you can road dye it, and then you can shave that bank back, and you could probably make that a pretty safe connection. Some of you may be familiar with this – I am, because I live in Wailuku and I often walk to Baldwin High School, as well as my son, and one of the preferred routes is basically hiking up next to the cemetery up over the guardrail and they use that little trail that you see – it's an informal connection. Which is interesting and you might be able to improve that and create a sense of not only greater safety but also more, I guess eyes on the path to make people feel safer. So that might be a little opportunity as well to facilitate pedestrian mobility. Vineyard Street, I walk Vineyard Street every single day to work and you know it's obviously it's not a very pedestrian- or bicycle-friendly street. And, which is kind of unfortunate because it's really an important connector. And there are limited solutions here, but there are solutions. You can calm the traffic more, make it drive, make the vehicles travel more safely and you can get a much better result. Waiale

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Road, we talk about Waiale Road, it's a great opportunity, there's lots of right-of-way along Waiale Road, but you can see that at this particular point, it's a very dangerous condition. And there is a lot of right-of-ways so there are solutions. Here's a picture of Papa Avenue and you've got kids walking in the middle of the street – well, not in the middle of the street, but certainly in the street. Again, a lot of right-of-way, a lot of opportunity here to make this a very pedestrian- and bicycle-friendly street. And here's some pictures of our existing infrastructure where we've made some progress, but there's room to improve. And so here on Papa Avenue, you can see a striped bike route. Now, we have actually, a lot of striped bike lanes on our streets. So, we're really doing quite well when it comes to striped bike lanes. But the reality is, is that you're really only going to get the pretty hard-core bicyclists that are going to feel comfortable riding on streets next to cars. So while this is great, there's obviously room for improvement. And as you can see from the photograph, we have a lot of right-of-way on Papa Avenue. Here's a condition along Eha Street, where we have sidewalks on both sides, which is a, which is great, but you know, the sidewalks are very poorly maintained and overgrown so they're not terribly inviting. And in fact, they could be a safety hazard during the evenings. On Papa Avenue, we have quite a lot of sidewalks that are in place but again, they are deteriorating, relatively poor condition. We're briefly going to talk a little bit about some good design principles. So from an urban design perspective, this is obviously it's a fairly small scale, but there's some key things to note. One, the buildings are up close to the street which creates interest. Secondly, you don't see big, huge parking lots along the street. You've got parking on street and it's likely that the parking lots are in back of the buildings. And then, you'll notice that the buildings themselves are wrapped with wide sidewalks, and on that one side of the building, we've got street trees that provide shade over the sidewalks and they separate the pedestrians from the roadways. So we've got a pretty good pedestrian environment. Now where the pedestrian interfaces with the automobile, there have been a number of mitigation measures to make that a safer environment. We've got a very high visibility crosswalk with a refuge island, we've got textured pavement to slow vehicles. We've got a curve, curve and ramp and a corner radius that's been extended to create a kind of bulb-out effect. We've got a median. So this is an environment where the transportation planners and the urban planners have spent a lot of time and energy to create a good pedestrian environment. And here's a picture, I believe, from Canada where you have a really good kind of example of a pedestrian and bicycling kind of separated path. Obviously, this is a great opportunity for biking and walking. You've got landscaping, to buffer the bicyclist from the street. If we had this kind of a condition in our right-of-ways in Kahului, I guarantee you we would see a lot of kids and families riding their bikes and walking. This is. . .this is also a very appealing condition where you've got kind of the same treatment only instead of the landscaping strip, you have textured paving and a rolled curb. And this is a downtown environment. Now this is the ultimate in pedestrian mobility, this is probably a joint use path. Get from A to B here, and it's a very pleasant experience and obviously it's very safe. Market Street before the Market Street Improvement Project. . .Market Street always had the elements for success, from a building. . .from a planning perspective, a settlement pattern perspective. It always had the mix of uses, and density, and that was good. But what it lacked was traffic calming, it wasn't a very comfortable environment. It was hot. The sidewalks were in poor condition. And so after what we have is, we have a lot of what we saw in that prior slide, we have textured, paving at the crosswalks, we have bulb-outs and extensions, we've got street trees,

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we've got pedestrian amenities, so it's become a very conducive environment for walking and bicycling, and a pretty good model for Maui County. This is fronting. . .this is along Vevau Street fronting the student dormitories. Our firm did the landscape architecture here. Or Chris Hart & Partners did. And as you can see, the. . .you know, we've got another very conducive environment for walking and biking. And this whole corridor, and we'll talk about it a little bit later, has a tremendous amount of opportunity to become a very pedestrian-orientated environment. Okay, we're going to quickly kind of transition into the plan here. Now, when we formed our steering committee, one of the primary outputs that we wanted from the committee was to develop a vision statement. And so we actually spent three of our primary work sessions going through different statements to come up with one that we all liked. And so from this group their statement of vision is essentially, and I'm just going to read it to you, the people who live, work and play in central Maui desire a community in which bicycling and walking for health, transportation or enjoyment can be done safely and without physical barriers. And then to explain upon that. Further, we desire a future where bicycling, and walking, and other non-motorized activities are accommodated in a safe, well maintained and easily accessible manner for the following reasons: promoting a healthier lifestyle, creating more livable communities, facilitating greater social, economic and environmental sustainability. And the plan has ten basic planning and design principles, which I'm sure most of you are familiar with. The first being to promote more self-contained and compact mixed-use development. And the second being to provide pedestrian vehicular connectivity between land uses. Third, incorporate traffic calming into roadway design. Incorporate sidewalks along both sides of street, provide safe pedestrian crossings, incorporate separated bike lanes and joint use paths wherever feasible. And I want to emphasize that. If you separate the bikes from the. . .the bike lanes from the roadways themselves you'll get a lot more use. Number seven incorporates striped bike lanes when physical separation is not feasible, incorporate transit infrastructure in your roadway design, incorporate canopy shade trees along neighborhood arterial and collector streets, and incorporate bicycle parking at key destinations and within activity nodes. Now the plan has six kind of key projects, and there are a number of sub-projects within these. But the first thing to create this Wailuku Pedestrian District. And this being that, you know, to really essentially kind of expand the concept of the Market Street Improvement Project throughout Wailuku, linking the commercial core to the neighborhoods, to the civic core. The second being the Waiale Road pedestrian and bike path. Now, Waiale. . .the Waikapu community is likely to experience quite a lot of growth over the next 15 to 20 years. And, right now, that growth is not in place. So it'd be very important to develop the vision for Waiale Road to be a separated pedestrian and bike path so that we can get people back and forth between those communities, you know, in a safe. . .in a safe manner. Third, creating a Kahului Pedestrian District, and this is really that kind of core activity area that includes the old Kahului Shopping Center, which A&B plans to redevelop into the Kahului Town Center, that strip along Vevau Street to Maui or Queen Kaahumanu Shopping Center, tying in with the University. That area has a great opportunity to really become a vibrant pedestrian district. To establish a Kahului Bicycle District. Now when we say bicycle district we're not ignoring pedestrians, but what we're saying is that in Kahului the land uses are a little bit more segregated, little bit more further apart. So walking is. . .you know, it takes longer to walk from A to B. So, but what Kahului does have is it has flat topography and you can ride almost anywhere in five minutes. And with those big right-of-ways, Kahului could be a world-

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class bicycling community. Kahului Beach Road Esplanade. Now the State DOT -- and we've had communication with them -- is planning on realigning Kahului Beach Road further mauka. And essentially to create this esplanade along Kahului Beach Road, it'd be a great project. And then finally, the low hanging fruit is to maintain a comprehensive signage and striping program. And so this is essentially the vision map, showing these different elements of the plan. Now, I'm just going to quickly read the Wailuku vision, this is not verbatim out of the plan, and then I'll go ahead and read the Kahului vision. But the Wailuku Vision: by 2030, Wailuku will be a pedestrian and bicycle-friendly community. Walking and biking will be the primary mode for short commutes. Kids will walk to school because it's safe, and housing is within close proximity. The residential communities of Maui Lani, Kehalani and Kehalani are connected to Wailuku by safe pedestrian and bicycle routes. And a separated bike and pedestrian path connects Waikapu and Maui Lani and Wailuku Town. And so here, you know, the plan has a number of recommendations that'll help us get there. And I'm not going to go through all these, but it does include improvements to Market Street, High Street, Kaohu Street, you know. We showed, earlier, an image of how kids are currently using that informal path to walk up to. . .to get to Baldwin High School. Well, this is an example of the stairs with the bicycle option where you could actually have stairs instead of the dirt path and then you could have a little cycle track so that you could push your bicycle up, so that would be a very innovative solution to help kids get to and from Baldwin High School. And the North Waiale Road, this is an example, it's a . . .it's a roadway schematic or a greenway schematic that shows you what a separated path might look like, with 12 to 14 foot separated bike and pedestrian path, and that would be the Waiale Road connector. And you can see, Waiale Road on the map there. And, currently, you know, it's a . . .like I said, it's a real opportunity because we don't have a lot of development that's ongoing right now in Waikapu. Now what we do have is we have that infill development, the development that's taking place between Waikapu and Kahului, with the shopping centers, and it's very, very important that we get these designs in place now, because as that development comes in at these critical corners, they're not going to respect the vision. So that could throw it off. Now, Waiale Road right now is 100 feet of right-of-way, there's right-of-way along the entire stretch of roadway that goes. . .ranges between 70 feet and 100 feet. So it would be very strategic to get in place a County plan for that roadway. Okay, I'm going to go on to the next slide, here. And again, these are some various options where you can see, essentially this is a kind of a schematic that shows you at the far left the most exposed situations where you have bicyclists riding without even designated lanes on the street but you do have the signage to make bicyclists aware. And at the far right, you've got a cycle track, where the bicyclists are separated from the cars. And I can almost promise you on the left side you might get 5 percent of the population riding. And on the far right side, you're going to get 40 or 50 or 60 percent of the population riding their bikes. Okay now, the vision for Kahului, by 2030, and this is, I believe this is entirely realistic given the direction that the County's going right now. By 2030, Kahului will be a pedestrian and bicycle-friendly community. Walking and biking will be the primary mode for short commutes. Kids will walk and bike to school because it's safe and convenient. The rights-of-way within the Kahului Bicycle District accommodate generous, separated, shared-use pedestrian and bike paths, making Kahului a truly world-class bicyclist community. Furthermore, the Kahului Town Center has been developed into a mixed-use commercial and entertainment core that provides safe and convenient linkages to UH Maui College and the

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Kahului Harbor. The district rivals Wailuku town for its pedestrian accessibility. Many residents enjoy walking and biking along the Kahului Beach Road Esplanade to watch the canoe races, docking of the cruise ships and commercial freighters, or simply to go fishing and eat at one of the many roadside food stalls, or to play at Keopuolani Park. And, this is just a map from the plan which shows that area where you have these uses where A&B has plans to essentially develop a mixed-use town core, and there is a vision for creating a lot of pedestrian accessibility. And in this area we would emphasize greater investment into pedestrian mobility and amenities including decorative surfaces, street furniture, street trees, trash receptacles, bicycle parking, pedestrian lighting, traffic calming, raised crosswalks and pedestrian crossings. And here's some images, some imagery from Maui and from elsewhere of what that could look like. Okay and with that I'm going to turn it over to David Sereda.

MR. SEREDA: Thank you, Mike. My name is David Sereda with Chris Hart & Partners, and I'd like to go through some of the more specifics in terms of the planned improvements from the document. To start with, Kaahumanu Avenue is one of the key linkages, obviously, through Kahului, connecting Wailuku-Kahului. And you can see that it would be connecting the two core pedestrian areas. Kaahumanu Avenue is fairly well represented in terms of bicycle lanes, it has five foot lanes on both sides, for its entire length. This. . .in your report I just wanted to mention how we organized the report. The first page has the route and has these numbers refer to these photographs are from, and gives you a bit of a flavor for what the existing conditions are, a description of the existing conditions, and then some numbers in terms of the existing infrastructure, pedestrian and bicycle infrastructure. And so Kaahumanu has bike lanes along its entire length as I said, and there's only a few piece ... pieces missing of sidewalk areas, so we would recommend linking those up as well as providing some bicycle storage, might be a good idea at the shopping center. It's one of the transit hubs for Kahului. And then another idea might be to add colored bike lanes at all the intersections. That's a very busy road. And so higher visibility in terms of painting the ...at the intersections, painting where the bicycle lanes occur might add some element of safety in those areas. Papa Avenue, I should mention that when Kahului was laid out, it was actually laid out fairly well in terms of connectivity, it's almost a grid, it's a, you know, slightly warped grid. And, you know, if you think of it in terms of it being the center of a wheel and these are spokes coming out of the wheel, you can see right away which spokes are going to be the most important and Kamehameha Avenue being one of the key linkages. But,. . .moving laterally Papa Avenue and Wakea are also two key corridors so Papa Avenue again, some of the existing infrastructure. The thing with Papa Avenue like a lot of these right-of-ways is that they have large 80-foot right-of-ways. And only about 32 feet of which is being utilized in terms of bicycle and vehicle traffic. So there's usually a 24-foot paved, with two 4-foot lanes, bike lanes on the other side. Which leaves about 48 feet left over, eight feet of that being occupied by sidewalks on either side, where there are sidewalks occurring. So you have about 20 feet of either side of the right-of-way to work with in terms of adding bicycle lane improvements. So there's quite a bit of right-of-way to work with in there. So for Papa Avenue being one of the key linkages, we would recommend that long-term, separated bicycle lanes be put in on both sides of Papa Avenue. In the short term, there's obviously some, some sidewalks that are missing and some striping and designated bike lane areas that are missing on Papa Avenue right now. Again, going back to the, the continuum with

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the least amount of intervention and the most amount of intervention being the safest on the right, Papa Avenue again you could have, you have the amount of right-of-way where you could have clearly separated areas, you know, really encouraging people to bicycle and feel safe with high volumes of traffic along Papa. This is an interesting option because if you can envision the sidewalks that run along both sides of Papa Avenue, you could actually have the bike lane up against the sidewalk and then have parallel parking next to the travel lanes. With a bit of separation here for car doors opening. So this would be an extremely safe condition. Kam Avenue again, one of the main spokes coming out of the hub area, connecting Maui Lani residential areas to the core. Along Kam Ave, there's a couple, some, three areas where sidewalks would link up to make this a contiguous sidewalk connection on both sides. There's some areas where there are additional bike lanes. . . would actually connect up as well. The, the wide right-of-way going by the, between Maui Lani Parkway and Papa Avenue, next, that goes past the golf course has an opportunity to actually have more of a shared use path completely separated, again there's a quite a bit of width there to work with. And, again, you could have it separated, bike lanes on both sides going the length of Kamehameha Avenue. This is what it might look like, going by the golf course, with multi-use, two-directional path and then again, the idea of having your separated cycle track, bike lane. Onehee Avenue again, another one of these spokes, not quite as prominent as Kamehameha Avenue, but again, important linkage. And then you're connecting one of the schools up to the park, to the shopping mall, right now there aren't any bicycle lane designations along this road. But it has the roadway width, paved width, currently to simply stripe and designate it as such. And then again, adding sidewalks in front of the park might be a good idea to improve safety. You can see that there's sidewalks that run along both sides except for where the park is. And then adding some pedestrian crossing where the park is, to connect to the residential area, would also be a good recommendation. The Dairy Road area, Dairy Road is fairly challenging, given its current condition where there's only, I think on the previous slide, there's only three percent bicycle, sorry, sidewalk coverage along Dairy Road. So there's only one piece of sidewalk existing and it's not exactly pedestrian-friendly environment, but I think the, in terms of cycling, you could promote Hookele as the linkage to get from along the highway over to Hana Highway, and certainly this is going to connect eventually, so having bike lanes designated on Hookele is probably a key consideration. There's the separated bike lane along Mokulele Highway which would connect up to Kahului with striping and bike lane designations along Puunene Avenue and then again, there's just one piece missing along Kuihelani Highway where bike lanes would need to be designated in this location here. And then also adding park and ride bicycle storage here, for, with this existing park and ride would be another recommended option. Dairy Road, if you wanted to do, promote cycling on Dairy Road, you could do what was on the far left of that continuum with the simple sign and shared condition, you're raising awareness that cycling, that there are cyclists on the road. Lono Avenue, again, similar to Onehee in terms of its hierarchy. Lono Avenue does have contiguous sidewalk all the way along on one side. There's only a couple pieces where there's missing striping and designated bike lanes. Kahului Beach Road is a unique condition. It's quite a bit, it's quite unlike the other streets where there's obviously high volume traffic, not exactly pedestrian-oriented, but certainly in the future, it could become a key commuter link between Kahului and Waiehu area. And you could promote that obviously by adding striping and signage for bikes, but also in the larger picture, you could promote the Kahului Harbor and Beach Road

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as an esplanade with harbor improvements bringing vendors and parks and activity into that area. And certainly there's a lot of examples where cities have done that in the past, where they've converted industrial areas into pedestrian-friendly vibrant core harbor amenities. Wakea Avenue, again, another key lateral access. This one is interesting because it marks more of the core, the edge between the core of Kahului and the more residential areas. Wakea Avenue, again fairly well represented in terms of sidewalks, there's only one piece missing here and then bike lane designation out to Hana Highway. And again, long term you could do the same thing that you, we were thinking of doing at Papa Avenue, creating clear separation of vehicle traffic and bicycle traffic. Because you do have the right-of-way width. Kea Avenue does have a sidewalk its entire length. It's important because it's, you're bringing a residential area over to a core element, which being the shopping center, and so simply having bike route designation along here could encourage bicycle traffic and make that feel more like more of a safe passage. And so that's basically the recommendations in the plan. Overall, I think Kahului is fairly well representative in terms of crosswalks and controlled intersections. By doing a lot of these improvements you would promote more connectivity and more access for the pedestrians and cyclists. And at this time, I'd like to turn it back over to Mike.

MR. SUMMERS: So anyway, we're. . .like I said, we're in the process of developing a sub-committee and I might have Sandra talk a little bit about that. . .what. . .through NPAC, and essentially, the sub-committee members comprise agency stakeholders, professional and community advocates. Sandra, would you like to talk just a little bit about that?

MS. McGUINNESS: Thank you. The purpose of this plan being kind of adopted by the Nutrition and Physical Activity Coalition is because we really wanted to continue to advocate for some of these changes in central Maui. So we decided to house this under our Built Environment Task Force, so it would have a sub-committee of its own, some of the members you already saw listed and we have been speaking with other folks. Walter Enomoto, even though he is going to be retiring, is considering staying on. He was a wonderful driving force. I think as Councilmember Pontanilla mentioned. And we've been talking to other folks, the Wailuku Community Association is interested too, so we do have others that we want to involve, as well as a resident in Waikapu actually bikes with her children to school every day. So that's what our plan is and we really do want to see some of these changes being made in the future. Thank you.

MR. HART: I'd just like to close by saying thank you to all of you and just to also say, that in the context of infrastructure, you know, for Maui County, really what we are talking about is basically trying to restore balance. We have had, you know, an automobile-centric transportation system here on Maui. And Kahului is probably the best example of it. And I believe through a process of adaptive re-use like restoring areas of connectivity of sidewalks and essentially, providing necessary infrastructure to accommodate safe pedestrian bicycle and other forms of non-motorized transportation, that this plan can be implemented. And it's not to say that it's going to be a super expensive process. But it is a process that needs to be initiated piece by piece, and it can be something that will benefit the health, safety and welfare of our important communities of Wailuku and Kahului. So with that, I'd like to thank you all for your attention.

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CHAIR COCHRAN: Thank you for the presentation, and Members, at this point we shall have a brief recess to reset the room to continue our meeting. We're now in recess. . . .(gavel). . .

RECESS: 10:05 a.m.

RECONVENE: 10:09 a.m.

CHAIR COCHRAN: Okay, let's reconvene the Infrastructure Management Committee meeting. Members, we have the presentation from the, Chris Hart & Partners, and NPAC. And at this point I shall open the floor for questions and answers. And Sandy or Chris? Mr. Summers? Do you folks like to. . .join us on the floor? And. . .okay. We'll get them situated here so they can help us clarify our presentation.

UNIDENTIFIED SPEAKERS: . . .(Inaudible)...

CHAIR COCHRAN: Yeah, we can I think fit you here. Yes, Mr. Jensen? Okay. Okay. And you'll have microphones in front of you too, to speak into. Thank you. Okay and morning, Sandy. Okay, I think we're pretty situated now. I'll start with Vice-Chair of the Committee, Mr. Victorino.

VICE-CHAIR VICTORINO: Thank you, and Chair, with your indulgence I would like to allow Mr. Pontanilla first because he has, you know, his area has one of the big corridors of all of the discussion today and Wailuku is the next. . .you know, it's this whole central plan. But he has some questions I would like to --

CHAIR COCHRAN: Okay.

VICE-CHAIR VICTORINO: --yield to him with your permission.

CHAIR COCHRAN: Sure, sure, not a problem. Mr. Pontanilla?

COUNCILMEMBER PONTANILLA: Thank you, Chairman. Thank you for the presentation. I like what I saw. And thank you, Ms. McGuinness for. . .yeah, I really want to sit on one of those sub-committees because I think it's very important that someone like myself, although I have till the end of the year, surely would like to ensure that, you know, Kahului is well taken care of. What caught my eye, very interesting, is Kahului Beach Road, you know what can be done for that one particular area. You know, I like the idea of a boardwalk. But some of these things I'm sure you're working also with the State of Hawaii Department of Transportation, anytime that we harden, you know, the shoreline, you know, we get all these issues. But you know what you've shown as a possibility, yeah, you can showcase that one particular area for Kahului. The other thing is that. . .when you look at, you know, where we need to put in sidewalks, basically, yeah, the newer subdivision, you have curb and gutters, you know, makes the landscape really, really nice between the road right-of-way, but for the older section, I don't know how it's going to be planned if, you know, we decide to go curb and gutter, you know, redo the thing so that we take care of that 80-foot road right-of-way and provide all these safety features. One of the

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biggest concerns that you know I have in Kahului is the number of cars that are parked within the road right-of-way. And how do we address people from parking in those areas because I would surely bet, you know, that most of the people that park on the sidewalk or on the road right-of-way are basically renting single rooms throughout Kahului. So that's one big issue that need to be satisfied. The ground cover, yeah, I'd like to know what kind grass you know, is being planned for. Because you know, Kahului -- dry barren sandy soil. So once it's found out what type of ground cover that we're going to be using, sure like to know. I need to put some in my yard. Sandy soil. Let's see, curb and gutters, yeah, sub-committee, yeah. The overall presentation was really interesting in what can be done to improve and make pedestrian as well as bikeways an improvement within Kahului proper. So at this time, thank you for the presentation, I'll look forward to serving on one of the sub-committees, especially the one for Kahului.

CHAIR COCHRAN: Thank you, Mr. Pontanilla. Mr. Hart or Ms. McGuinness?

MR. HART: Okay. Let's comment on a couple .. and maybe. . .you had several comments that are worthy of comment, I believe, or response. One is the comment about Kahului Harbor and the Beach Road. That, of course, would be a State Department of Transportation issue, but I think that the Council being an advocate, you know, for that type of an amenity would be a tremendous help in terms of funding. And there really should be a master plan, you know, for the Beach Road. There's possibilities of basically narrowing the road paved area, in other words, and still provide safe automobile transportation. And to basically have a wider area along the ocean, and hopefully do the types of improvements that would not necessarily result in hardening. Other communities have done it and of course it becomes a tremendous public amenity along the shoreline. And the opportunity of basically connecting the hotels and the harbor, the cruise ships with the portion of the landfill area where recreational boating now takes place and actually continuing down to Paukukalo, which is, which is a highly intensified residential community -- lot of traffic generated out of there. The other thing about Kahului you talked about. . .I feel that...you know, there's interest on the part of the Mayor I know, from our. . .our trip to Washington we talked about. . .we were involved with the Pioneering Healthier Communities to look at Kahului, to basically raise the density so that there could be an opportunity for more parking on site and basically looking at the rights-of-way, as David said and Mike in the presentation. The rights-of-way of the streets in Kahului are significant. There can be a lot of opportunity for parking on street. I mean it just needs to be designed and built that way. Typically, a lot of times in Kahului, there are no curbs/gutters, I mean and really, the, there's inefficient use of the overall right-of-way. I mean there's sidewalks, but there really, you know, they're paved in such a way that there's no real containment of the grass, and over time what happens is that the sidewalk gets lifted and you know, basically, it begins to deteriorate, so there's things that can be done in Kahului to I think, intensify the density and to really upgrade the streets. And one of the things that again, I just want to reiterate, a plan like this is not a matter of, you know, a tremendous amount of capital improvement money, it can be done in smaller bites in phases, you know, creating connectivity to schools and so on.

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COUNCILMEMBER PONTANILLA: Thank you, Chris, for your comments. Yeah and I look at the numbers on this one particular page and you know, you mentioned about around the boat harbor and at one time, we had the homeless there. Because it could be a great area for outdoor recreation. Or, you know, as what the Harbors Master Plan was, was to have a, you know, area for cruise ships to park there. The other thing, you know, probably _____, you know about this here we do have a master plan for drainage improvements, and if we're going to put in new curbs and gutters, new sidewalks, then the ability for this county to set aside some funding to improve the drainage in Kahului. You know, we all know that, you know, when it rains in Kahului, you know, there's areas that get flooded quite often. So again, you know, I look forward in working with a sub-committee in the future because I like what I saw. I like what I saw. So, thank you, Chairman.

CHAIR COCHRAN: Thank you Mr. Pontanilla. Mr. Victorino?

VICE-CHAIR VICTORINO: Thank you and thank you, Mr. Pontanilla. Your community has some unique and definite opportunities. But in our community, we almost the exact opposite. Most of our roadways are old, too narrow, too small. Right now, we can't accommodate even parking, let alone many of them being made one way, one side parking, no parking. So now to add bike lanes into many of these little communities, it's really going to exacerbate the problem. And I don't know how to solve that. Probably money and buying right-of-ways would be the areas to go. Waiale is a street that is traversed by a lot of the kids from Iao School. No sidewalks. And I've been working on that with Public Works. It's not an easy process. So these plans are great. For my newer communities, like Kehalani, Wailuku Country Estates, Kaimana, all these other. . .curb. . .you know, that one, we can do it. What do we do with the smaller communities? What are all our. . .or I should say areas that are old, camp style, narrow roads and we're already with major issues on transportation, and you want to add this. How do we do this? I guess this would be the question that my community is going to be asking of you. How do we do these? On the main thoroughfares, no problem. This inner workings of. . .and you know what I'm talking about, Chris and Sandy, you guys – Mike, you guys, you just said you walk and ride some of these very same streets. Vineyard, where you going to go with Vineyard? Unless you start cracking into buildings? I mean we don't even have sidewalks right now. So what. . .and I guess that and Madam Chair, I don't want to get into a long dissertation, but I guess, hopefully the plan, when it is being developed, will look favorably on how do we take care of these old neighborhoods, these older streets, which Wailuku is about 45-50 percent older streets. Market, you could do something with Market. Can we do the same thing with Church Street? It's one way. I don't know. But there is a lot of problems we face with that. But yet, I like the overall concept, I think it is time that we look at these walkable and bikeable communities. I have no problem with that. But how do we do it in many of my older areas. And we have that and then you'd see that if you go up to Makawao, many of the small. . .Paia, I mean, the same thing. All the old camps, they weren't built for this. Eh, they weren't even built for cars, actually, these roads. So how do you develop a plan, Sandy? Yeah, yeah, you chomping at the bit with your answer.

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MS. McGUINNESS: I am, because actually I can't speak to the technical side of that, but I can speak from the community perspective and what NPAC has been doing over the last four years. So, over those four years, we have had opportunities to bring consultants to Maui to kind of look at these communities and the answer is, there's not one solution for any, for all of the towns. So each town has its unique characteristics and we would honor that. We would want to work with community members, business owners, to establish the types of things they would like to see in their community, because we know that we cannot have everything for everybody in every town. I know the Mayor even asked about, about equestrian trails, because that was really important in the Upcountry area. So you know, we can't accommodate everybody everywhere. So that's one of the reasons we are bringing consultants to talk and you had mentioned, you know, having the opportunity to speak with Dan Burden, because they do these things internationally and can help us work through some of these challenges, but it is definitely not a cookie cutter type of thing, so.

VICE-CHAIR VICTORINO: Okay. Thank you.

MS. McGUINNESS: Thank you.

VICE-CHAIR VICTORINO: And Mike, do you have any comment, because I know you usually have something. If you don't mind, Madam Chair.

CHAIR COCHRAN: Yeah, no problem, go ahead, Mr. Summers.

MR. SUMMERS: Well, all I'd say is. . .I mean you hit the nail on the head. The newer areas, especially given kind of the greater, I would say, enlightenment by not only developers but also by the County, about complete streets and whatnot. . .you know, I'm not too worried about the newer areas, as you were just saying. But yeah, you're right, it's the older areas that, you know, you have to retrofit. And that's where the greatest challenge lies. But there are solutions. I mean for example on Vineyard Street, you know, I would say that Vineyard Street is about 50 percent there. And the reason I say that is because you have, you have the settlement pattern in Wailuku that makes it walkable. And that's why, for example, I mean over the last 15 years, I've never had to drive to work. Because it's a walkable community. Now, where we have the barriers is with the existing infrastructure, and the old streets and their narrow right-of-ways. So we just have to get real creative, like Sandra was saying, it's community specific, street specific and maybe on Vineyard it's just slowing those cars down. So that cars and pedestrians can kind of co-mingle and the cars are driving slower and there's different things that you can do, you know, to accomplish that.

VICE-CHAIR VICTORINO: You made a good point, Mr. Summers. And the real challenge with Vineyard is, especially the upper part of Vineyard, when you get cars parked on the both sides of the street, one car can hardly get through, let alone people. So there is that dynamics on Vineyard if you go from one end to the other. Either you get right-of-ways; we make it one-way, parking one side, which then devastates the County and State workers who have to , and other private people that work in this area. A lot of things have to be done in this area and I didn't

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mean to get off on a tangent in that area. I like the plan, don't get me wrong, but I'm concerned that this is beautiful as it's laid out, especially for Kahului and other areas, oh, that works well. But when you come to Wailuku and all these little --

MR. SUMMERS: It gets a little more complicated.

VICE-CHAIR VICTORINO: -- gets a lot more complicated and that's where my concern ... and the other part is money. When you start looking right-of-ways, and buying right-of-ways, or getting right-of-ways, it can get very costly. But again, it's something futuristic. Thank you, I really do appreciate it. It's something that I hope to work with you folks in the future also. You know, just being here and whatever we can do to work together, with the neighbors and making sure the communities agree.

MR. SUMMERS: Yeah and I just wanted to quickly respond to a comment that Joseph Pontanilla made about Kahului and the vehicles that are parking in the right-of-way.

VICE-CHAIR VICTORINO: Yes.

MR. SUMMERS: Yeah, that's a very good example of where, a situation where in the implementation of this project you'd really have to do outreach to the community and basically inform them of the vision, and get them to buy into the vision, and have solutions that are sensitive to that issue. Because otherwise, what would happen if you just came in with these improvements and all of a sudden folks are saying that maybe they're going to lose their parking, you know, there would be kind of a hostile reaction. And there are solutions to that. In fact, David touched on a solution you know, that would not only accommodate the automobiles but would provide a sense of separation for the bicyclists from the traffic. So a lot of it's just good community outreach and creating that vision that people can feel comfortable with.

VICE-CHAIR VICTORINO: Thank you--

CHAIR COCHRAN: Thank you.

VICE-CHAIR VICTORINO: --I look forward to that and I think that's a real big. . .a big piece of this whole plan is community outreach, community input and coming up with what works for each community. Thank you, Madam Chair.

CHAIR COCHRAN: Thank you, Mr. Victorino and Mr. Summers. Members, further -- yes, Mr. Hokama?

COUNCILMEMBER HOKAMA: I'd just like to reinforce I think the word that I heard that I appreciated was "enforcement". You know, a lot of our _____, I mean let's face it, we got **bad** drivers in this, on this island. Bad drivers. I mean for people to try and overcut cars in front of Wailuku El to save what, three seconds or something when they're off-loading children -- ridiculous. So, I think part of the analysis of speed and distance of where people need to get to is

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a big factor. I think another one is that we're just bad drivers and very lazy. We're parking where we shouldn't be parking. They show Eha Street, go down there, when you hit the multi-family area, the whole bike path is blocked because you got cars encroaching the active right side lanes. So, where does active traffic vehicles go besides the pedestrian and the bicyclists? Okay? So I think the department needs to work with us and police and say should we now, make very strong non-parking on collector roads. You park, you're going to get towed. I think that bicyclists need to pay a hell of a lot more than they doing right now for bicycle tags. Yeah, you know, there's going to be a price to pay. And they want it, they better be willing to pay for it. Because I cannot see tobacco money paying for all of these improvements. 'Cause it's going to be property taxes, it's going to be automobile fees, it's going to be bicycle fees. And who knows what we may charge a pedestrian down the road. Somebody's got to pay the bill. But, I would say the first things first is we just get back to straight enforcement and make sure that you parking illegally, you're going to get tagged, you're going to get towed. We even block stop signs nowadays where people park in front of stop signs because it's ten feet closer to where they need to get to. You know, so if. . .my part is, I think immediately the departments can work on enforcement. And let's start painting those non-parking areas, and let's tagging and let's go fight for our money from the State so we can use those non-contested fees for our programs. Thank you.

CHAIR COCHRAN: Thank you, Mr. Hokama. Yes, Mr. Couch.

COUNCILMEMBER COUCH: Thank you, Madam Chair, and thank you, everybody, for being here. As Mr. Hart said, I've worked on this through the Pioneering Healthy Communities Committee, and there's couple things that I wanted to ask Mr. Summers or Mr. Hart. You know you have the ideal parking where there's the lane of traffic, then parking cars, then the separation, and then bike paths and then sidewalks? I actually saw that when walking through Washington D.C. It looked very safe for the bicyclist. I mean extremely safe, because you've got cars parking there. But the one thing I did notice is they had a lot of signage warning drivers and pedestrians that when you're going to pull into a driveway or into a side alley, to look out for bikes because now you have cars blocking the view of a bicyclist coming in. Have you talked to different localities that actually have that implemented to see what the, you know, vehicle bike collision rate is or vehicle pedestrian collision rate is on that versus any other design setup? Because that's the one thing I did notice is they say, yeah, it looks really safe, except when somebody wants to pull into a driveway.

MR. SUMMERS: Yeah. You know, that would be actually a really good question for our sub-consultant that worked on this project, Alta Planning & Design because they've, they've done a lot of these plans around the country and are familiar with the results of some of these mitigation measures, so. You know, I don't have the answer, but that's certainly a very good question, and we can. . .we can ask our, our consultant --

COUNCILMEMBER COUCH: Yes.

MR. SUMMERS: --and see if they might have a response.

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COUNCILMEMBER COUCH: Thank you, because that was my. . .when I saw it, I thought it was a great idea, but it really looked a little dangerous, only at manini times. But, I don't know, that would be something I'd look at. The other issue, you know we talked about the parking on Kamehameha Avenue and how it's used probably for residents and if you do that situation where you're talking about, you're talking about parallel parking. However, if you look at Kamehameha Avenue, a lot of those guys are certainly perpendicular parking so there's more cars per lot on the right-of-way. And I don't know, Department, if there's anything we can do about that right now, because as we know those are people who live in those houses somehow. And I don't know what we can do about that, but you did mention that we should be a, very communicative with the residents there but just remember that it's not, they're not parallel parking for the most part there. I think, correct me if I'm wrong, Councilmember Pontanilla, they're more perpendicular parking on those areas, yeah?

COUNCILMEMBER PONTANILLA: Yeah.

MR. HART: You know, one thing -- this is Chris Hart -- I think that we need to really study the rights-of-way in Kahului. David brought that up in his part of the presentation and I think there's unique kinds of opportunities to provide for parking and it may be that in some cases, there could be some diagonal parking with a back out lane, or something like that. But I just think that there are creative approaches because of the fact that we do have such a wide right-of-way. And I totally subscribe and agree with Mike that, you know, it's an issue that needs to have a lot of public participation. And I also feel that we should be in the context of trying to increase the density, in Kahului, it's a very inefficient density. And people do really want to be able to do infill, in other words, to expand the opportunities for their families. We should, we need to come up with some creative zoning that would basically allow, perhaps increased density on the site, and maybe parking underneath *...(inaudible)...* as the structure gets built. Something that I know that our Mayor is interested in trying to see some increased density in Kahului.

CHAIR COCHRAN: Thank you, Mr. Hart. Yes, Mr. Couch?

COUNCILMEMBER COUCH: Just. . .I think two follow-up questions. You know, we talked about all this stuff and it's all well and good and Mr. Hokama talked about funding a little bit, are there Federal funds available for this kind of thing other than the tobacco funds to help us out?

MR. SUMMERS: Yeah, there are, actually, a lot of Federal funds that are available. And you know, the report has a chapter, an implementation chapter where we identify all these Federal funding sources. And just within, for example, within the district itself, you know, we have a number of schools. I think there are...I wouldn't want to guess exactly as to how many we have, but we have high schools, and we have elementary schools, and we have intermediate schools, and the Safe Routes to School Fund is one key funding source, that we should really be tying into because this plan, you know, addresses the larger region. But within the region, we have these schools strategically located and that would be a really good opportunity to tie into that funding with County funding and with State funding to implement some of these improvements. And

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then of course there are long. . .you know, I think Chris talked about implementing the plan, you know, incrementally. I think it's a little unrealistic to think that, you know, we're going to see this thing happen overnight. I mean, it's really going to be a 20-year plan and it starts with a good vision. And then you know, basically an approach of slow but steady implementation. And it might be that, you know, some of these projects could happen quickly. Like State DOT, if they want to shift Kahului Beach Road mauka, that could be a really good opportunity to get some State funding. But if we could come up with a dedicated funding source, just like we have with the Affordable Housing Fund, or the Open Space Preservation Fund, where we have, you know, some money just being dedicated to pedestrian and bicycling improvements, that would be very helpful as well. But there are a lot of State funding sources and Federal funding sources, and certainly the Safe Routes to School funding source is something that we should be pursuing.

COUNCILMEMBER COUCH: Thank you, and that's one of the thoughts I had as far as how we were going to get that. You mentioned, you know, incrementally doing it and while that sounds good, the issue that we'll get in our offices is, "hey, they got it down there, how come I don't have it here?" So we have to factor in that. And the last thing is, once we get it all in, and all those nice trees, grass, curb/gutter/sidewalk, we need to do maintenance. Right now we have a really bad record on maintaining street trees and street right-of-ways. And I know it's in one department versus another. I guess we have to talk to our departments here as to right now who's responsible for maintaining street trees and things like that? And is there something we can do to solidify that or get everybody together? I guess Mr. Goode would be the one that would be able to answer that one.

MR. HART: Could I comment on that? Chris Hart. You know one, you know, I've talked to Dave about it and of course, he says it's the Parks Department, but you know what, can I just say that this is something that is important for our community going forward. And there are other progressive communities in the country that are doing it – in Portland, and you know, Boulder, Colorado, just to name a couple, but other communities and it's really important not just for aesthetics, but it's for the health of our community. And I think that there are ways that we could consider. Maybe there's a separate agency or subgroup of Public Works, that just basically maintains public streets and street trees and bike paths. Now, you know, I know that the State Department of Transportation has specific people that just do that. And so I feel that we need to look at it creatively, but other communities do it, and somehow they meet their budgets and you go to their communities and you would say that it's very aesthetically pleasing. So as a landscape architect, I feel that somehow we can address the issue and come up with something that's workable for Maui County. I don't know what it is, specifically. One point was I have heard people who, let's say use the parks, and they, some people are very happy with the work that Ka Lima O Maui does. Now, you know, I don't, we're not saying that that's a solution but there have to be creative ways and not just say well, it's the Parks Department or the Public Works Department, you know, because they have so much to do. You know there's got to be something, some organization or a part of a department that's dedicated to the purpose.

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CHAIR COCHRAN: Thank you, Mr. Hart. I wanted to have Mr. Goode, though, because he is currently our Public Works Director and just to get comments from you towards Mr. Couch's question. Thank you, Mr. Goode. And then I'll follow up with Mr. Pontanilla.

MR. GOODE: Thank you, Madam Chair, Mr. Couch. I don't disagree with Mr. Hart's comments, I think the reality is that the Parks Department does maintain our trees -- street trees. And so, if there's a street tree issue, we call it in immediately. And so they send out the arborist who checks, if we were to take out some roots, because it's uplifting a sidewalk...you know, they give us the direction on what to do with the tree. But the, maybe the question ought to be...the broader question now that we have everybody here at the table is "how much money is allocated to the Parks Department to trim trees"? I know in my neighborhood, our community association trims the trees. I think they just wrote a letter to the Parks long time ago and said, "we'd like to do it" and they said fine. And so every, I think it's every two years our community association hires tree trimmer and they come in and make the trees nice. And so it's not, it's pretty minimal work, and we just take care of it. But we have a lot of planted street trees, and we have a lot of ad hoc trees and I mean like eucalyptus trees Upcountry, ironwood trees in certain locations that make it more difficult. So it's really about priorities. Is this a community priority or not? And if we don't like the way it's being handled now, and we need to change the way we're doing things. We'd be happy to be part of that discussion. I mean ultimately, if Public Works has to do it, we need the resources. We need the men, we need the equipment, we need the expertise, we would need the appropriate changes. . .I'm not even sure. . .maybe the Charter, but for sure the County Codes that set forth those responsibilities.

CHAIR COCHRAN: Thank you, Director.

COUNCILMEMBER COUCH: Just to follow up on his comment there, who takes care of, for instance, if you saw the one where it had parking, a barrier, it looked like a grassed barrier, then the bike lane then the sidewalk. If there's a grass median or barrier like that, who would be responsible for mowing that and keeping that in shape?

MR. GOODE: Just for the record, that's not called a barrier. Because a barrier means, like we can't get through it.

COUNCILMEMBER COUCH: Okay.

MR. GOODE: It's really just like a landscaping strip, if you will. It's the responsibility of the landowner fronting that landscaping strip. Unless, I think the property has to be like over 10 or 15 acres, and then the County would take care of it if it's on a County road.

COUNCILMEMBER COUCH: Okay, so that has to be communicated if we start, going to be putting that in there, the landowner has to know that they're responsible for maintenance of that area too. Thank you.

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CHAIR COCHRAN: Thank you. Did you have a quick one, Mr. Pontanilla? I know you always have quick ones, but I wanted to get to Chair Mateo and Mr. Carroll too.

COUNCILMEMBER PONTANILLA: Oh, okay.

CHAIR COCHRAN: So, if you got quick one, then --

COUNCILMEMBER PONTANILLA: I get three.

CHAIR COCHRAN: --go for the quick one.

COUNCILMEMBER PONTANILLA: Concerning Mr. Couch's, in regards to the maintenance of. . .

CHAIR COCHRAN: Chair Mateo, if you don't mind? Okay, Mr. Pontanilla.

COUNCILMEMBER PONTANILLA: Yeah, in regards to maintaining. . .maintaining the front of their yard, I think we need to take a look at the ordinance in regards to having homeowners do that. Because some homeowners will do it, some won't. Some owners will put landscaping, some won't. So if you needed to make it consistent, then, I think like you said, you probably going need some resources to do that. And, that way at least we know everything will be taken care of. The other way, depending on homeowners, you know, I never did do anything to my front yard. You know, I have a soil that is higher than the sidewalk, not the sidewalk, but driveway. I don't have heavy equipment to clear it out to make it so I can plant some grass. So that's something that we need to take a look at as far as the ordinance. So I just wanted to follow up on Mr. Couch's question regarding that. And the other thing is that I'm sure you already talked to the utility companies in regards to some of the underground facilities that we have throughout Kahului, because they share some of the responsibility because of. . .you know, and they put in sidewalks and manholes, it becomes uneven after a while. So safety becomes an issue too. I don't know if you guys do any inspections, such as, you know, sidewalks, you know, going lower than the pull boxes or manholes themselves. So it's a big issue. So, Chairman, I still have more questions, but you know, I yield to Chairman Mateo.

CHAIR COCHRAN: Thank you, Mr. Pontanilla. Yes, Mr. Mateo?

COUNCILMEMBER MATEO: And I could have let him answer, ask his questions. Thank you very much for the presentation. You know, for me, it's kind of like, about time we actually addressed, especially in the central area, yeah, because what's there today is definitely not appropriate, yeah? And you know it always scares me to think that there could potentially be a cyclist on Dairy Road, you know that's kind of the epitome of ignorance, really. But it's just the reality at this particular point. So for the committee, the implementation committee or the sub-committee or whatever it's called, what is the next step? Where do we take this?

MR. HART: Yeah, sure.

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MR. SUMMERS: We're going to be working with Sandra, myself and David and Chris to essentially transition the project to the sub-committee. We're going to have two workshops in late August to essentially pass the reigns over to them. And then they're going to be driving the agenda. But essentially we see them kind of focusing on one, looking at the plan and prioritizing, you know, some of the improvements to a manageable list of short-term tasks that they'll have responsibility for. And then we'd like to think that the committee would start liason-ing with the Council and with community stakeholders and start developing support for those specific improvements. And informing the community of the broader vision, so they'll be doing community outreach work. And then finally, you know, working with the Council and with the State DOT to develop these different funding sources. One would obviously be the traditional funding sources like County CIP, State CIP, but also alternative funding sources like the Safe Routes to School funding, or working with the Council to see if there may be opportunities for dedicated sources of funding. So that will really be their primary responsibility and I think, you know, one of their key challenges will be to get people energized around the vision, while also I guess tempering their enthusiasm to a point where they understand that this is going to be a long-term process. We're not talking about, you know, a five-year revolution in walking and biking in Central Maui. This is, you know, what are we going to look like in 20 years? You know, it's going to be an incremental kind of system of improvements, and if we can just get the infrastructure in place, the funding, you know, sources, and the vision kind of acceptance by the community, then we'll get there.

COUNCILMEMBER MATEO: Sometimes, the longer you wait the less interest, you know, there is. Because the longer you wait, you might not be here, you know, and the people who are really the drivers, will not be here, so, you know, yeah it is a long-term vision, but I think implementation in steps I think is more adequate than just waiting, you know, because you're not going satisfy everybody, right? You know, I'm just still, I'm still concerned because I'm hoping that the whole thrust is to take the whole bike lane idea away from where we're at today. Because, it's just, it just cannot work. And I don't know what the cost factors are involved, but like, hopefully the committee will start to take a look at that, come up with their priorities so there's a little more consistency in how we're addressing the routes, et cetera, but long overdue and thank you for, thank you for the presentation.

MR. HART: Can I --

CHAIR COCHRAN: Thank you, Mr. Mateo.

MR. HART: --comment on one thing that Chairman Mateo said?

CHAIR COCHRAN: Sure.

MR. HART: He talked about Dairy Road. Now Dairy Road is a really good example. Because of the priorities in terms of infrastructure development, the airport bypass road wasn't built and still hasn't been built, and supposedly this year or next year it'll start. But the point is that development progresses and there's a lot more traffic on Dairy Road than probably should be.

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And at some point, you know, when the bypass gets built, there'll probably be kind of a roadway diet, in other words, a cutting back of the emphasis on automobile traffic to more of a balance. . .so that there could be more pedestrian and bicycle amenities along Dairy Road. But that's a process of evolution that has to take place.

COUNCILMEMBER MATEO: Yeah, but I kind of differ in thinking that as this community continue to grow, I mean, you know, there is this tremendous love affair with the automobile that's not going to go away any time soon. So, you know I don't know how effective it is in looking towards that consideration. Thank you, Madam Chair.

CHAIR COCHRAN: Thank you, Mr. Mateo. Mr. Carroll, did you have comments, questions?

COUNCILMEMBER CARROLL: Thank you, Chair. My comments are a little on the negative side. We have so many roads over here. We have the bike tours coming down from Haleakala, we have people doing these bike tours, special, not daily, but selling of bike tours coming into Hana. And I've never seen such a dangerous situation as I see when I drive in and out of Hana with bikes on the road. Bicycles shouldn't be on the road in Hana. Now I know everybody's going to get upset about that, well, bikes have the same rights and everything else, but I'm sorry. It's a hugely dangerous situation. And I think that the committee should be looking at some areas perhaps to where, if not outlawed, it should be discouraged. And the biking community should be aware and inform people, eh, if you go to Hana, it's dangerous, somebody could get killed. And I think we have to look at the really dangerous areas and address that too. That could be done more or less immediately. Thank you.

CHAIR COCHRAN: Thank you, Mr. Carroll. And I share the same concerns in my area in Honolua, we get people like Lance Armstrong and these are the professional bikers of the world that come here to train and they love our island to run around on, and yet, they're in areas such as Hana, and, you know, Northwest Maui and it is dangerous so there are those concerns. But I know we are addressing Central Maui today, so thank you, and Mr. Couch?

COUNCILMEMBER COUCH: Thank you. And I wanted to kind of reiterate what Chair Mateo said and hopefully steer the committee into thinking this way. I think a five-year plan is much better than stretching it out in 20 years. I mean the cost, if they are even close to being accurate there's about 5 or 6 million dollars to do the whole thing. You know if you could do that in five years, that would give everybody a chance to see how it works, to make it work in Central Maui then we could put it out. But to make it a 20-year plan, I think, as Mr. Mateo says, you may not be there, the energy may not be there. But if you see something in five years and take a look at it, and say, "wow, this really works", then that will open the eyes of everybody else. I mean I'm getting comments, everybody said the roundabout wasn't going to work in Kihei and that, that bike path wasn't going to work, and now, it's used all the time, and people are already asking me where's the next one going to be? So I think the sooner the better as opposed to trying to stretch it out 20 years. And if it's more than \$5 million, whatever we can get from the Feds, if we can get 80 percent, that would be really good. And just, let's move on this if we can. But be able to

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communicate with the, you got to really communicate with the residents first. But I would discourage a 20-year plan I would rather encourage a 5-year plan on that one.

CHAIR COCHRAN: Thank you, Mr. Couch. Yes, you had a comment, Mr. Sereda? Okay.

MR. SEREDA: Just related to what you're saying, Don. The, if we had a demonstration area, similar to the roundabout in Kihei, where we, we picked a key area in Kahului and then renovated it to these standards, and just to see what people could expect, and to break people's public perception in as to the improvement -- similar to the roundabout -- I think the, the reaction might be better, in terms of incrementally.

CHAIR COCHRAN: Thank you. Yes, Mr. Hokama?

COUNCILMEMBER HOKAMA: You know, I still think we. . .we've got to get down to a better educational outreach, Chair. Like I've stated about bad drivers, we get bad bicyclists too. I mean I've sat in this Chamber, and dealt with enough litigation because of bicyclists coming down our State and County roads. Okay, because I think you mentioned it right: there's also degrees of proficiency of the cyclists on the road. Okay? And this is one sport or activity, you can even have 7-year-olds riding their bike on active roads. . .8-year-old, 10-year-olds, what is their proficiency and ability to deal with semi-trucks moving 45 miles an hour with a vacuum on the side of them? Okay, there's a lot of things going on, and we need better parameters on who we're going to allow into certain situations. This not the '60s no more; this not the '50s no more. Okay? Life was very different then, our attitude is different now. I mean when you get parents taking kids doing cell phones and texting, it tells you something about the parents itself in a school zone. Now, we're talking about connecting communities and having it on highways and whatnot. We're going to let five-year-old kids ride bicycles on those bike paths? Where is the common sense? This has to be more than just a pilot project, this gotta be well thought out, because I've sat in too many litigation and claim requests because the County is somehow involved and we've got big pockets. So we better think this out very well, and work it from a comprehensive approach here, because I'm not willing to pay for things that we shouldn't be paying for down the road. Thanks.

CHAIR COCHRAN: Thank you, Mr. Hokama. Yeah, and I hear your concerns and yeah, that's why I brought this to the table, but definitely very in-depth comprehensive discussion is needed and of course the outreach. Ms. McGuinness?

MS. MCGUINNESS: Talk a little bit about NPAC's function. One of our functions is to seek outside funding for things like education and we. . .actually we're trying to put together a grant to the Robert Wood Johnson Foundation but we didn't get past the first go-around, but a lot of that would be to bring consultants back and to do an educational campaign. Another grant would provide bike education in the schools again in the elementary schools that was an active program for a number of years and it's dropped off so we would want to reinstate that. But we do. . .we did receive \$200,000 from a Federal Recovery Act grant which we utilized in two years and

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we're continuously looking for more funding to bring into the County to do the outreach and some of the charettes and the community work that we know needs to be done.

CHAIR COCHRAN: Thank you, Ms. McGuinness. And I also concur with Mr. Couch and Mr. Mateo's concern. I see this not as a really huge, huge high cost idea in the Countywide sense, and 20 years out seems to be stretching it out for me too. So that's why I brought it up and again, I think we can implement this a lot quicker than your 20-year plan and I'm sure that's good news to you folks, you know, the sooner the better. And with that, Members, do we have more discussion? Questions? Comments? If not then I want to thank everybody who attended here today for their time, energy and effort. It's definitely appreciated. And with that, Members, without objection, I will defer this item.

COUNCIL MEMBERS: No objections.

CHAIR COCHRAN: Thank you, Members. So ordered. And at this point with no further business scheduled we shall now adjourn the meeting. Meeting is adjourned. . . .(gavel). . .

ACTION: DEFER pending further discussion.

ADJOURN: 10:57 a.m.

APPROVED:



ELLE COCHRAN, Chair
Infrastructure Management Committee

im:min:120813:sa

Transcribed by: Shannon Alueta

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CERTIFICATE

I, Shannon Alueta, hereby certify that the foregoing represents to the best of my ability, a true and correct transcript of the proceedings. I further certify that I am not in any way concerned with the cause.

DATED the 5th day of September, 2012, in Wailuku, Hawaii.



Shannon Alueta