

COMMISSION ON PERSONS WITH DISABILITIES

MEETING MINUTES

1:30-3:00 p.m., Thursday, January 10, 2013

Hale Mahaolu Elima Community Room
11 Mahaolu Street, Kahului, HI 96732

I. Meeting was called to order at 1:40 p.m.

PRESENT:

- a. **COMMISSIONERS:** Gayle Burton, Cesar Gaxiola, Joseph Felipe, Kealoha Laemoa, Paulo Sabado, Kevin Souza, Charlotte Smith, Mikey Tomita
- b. **STAFF:** Jan Roberson, Gary Murai, Tara Sabado, DJ Schwind, Eliza Goodhue
- c. **GUESTS:** Rachel Adams, Chivo Ching-Johnson, Rowena Dagdag-Andaya, Linda Dorset, Mary Kay, Mary Matsukawa, Sandy McGuinness, Sheldon Rabanes, George Reioux, Andrew Valentine

II. APPROVAL OF MINUTES: December 13, 2012

- a. Commisisoner Burton **MOVED** to approve the minutes without correction. Commissioner Souza **SECONDED**. **MOTION CARRIED.**

III. PUBLIC TESTIMONY ON ALL AGENDA ITEMS

- a. NONE

IV. Guest Speaker – Deputy Director of Public Works Rowena Dagdag Andaya and Sandy McGuinness of the Complete Streets Project

- a. Ms. Dagdag Andaya and Ms. McGuinness described the Complete Streets Project as an effort to make it easier for all people to work, play shop and enjoy their neighborhoods and communities.

- b. This includes ensuring safe access for all users, including pedestrians, bicyclists, those in wheel chairs, etc. to move along and cross safely.
- c. This also includes transportation options such as public transit, bicycle lanes, bus stops, trains, sidewalks, cross walks, roundabouts, traffic circles, signage, curb cuts, bulb outs, etc.
- d. The County of Maui has a Complete Streets Task Force which will make recommendations to the Mayor.
- e. Much of the Complete Streets language is already in the newly adopted General Plan
- f. Commissioner Laemoa asked Molokai was represented on the task force. Ms. Dagdag-Andaya said that was a good idea and she would look into adding reps from Lana'i and Moloka'i.
- g. Commissioner Tomita commented that raised ramp corners could cause a tripping hazard for wheel chair users.
 - i. ADA Coordinator Schwind stated that ADA law requires these on public streets, but not on private property.
- h. See Attached documents

V. REPORTS

- a. Video broadcast subcommittee – Paulo Sabado
Commissioner Sabado reported that he has been spending time at AKAKU Maui Community television station in order to learn everything he can about video production.
- b. He and Commission Staff person Jan Roberson completed a field production class in December and will take a studio production course in March.
- c. The goal is to produce video PSAs on aging and disability issues, events and programs, and eventually string these together for an aging and disability related video news magazine.

- d. There is also interest in learning to incorporate subtitles into the commission and PSA broadcasts.

VI. UNFINISHED BUSINESS

- a. Lahaina Harbor Accessible Parking - ADA Coordinator DJ Schwind
 - i. Mr. Schwind conducted sites visits twice to the Lahaina Harbor in December to check on status of renovations to stalls.
 - ii. On the first visit, he observed that the covers to signage had been removed and the stalls had been restriped.
 - iii. Second visit was on a day when cruise ships were moored in the Lahaina Roadstead. He observed tender vessels and parking stalls were not blocked. However, the access aisles were in need of resurfacing. He is working with DLNR on this issue
 - iv. Commissioner Felipe stated that pipe barriers are painted grey and people trip on them. He advises they be painted a bright color for safety.
- b. Review letter to Oahu Department of Transportation Services requesting information on discounted monthly bus pass for disabled and Medicare riders. – Mikey Tomita
 - i. Commissioner Tomita explained that the purpose of the letter was to request information from the Oahu Transportation Department but upon research it was found that all the information was available on the department's website.

VII. AGENDA SETTING

- i. Commission to send a letter to the Maui County Department of Transportation via the Mayor to recommend that reduced fares consistent with the fare structure of the City and County of Honolulu.
- ii. Invite ARC of Maui to give a presentation

VIII. ANNOUNCEMENTS

- a. Mary Matsukawa of the Developmental Disabilities Council gave a report. See attached.
- b. Next meeting is set for February 14, 2013.

IX. ADJOURNMENT

- a. The meeting adjourned at 2:50 p.m.

COMPLETE STREETS:

FUNDAMENTALS

The streets of our cities & towns are an important part of our communities. They allow children to get to school & parents to get to work. They bring together neighbors & draw visitors to neighborhood stores. These streets ought to be designed for everyone – whether young or old, on foot or on bicycle, in a car or in a bus – but too often they are designed only for speeding cars or creeping traffic jams.

Now, in communities across the country, a movement is growing to **complete the streets**. States, cities, & towns are asking their planners & engineers to build roads that are **safer, more accessible, & easier for everyone**. In the process, they are creating better communities for people to live, play, work, & shop.

What are Complete Streets?

Complete Streets are streets for everyone. They are designed & operated to enable safe access for all users. Pedestrians, bicyclists, motorists, & public transportation users of all ages & abilities are able to safely move along & across a complete street. Complete Streets make it easy to cross the street, walk to shops, & bicycle to work. They allow buses to run on time & make it safe for people to walk to & from train stations.

What do Complete Streets policies do?

Creating complete streets means transportation agencies change their approach to community roads. By adopting a Complete Streets policy, communities direct their transportation planners & engineers to routinely design & operate the entire right of way to enable safe access for all users, regardless of age, ability, or mode of transportation. This means that every transportation project will make the street network better & safer for drivers, transit users, pedestrians, & bicyclists – making your town a better place to live. The National Complete Streets Coalition has identified the elements of an ideal Complete Streets policy to help you write one for your town: www.completestreets.org/elements

What does a “complete” street look like?

There is no singular design prescription for Complete Streets; each one is unique & responds to its community context. A complete street may include: sidewalks, bike lanes (or wide paved shoulders), special bus lanes, comfortable & accessible public transportation stops, frequent & safe crossing opportunities, median islands, accessible pedestrian signals, curb extensions, narrower travel lanes, roundabouts, & more. A complete street in a rural area will look quite different from a complete street in an urban area, but both are designed to balance safety & convenience for everyone using the road: www.completestreets.org/manytypes



Why do we need Complete Streets policies?

Incomplete streets – those designed with only cars in mind – **limit transportation choices** by making walking, bicycling, & taking public transportation inconvenient, unattractive, & too often, dangerous. Changing policy so that our transportation system routinely includes the needs of people on foot, public transportation, & bicycles means that walking, riding bikes, & riding buses & trains will be **safer & easier**. People of all ages & abilities will have more options when traveling to work, to school, to the grocery store, & to visit family.

Making these travel choices more convenient, attractive, & safe means people do not need to rely solely on automobiles. They can replace congestion-clogged trips in their cars with swift bus rides or heart-healthy bicycle trips. Complete Streets **improve the efficiency & capacity** of existing roads too, by moving people in the same amount of space – just think of all the people who can fit on a bus or streetcar versus the same amount of people each driving their own car. Getting more productivity out of the existing road & public transportation systems is vital to **reducing congestion**.

Complete Streets are particularly prudent when communities are tightening their budgets & looking to ensure long-term benefits from investments. A well-balanced transportation budget can incorporate Complete Streets projects with little to no additional funding, accomplished through re-prioritizing projects & allocating funds to projects that improve overall mobility. Many of the ways to create more complete roadways are **low cost, fast to implement, & high impact**. Building more sidewalks & striping bike lanes has been shown to create more jobs than traditional car-focused transportation projects.

National Complete Streets Coalition

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What are some of the benefits of Complete Streets?

Complete streets can offer many benefits in all communities, regardless of size or location. The National Complete Streets Coalition has developed a number of fact sheets: www.completestreets.org/factsheets

Complete Streets improve safety. A Federal Highways Administration safety review found that streets designed with sidewalks, raised medians, better bus stop placement, traffic-calming measures, & treatments for disabled travelers improve pedestrian safety. Some features, such as medians, improve safety for all users: they enable pedestrians to cross busy roads in two stages, reduce left-turning motorist crashes to zero, & improve bicycle safety.

Complete streets encourage walking & bicycling for health. The Centers for Disease Control & Prevention recently named adoption of Complete Streets policies as a recommended strategy to prevent obesity. One study found that 43% of people with safe places to walk within 10 minutes of home met recommended activity levels; among individuals without safe place to walk, just 27% were active enough. Easy access to transit can also contribute to healthy physical activity: nearly one third of transit users meet the Surgeon General's recommendations for minimum daily exercise through their daily travels.



Complete Streets can lower transportation costs for families. Americans spent an average of 13 cents of every dollar on transportation, with the poorest fifth of families spending more than double that figure. In fact, most families spend far more on transportation than on food. When residents have the opportunity to walk, bike, or take transit, they have more control over their expenses by replacing car trips with these inexpensive options. Taking public transportation, for example, saves individuals \$9,581 each year.

Complete Streets foster strong communities. Complete streets play an important role in livable communities, where all people – regardless of age, ability or mode of transportation – feel safe & welcome on the streets. A safe walking & bicycling environment is an essential part of improving public transportation & creating friendly, walkable communities. A recent study found that people who live in walkable communities are more likely to be socially engaged & trusting than residents of less walkable neighborhoods. Additionally, they reported being in better health & happier more often.

How can I get a Complete Streets policy adopted in my community?

Advocating for Complete Streets means working with your neighbors & local policymakers, including elected officials & government staff. Ways to start the conversation include talking about:

- schools that have no sidewalks out front,
- bus stops that are not accessible for people in wheelchairs,
- missing crosswalks by the grocery store,
- no safe routes to bicycle to work, &
- other particularly problematic & unsafe streets.

Work together to identify ways to make these places safer & more attractive & present your ideas to others. Make your case & show examples of what your streets could like.

The National Complete Streets Coalition's website has many resources to help. Modify & use the introductory presentation in your community, show it at PTA & neighborhood association meetings & to your local chamber of commerce. The website also has information on finding other local advocates, developing a good policy, & effectively implementing that policy. Check them out at www.completestreets.org

The National Complete Streets Coalition offers **interactive full-day workshops** led by national experts to help communities establish a common vision for their streets; develop a Complete Streets policy that builds on local expertise; & implement Complete Streets policies by identifying ways to change the transportation decision-making process: www.completestreets.org/workshops

Need transportation planning & engineering professionals who are ready to help design & construct complete streets? Our Complete Streets Partner firms can offer the expertise & dedication you need: www.completestreets.org/help

National Complete Streets Coalition Steering Committee:

AARP • Active Living by Design • Alliance for Biking & Walking • America Bikes • America Walks • American Council of the Blind • American Planning Association • American Public Transportation Association • American Society of Landscape Architects • Association of Pedestrian and Bicycle Professionals • City of Boulder • Institute of Transportation Engineers • League of American Bicyclists • National Association of Area Agencies on Aging • National Association of City Transportation Officials • National Association of REALTORS • National Center for Bicycling and Walking • Ryan Snyder Associates • Safe Route to School National Partnership • Smart Growth America • SvR Design Company • Transportation for America



BENEFITS OF COMPLETE STREETS

Complete Streets Help People with Disabilities

Walking home one evening, Bernard Vinther followed his guide dog into a signalized intersection. A car hit him and his dog, injuring him and killing his dog. The intersection is lit by a streetlight but has no painted crosswalks and no safe crossing cues for blind pedestrians.



This bus stop would strand a wheelchair user and force anyone to tramp through the grass or walk in the street. The intersection pictured at right has no pedestrian facilities at all. *Left: US Access Board. Right: Michael Ronkin*

Incomplete streets impede livability

Streets in our communities must allow safe and comfortable travel for everyone, including people with disabilities. Yet, they often are difficult to navigate for people who use wheelchairs, have diminished vision, cannot hear well, or for people who move more slowly. Nearly one in five Americans face at least one of these challenges.

Incomplete streets do not provide for pedestrians of all abilities and are thus a constant source of frustration and danger for people with disabilities. Along incomplete streets, unpaved surfaces and disconnected, narrow, or deteriorated sidewalks discourage wheelchair travel – and the lack of a curb ramp can force a pedestrian into the street. Wide intersections designed to quickly move motorized traffic may not provide enough time for someone with a disability to cross safely. Pedestrian signals that use only visual cues can lead to dangerous situations for those with low vision. A recent study found that blind pedestrians waited three times longer to cross the street, and made many more dangerous crossings than sighted pedestrians.

Planting a bus stop sign in a patch of grass may not trigger other site improvements, but without sidewalks and necessary curb cuts, these stops are inaccessible and an uncomfortable place to wait for everyone. In Houston, sidewalks are absent between home and the nearest bus stop for three out of five residents with disabilities and older adults; nearly three-quarters said streets near their homes also lack curb ramps and bus shelters. As a result, fewer than 10 percent of them use public transportation, even though 50 percent live within two blocks of a bus stop. Many people with disabilities may prefer to use fixed route transit, but a street network that does not account for their needs forces them to use more costly paratransit service.



The station pictured at left allows a rider using a wheelchair to wait for the bus in a safe, convenient environment. The crosswalk pictured at right provides visual and sensory clues, such as raised bumps, to guide people safely across the street. *Left: John LaPlante. Right: Dan Burden, Walkable and Livable Communities Institute*

Complete Streets remove barriers

Streets that are truly “complete” provide all of us with a choice of mobility options. They allow everyone to travel to and from work, school, and other destinations with the same level of safety and convenience, whether or not they have mobility, vision, or cognitive disabilities. Complete Streets also help people who are coping with temporary disabilities as well as those pushing strollers, pulling wheeled luggage, or managing large packages.

Complete Streets policies provide flexibility to transportation professionals and give them room to be creative in developing solutions that promote accessible travel. Operating under a policy can prompt a deeper analysis and encourage them to work with community members with disabilities. In roadway design, Complete Streets means attention to details at intersections, such as installing curb ramps, audible or tactile signals for blind pedestrians, and/or providing longer crossing times; along pedestrian routes by providing smooth sidewalks free of obstacles, with usable benches; and at transit stops with ample space to approach, wait, and board safely.

Complete Streets policies remove barriers to independent travel by considering the needs of all users at the outset of every transportation project. Providing transportation choices for everyone, including those with disabilities, improves livability by connecting citizens to their community and by reducing dependence on more costly alternatives, such as paratransit or private transportation service.

For detailed guidance, please see the Revised Draft Guidelines for Accessible Public Rights-of-Way from the U.S. Access board.

Learn more at www.smartgrowthamerica.org/completestreets.

Statement from the public
Mary Matsukawa, January 10, 2013
Maui Commission on Persons with Disabilities

Legislative update

Federal Level - Lt Governor Brian Schatz was selected by the Governor Abercrombie to fill the vacant Hawaii Senate seat due to the death of Senator Inouye.

State Level – Senate President Shan Tsutsui was appointed by Governor Abercrombie to fill the Hawaii Lt. Governor’s position. Representative Gil Keith -Agaran was selected to replace Shan Tsutsui’s Senate seat. We are still waiting to hear who will fill Gil Keith-Agaran’s Representative’s seat.

County Level – Gladys Baisa was appointed the Maui County Council’s Chair. She is the first woman to hold this position.

Maui County Transportation update

On December 27, 2012, eight new bus shelters in Makawao, Wailuku, Kahului and Kihei were dedicated. This is the first phase to build out 32 more. The County hopes to build 8 – 10 new shelter every budget cycle. The average cost per shelter was around \$25,000.

Bus Ridership rose from 2.3 million in 2011 to nearly 2.8 million in 2012. Maui County’s bus system is one of the fastest growing in the nation.