

**INFRASTRUCTURE AND ENVIRONMENTAL
MANAGEMENT COMMITTEE**
Council of the County of Maui

MINUTES

Council Chamber

October 27, 2014

CONVENE: 1:38 p.m.

PRESENT: VOTING MEMBERS:

Councilmember Elle Cochran, Chair
Councilmember Stacy Crivello, Vice-Chair
Councilmember Donald G. Couch, Jr.
Councilmember Don S. Guzman
Councilmember Mike White (out 2:47 p.m., in 4:05 p.m.)

EXCUSED: Councilmember Robert Carroll
Councilmember G. Riki Hokama

STAFF: Jordan Molina, Legislative Analyst
Raynette Yap, Committee Secretary
Mark Pigao, Legislative Analyst

Dawn Lono, Council Aide, Hana Council Office (via telephone conference bridge)
Denise Fernandez, Council Aide, Lanai Council Office (via telephone conference bridge)
Ella Alcon, Council Aide, Molokai Council Office (via telephone conference bridge)

ADMIN.: William Spence, Planning Director, Department of Planning
David Yamashita, Planner VI, Department of Planning
Pamela Pogue, Planning Program Administrator, Department of Planning
David Goode, Director, Department of Public Works
William Hankins, Police Sergeant, Department of Police
Michael Hopper, Deputy Corporation Counsel, Department of the Corporation Counsel

OTHERS: Pete Van Gillaue
Margaret Oda
Steven Mark
Cecilia Potts
Kevin Wurtz

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David Kingdon
Lee Chamberlain
Carmen Karady
Adel Gabriel
Jerome Kellner
Donna Clayton
Mike Moran
Irene Bowie
David Dalzell
Margaret Dalzell
Jacob Verkerke
Tim Thevenard
Sharyl Boren
Danny Boren
Lynn Hollingsworth
Alec Stewart
Dave DeLeon
Frank DeRego
Sandra McGuiness, Coordinator, Nutrition and Physical Activity Coalition of Maui
David Sereda, Landscape Architect, Chris Hart & Partners; Nutrition and Physical Activity Coalition of Maui
Charlene Shibuya, Nutrition and Physical Activity Coalition of Maui
Mike Summers, Planner, Planning Consultants Hawaii; Nutrition and Physical Activity Coalition of Maui
Plus (7) others

PRESS: *Akaku Maui Community Television, Inc.*

CHAIR COCHRAN: ... (*gavel*) ... Aloha. Will the Infrastructure and Environmental Management meeting, please, come to order? I am Elle Cochran, the Chair of the Committee. It is October 27th, around 1:39 in the afternoon, and thank everyone for being here. Before we begin, please silence any noise-making devices, and let me introduce the Members and Administration that are here with us today. We have Vice-Chair of the Committee, Stacy Crivello.

VICE-CHAIR CRIVELLO: Aloha, Chair. Good afternoon.

CHAIR COCHRAN: Aloha. Good afternoon. And Councilmember Don Couch.

COUNCILMEMBER COUCH: Good afternoon, Chair.

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CHAIR COCHRAN: Aloha. Councilmember Mike White.

COUNCILMEMBER WHITE: Aloha, Chair.

CHAIR COCHRAN: Aloha. Councilmember Don Guzman.

COUNCILMEMBER GUZMAN: Aloha, Chair.

CHAIR COCHRAN: Aloha. And excused will be Councilmember Carroll, and Mr. Hokama will be joining us later. Here from the Administration, we have Director of Public Works, David Goode.

MR. GOODE: Good afternoon, Chair.

CHAIR COCHRAN: Good afternoon. And from Corporation Counsel, Michael Hopper.

MR. HOPPER: Good afternoon, Chair.

CHAIR COCHRAN: Aloha. And we also have Department of Planning and Police in the gallery and they'll be coming down when it's their turn. And also from the Committee Staff, we have Legislative Analyst Jordan Molina, and also Ms. Rayna Yap, Committee Secretary, is busy doing her job handing out handouts to us. And with that, Members and the community, we...I'll set the parameters for testimony. Please testify on the items listed on the agenda today. Pursuant to Council Rules, you folks are given three minutes to testify, with one minute to conclude. And we also have...please state your name, any organization you might be affiliated with, please, and also we have connection to our District Offices and I will check on, check in with them now, make sure they're with us. Hana Office, are you there?

MS. LONO: Good afternoon, Chair. This is Dawn Lono at the Hana Office.

CHAIR COCHRAN: Aloha, Ms. Lono. Thank you. Lanai Office?

MS. FERNANDEZ: Good afternoon, Chair. This is Denise Fernandez on Lanai.

CHAIR COCHRAN: Aloha, Ms. Fernandez. And on our Molokai Office?

MS. ALCON: Good afternoon, Chair. This is Ella Alcon on Molokai.

CHAIR COCHRAN: Thank you, Ms. Alcon, for being there. And at this point, I shall now open the floor for public testimony in the gallery. Mr. Molina, will you please call our first testifier?

MR. MOLINA: We currently have five people signed up to testify. The first testifier is Pete Van Gilluwe.

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CHAIR COCHRAN: Okay. Mr. Van Gilluwe. Yes, to the podium here, please.

MR. MOLINA: He will be followed by Margaret Oda.

... BEGIN PUBLIC TESTIMONY ...

MR. VAN GILLUWE: Good afternoon.

CHAIR COCHRAN: Good afternoon.

MR. VAN GILLUWE: I want to comment on the Maui Pedestrian and Bike Plan as a proponent of the plan.

CHAIR COCHRAN: Okay. And just your name, please, for the record.

MR. VAN GILLUWE: Oh, I'm sorry. Pete Van Gilluwe, I live in Wailuku.

CHAIR COCHRAN: Thank you.

MR. VAN GILLUWE: And one of the reasons I moved to this island was because I'm a long-time bike advocate and I felt this would be a great spot to enjoy riding a bike. The plan looks good to me, it's a long plan; however, the goal of 16 years from now seems to be a long time away. Also the plan only refers to Central Maui when actually planning, hopefully, can be done that would encompass the whole island. While the study mentioned residents' health, reduction in vehicle dependence, traffic congestion reduction, air quality, and so on, no mention was made about our tourism element, and I believe that it's factual that people come to Maui for various reasons, and one of those is to ride a bike so they spend their money here, and they enjoy it here. We have to maintain that tourism benefit by, hopefully, providing additional bike opportunities. The study goes into great detail about bike lanes along roadways with pictures and other cities' plans and improvements. I think all of you have read about cities like Portland, Clovis, California, other areas that have done quite a job in supporting safe bicycling, and I think Maui can do the same thing. In my opinion, bike lanes on State highways is somewhat hazardous. As you know, we had a fatality, I believe, last year on the, what I call, the Kihei highway which has a bike lane. I think that, hopefully, planning can be organized that if we are going to maintain bike lanes on State highways that there would be a separation between the car roadway and the bike roadway. So I feel they're hazardous on State highways without some kind of a buffer, okay. The other problem we have here, particularly, is with distracted drivers. We have people that are vacationing, people in a hurry, and there are areas that have bike lanes, like on Highway 30 in Lahaina that are fairly narrow, like about four-feet wide, and trucks are going by, people are distracted, people are not familiar with the area, and so it becomes a possible hazard for bike

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riders. There are not very many areas for bike lanes, unfortunately, with our terrain and our sometimes narrow streets, but I think the cost of safe bike lanes is a lot less than a whole new highway somewhere, so. There are a few dedicated bike trails that are wonderful, like the one on the North Shore, I call it the airport trail, the one over, just past Olowalu in, on the West side, and the Baldwin Paia trail. These really are great; they're safe, and not only bikes --

CHAIR COCHRAN: One minute.

MR. VAN GILLUWE: --people use these, but joggers, walkers, people pushing strollers so the idea of a bike trail is wonderful and the West Side seems to me to be a particularly good area that has some potential. If the railroad never comes back, that would be an awesome place for a bike trail, and also with all the unused and unneeded haul roads on the West Side between Lahaina and Kapalua, there's a wonderful opportunity there for bike trails as well. Bike trails are safe; bike lanes on highways not so safe, in my opinion.

CHAIR COCHRAN: Thank you. And please, please start concluding. Time's up. Thank you.

MR. VAN GILLUWE: Okay. All right. There's a bike group --

MR. MOLINA: Four minutes.

MR. VAN GILLUWE: --national bike group which is about 100 years old and they do a survey every year...

CHAIR COCHRAN: Sir, you got four minutes so we're over our time frame, so just one concluding sentence.

MR. VAN GILLUWE: One point. Maui is rated in 2014 as number 40 bike-friendly state so I think we can do better than that. Thank you.

CHAIR COCHRAN: Thank you. Thank you. Members, any need for clarification from our testifier? Seeing none, thank you. Thank you for your time, sir. Jordan, next testifier in the gallery?

MR. MOLINA: The next testifier is Margaret Oda and she will be followed by Steven Mark.

MS. ODA: Hello, everyone. I guess on the agenda today we're here to talk about...

CHAIR COCHRAN: You can bring the microphone down --

MS. ODA: We're here to talk about...

CHAIR COCHRAN: --and also please state your name. Thank you.

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MS. ODA: Okay. My name is Margaret Oda --

CHAIR COCHRAN: Thank you.

MS. ODA: --and I live in Kuau. We're here today to talk about no parking signs in our neighborhood. And on the list, I believe, it's Lana and Alenui, but we'd like to ask for it to go throughout our whole neighborhood which would consist of Aleiki, Lana, Kaimao, and Alenui Street. Sometimes it gets way out-of-hand in our neighborhood, and cars are parked all over the place, and I have an elderly mother who's 85, and a fire truck would not be able to pull into our yard if there's a car parked by our driveway, a fire truck would not be able to fit. So I'd like to request a sign there and throughout the neighborhood so that we can go ahead and walk along the side of the streets, and it not be a hazard to us pedestrians. So that's what I'm requesting that no parking signs be put in designated areas in our neighborhood.

CHAIR COCHRAN: Thank you, Ms. Oda.

MS. ODA: You're welcome. Thank you.

CHAIR COCHRAN: Members, any need for clarification from our testifier? Oh, Ms. Oda, can you come back to the podium, please, we have Councilmember White --

MS. ODA: Yes.

CHAIR COCHRAN: --representing your District, I believe he has some questions. Mr. White?

COUNCILMEMBER WHITE: You've mentioned the names of two other streets, which were those?

MS. ODA: It is Aleiki Place and Kaimao. On Kaimao, cars park all along on the side of the road and it turns into a one-way street, and that has been going on for years, and my mother and I, we've lived in the neighborhood for almost 50 years now, and it's been like that for almost 50 years, and we'd like to request no parking signs so that it can be a two-way street like it's supposed to be.

COUNCILMEMBER WHITE: Okay. Thank you very much.

MS. ODA: Okay.

COUNCILMEMBER WHITE: Thank you, Chair.

CHAIR COCHRAN: Thank you, Mr. White. Thank you, Ms. Oda. Next testifier then we'll go to our District Offices.

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MR. MOLINA: The next testifier is Steven Mark and he will be followed by Cecilia Potts.

MR. MARK: Greetings, Council. My name is Steven Mark. I live at 71 Aleiki Place and that's on Kuau Point. To add a little bit to what Margaret just expressed to you, this is a residential neighborhood, and at times it feels more as if it's a beach park where we have an influx of surfers, stand-up paddlers, wind surfers, divers, and fishing people, and cars are parked literally all over the neighborhood. It really makes it difficult for us residents, especially where she referred to the area along Kaimao Place, there's a hedge on the west side of the street, as you'd be entering it would be on your left, and cars protrude into half-way across that street making it difficult if there was ever an emergency, I think a large fire truck would have a difficult time passing that area. Also we have people parking where I live, occasionally blocking, right by our garage and when we exit our driveway I'm unable to see as I exit. I can't make a...it makes it very difficult for me. In addition, there's been an influx of burglaries in our neighborhood and there's no way to really monitor who's who, and what's what, and what's going on in our neighborhood, and it's really bad because you get these home invasions, and that's a real problem in our neighborhood as well. I'd ask you to please consider adding no parking signs to our neighborhood, and we could make it more of a residential neighborhood, and not feel like a beach park. Thank you.

CHAIR COCHRAN: Thank you, Mr. Marks [*sic*]. Members, any need for clarification from our testifier? Mr. Couch.

COUNCILMEMBER COUCH: Thank you, Madam Chair, and thank you, Mr. Mark, for being here and testifying. The question I would have is what do you guys do for if you have visitors come?

MR. MARK: Well, there's room on property to park when I have visitors.

COUNCILMEMBER COUCH: Is there enough...

MR. MARK: There's a lawn area. We don't get a lot of visitors. We're kind of private people, and we just have our friends and family park on property.

COUNCILMEMBER COUCH: Okay, so essentially throughout the neighborhood anybody who has guests would...

MR. MARK: Unless you had a large party, I think there's ample room to park on the residents' properties.

COUNCILMEMBER COUCH: Okay. Thank you.

MR. MARK: Thank you.

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CHAIR COCHRAN: Thank you, Mr. Couch. Okay, Jordan, we'll go to the Hana Office. Any testifiers in Hana?

MS. LONO: The Hana Office has no one waiting to testify, Chair.

CHAIR COCHRAN: Thank you, Ms. Lono. On Lanai, anyone waiting to testify?

MS. FERNANDEZ: There is no one waiting to testify on Lanai.

CHAIR COCHRAN: Thank you, Ms. Fernandez. And on Molokai?

MS. ALCON: There's no one here on Molokai waiting to testify.

CHAIR COCHRAN: Thank you, ladies. We shall now return to Chambers. If you do get any testifiers come in, please e-mail our Staff here and we shall take their testimonies. Thank you, ladies. Jordan, next testifier in the Chambers, please.

MR. MOLINA: The next testifier is Cecilia Potts. She will be followed by Kevin Wurtz.

MS. POTTS: Aloha, Council and Committee members. My name is Cecilia Potts and I live on Waiehu Beach Road in Wailuku. I'm here in support of Councilmember Don Guzman's resolution urging the implementation of the Central Maui Pedestrian and Bicycle Master Plan for 2030 as a Guide to Infrastructure Improvements in Central Maui. As the 1997 Junior World Champion for Cross-Country Mountain Biking, a three-time U.S. Junior National Mountain Biking Champion, and a former member of the U.S. National Road Cycling and Mountain Bike racing teams, I'm one of the less than 1 percent of the strong and fearless group of cyclists who are referenced on Page 14 of your master plan. But I am not here to represent the strong and fearless today. I am here on behalf of the 60 percent of bicyclists for whom this pedestrian and bicycle master plan has been written, the group on Page 14 who are referred to as interested, but concerned. Today, on my way here from my home on Waiehu Beach Road, there was not a single foot of dedicated bike lane along the roadway; yet, I saw a handful of those who fall into the interested, but concerned group, all ages, including keiki and kupuna, braving their way to the playground, Wailuku town, and to their jobs. It makes me cringe when I see this, not because I don't want people on bicycles and the elderly on motorized scooters all sharing the same roadway, but because I have a mangled and scarred left knee, a torn-up chin that has no feeling, and a concussion that proved to me that in a bicyclist-versus-motorist collision, the bicyclist will never win. Pages 19 through 25 of the master plan confirms my tendency to cringe when I see bicyclists from the majority group out there trying to ride on our island. Central Maui is presently not a safe place to ride bicycles for the majority of your constituents. Safety is and always will be my primary reason for urging you to adopt this resolution. However, if you require further evidence to make your decision, I urge you to consider the small business growth

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opportunities and positive environmental outcomes that occur when a community provides its residents an opportunity to leave their cars at home. Part Three of the plan, beginning on Page 27, covers both the economic and environmental benefits of this viable master plan. Mahalo for your service to our island and I look forward to your adoption of this important resolution. Thank you.

CHAIR COCHRAN: Thank you very much, Ms. Potts. Members, any need for clarification from our testifier? Seeing none, thank you for your time. Next testifier, Jordan.

MR. MOLINA: The next testifier is Kevin Wurtz and he will be followed by David Kingdon.

MR. WURTZ: Hello. My name is Kevin Wurtz, and I live in Waiehu Beach, and I'm here to ask for you to implement the Central Maui Pedestrian and Bicycle Master Plan. I'm a five-time Hawaii State Champion for cycling and I've been in the bicycle industry for over 30 years. I grew up in Hawaii, and I was a volunteer for the Hawaii Bicycling League for many years, and I've settled here in Maui, and want to see the environment for cycling to improve. Safety and economic growth are probably the two biggest factors in my mind. It's really not safe to ride bikes here. I find myself, as a veteran of the sport and the industry, peeking, picking off-peak hours to ride because of the dangers involved. And then, as far as tourism goes and the economic growth, there's all kinds of opportunities. You have a population here in Hawaii that enjoys outdoor activities, not only with the ocean, but hiking, biking, and even being a pedestrian. It goes way beyond the Xterra Cycle to the Sun, riding bicycles to come down Haleakala. All businesses will benefit from this kind of economic growth. I think that now is a great time to implement this; it's a good time to catch up on infrastructure while prices are cheap, and put our people to work, jobs are needed. We have a lot of distracted drivers here, and I, personally, have been hit by cars three times on the island of Oahu, and luckily it hasn't happened here in Maui yet, but I think it's just a matter of time given the current infrastructure. I'm going to keep it short. Thank you for your time.

CHAIR COCHRAN: Thank you, Mr. Wurtz. Members, any need for clarification from the testifier? Seeing none, thank you. Next testifier.

MR. MOLINA: The next testifier is David Kingdon. He will be followed by Lee Chamberlain.

MR. KINGDON: Good afternoon, members of the Committee and the Council. I arise regarding IEM-46, the Central Maui Pedestrian and Bicycle Master Plan. My name is David Kingdon. I'm a paramedic with the Maui County EMS, supervising the Special Response Unit based in Maalaea. I also serve as Assistant Professor with the University of Hawaii in the Department of Emergency Medical Services. In addition, I have a Master's degree from the Gillings School of Public Health at the University of North Carolina at Chapel Hill, and from time to time I do some consulting on matters affecting public health and emergency services. I just provide this background for context only. Today, I arise as a citizen, a resident of Wailuku's old Sand Hills

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neighborhood, a bike commuter, and a father of two, small children. So I urge your support, but more so your action and implementation of the Central Maui Pedestrian and Bicycle Master Plan. In particular, I encourage securing the land and assuring the construction of key elements already designed by Chris Hart and Partners. Especially compelling is the multi-use path that's intended to run from Waikapu through Wailuku, utilizing and improving the setback along Waiale Road, all the way from Waiko Road, on through Waiale's merging onto Lower Main, and preferably, continuing it further until meeting up with the proposed promenade by the Kahului breakwater which is pretty exceptional, by the way. These improvements would be an absolute game-changer for the Central Maui community. It would mean promotion of healthy living, reduction in the risk of injuries, and it would increase other positive measures from property values, local business opportunities, and overall community pride, and quality of life. Since I have some expertise regarding injury prevention I'd like to provide some information along those lines, and this dovetails with our mountain bike champion over there. A concept called the "person-environment fit" is especially important to the issue of pedestrian bicycle safety and to the kuleana of your Committee in particular. The concept describes the fact that health and safety is dependent on both the level of personal competence and the level of environmental safety. As personal competence decreases, the health and safety outcome becomes more certainly dependent on the hazards in the environment. For example, although I have decades of experience as a competitive cyclist and bike commuter that help me mitigate the risk along Waiale Road as I ride from my home on Naniloa Drive to, ironically, my paramedic station in Maalaea, a middle school student walking or biking from Hale Makana to Iao Intermediate School faces a major risk of injury or death while navigating a "shoulder" that's currently about six inches in width. I'm going to skip ahead, give you some data from 2007 to 2011, there were 17 pedestrians or bicyclists killed, killed by motor vehicles in Maui. In addition, there were 206 pedestrians or bicyclists whose injuries required treatment at the hospital, 30 of whom were injured severely enough to be admitted. Statewide, the overall cost of hospitalization for these serious injuries was \$15.2 million and the average length of stay for those admitted was one week. During the same span of time Maui County EMS responded to a total of 428 pedestrian or bicycle injuries.

CHAIR COCHRAN: One minute to conclude.

MR. KINGDON: Gotcha. So Maui County EMS responded to a total of 428 pedestrian and bicyclist injuries during that same span of time, indicating that for every pedestrian or bicyclist in Maui that was seriously injured or killed, there's at least one more who were just lucky enough to get away with scratches and bruises. Two last statistics are telling. The pedestrian and bicyclists fatalities in Maui, 67 percent of those killed were in Central Maui, and of those pedestrians injured badly enough to require hospital treatment, 93 percent of them were struck on public roadways which is the highest percentage in the State of Hawaii. So I hope that these data along with the general sense of strengths and weaknesses of Maui's current infrastructure, with which I'm sure you're very familiar, indicate the critical importance of implementing this plan. And I

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really appreciate the Committee's taking an active and persistent role in facilitating these huge improvements for health, safety, and quality of life in Maui. Thank you very much for your time.

CHAIR COCHRAN: Thank you, Mr. Kingdon. Members, any need for clarification of our testifier? Seeing none, and Mr. Kingdon, we do have your written also so we can refer back. Thank you very much.

MR. KINGDON: I appreciate that.

CHAIR COCHRAN: Next testifier.

MR. MOLINA: The next testifier is Lee Chamberlain. He will be followed by Carmen Karady.

MR. CHAMBERLAIN: Aloha. My name is Lee Chamberlain and I'm here in support of the resolution IEM-46, urging the implementation of the Central Maui Pedestrian/Bicycle Master Plan of 2030. I have already submitted written, formal testimony, but I'm here just to basically summarize and highlight some of the points. I want to first of all, commend Councilmember Guzman for the fact that he's brought this initiative to this level. Okay. In my opinion, Councilman Guzman's a visionary, and he's a progressive administrator and leader, and I think we need more people like him. So yay, Don. All right. So anyway, the resolution itself highlights a lot of things to include public health benefits, reduction of fuel dependency, vehicular congestion, and there's an emphasis on the number of people that overwhelmingly support this kind of initiative. Okay. I think it was 87 percent that were queried realized, and want, and desire a pedestrian/bicycle pathways. My desire and my testimony today is to bring focus to the safety aspect which has already been emphasized many times, as well as the economic benefits associated with such a plan being implemented. As has already been brought out, the League of American Bicyclists, established in 1880, currently rank Hawaii as number 40 as bike-friendly states in the United States. When I hear that, I go, why? Why is that? We have the perfect environment and we have the most need. Need has already been established by the fatalities and the injuries, and the professional bikers, the A-type, Spandex-riders testifying about their incidents already, and the potential of danger associated with that. In Maui, at the beginning of the year, I remember there was 6 fatalities in 11 days associated with pedestrian/bicycle pathways, or excuse me, pedestrian/bicycle fatalities. So why is Maui and Hawaii so significantly behind? In my opinion, it's because the legislators cannot envision themselves on bicycles. The majority are disciples of the automobile industry. They can only see themselves using the automobile, and there are other reasons, of course, due to age, injury, sickness, strength, convenience, comfort, safety, but the one and only thing that seems to dominate in all my queries among people talking about bicycles and so and so forth is always safety. Safety, infrastructure. My one and only conversation --

MR. MOLINA: One minute.

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CHAIR COCHRAN: One minute to conclude.

MR. CHAMBERLAIN: --with Chair Elle Cochran, she recognized that or stated to me that in her opinion, it's too dangerous to ride a bicycle herself because the infrastructure is so poor. I don't have any much more time to cover all the different things I've got to say, but I want to say that this is very beneficial for the State from an economic standpoint as well as a safety standpoint. I highly encourage everyone to go ahead among the Council to vote "yes" on this resolution. Thank you.

CHAIR COCHRAN: Thank you, Mr. Chamberlain. Members, any need for clarification of our testifier? Seeing none, thank you. No questions.

MR. CHAMBERLAIN: Okay.

MR. MOLINA: The next testifier is Carmen Karady and she will be followed by Adel Gabriel.

MS. KARADY: Hello. My name is Carmen Karady. I know some of you up here. I'm a granny; I'm 65 years old with rheumatoid arthritis, and I got myself an electric bike, and I've got all this freedom now, and this feeling of power. I feel like a witch on a broomstick as I ride down the highway, and everybody's praying for me, saying, oh, please be careful, Carmen. Well, there's not much I can do. I try to stick to my little lane there, sometimes I end up kind of in the gutter, and you know, I try my best, you know, with the circumstances that are here right now. And all of us have seen it as we drive on the highway, you'll see tourists walking on the highway. You'll see mothers with the baby carriages taking their babies on the highway, and I don't want to say who told me this, they say, well, why don't you use the lower highway? Well, the lower highway isn't any better. As a matter of fact, it's even more dangerous. So I'd like to see this bike path and this pedestrian path before I die. You know, I'd like to be able to use that, and I would urge you to start this as soon as possible. Let's get on with it. Thank you. Aloha.

CHAIR COCHRAN: Thank you, Ms. Karady. Members, any need for clarification? Seeing none, next testifier, please.

MR. MOLINA: The next testifier is Adel Gabriel and she *[sic]* will be followed by Jerome Kellner.

MR. GABRIEL: Thank you so much. It's an honor to be here. My name is Adel Gabriel. I, formerly and briefly, owned and operated Maui Electric Cruisers and Electric Bike Shop in Kihei and seeing the needs on island very quickly and having been a world bicycle traveler for about 40 years, almost. I saw that bicycle transportation which is a very little known concept, we're used to competitive cycling or recreational cycling, but I saw that bicycle transportation would be a huge green alternative method to help transport individuals and relieve the parking problems that we heard about, relieve the congestion, relieve...the benefits are tremendous. But I started very quickly to see the obstacles. Some of them are...it's been very well-covered, and some of

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them are even, like, in the mindset and the cultural frame of thinking, or just the habits. People are used to getting in the big car or big truck and drive. So I gave up on the business attempt at this point and I'm trying to go with a social concept called the Bike Ohana to adopt and incorporate the idea in the Hawaiian, also, culture, and being an athletic state, I sent an e-mail in this regard. And I can't put all the blame on the infrastructure or how things developed the way they are, because until the middle '90s and maybe early 2000s, there weren't really bicycles that can do the job on this environment. The islands have the three bicycle killers: wind, hills, and heat. So it's understandable why there isn't the, you know, great drive to invest millions in something that can only serve a handful of people. Lately, there are electric assists and electric-powered bikes that can really, once we get people just a little bit retrained how they think and also physically retrained to become good cyclists instead of only good drivers, they can do 60, 70, 80 percent of what you need to do within the 3, 5, 8, 10 miles that most people that's what they do on a daily basis. This means you can free up lanes on highways. This means you don't need to have as many roads. I understand that some of the roads are hurting the beaches, you know, so the environmental scope is huge, and there is also employment, and production, and service. So it really needs to be looked at very seriously now with the presence of this equipment that were not available maybe 10 years ago, and the plan probably should be expedited and sped up. Instead of looking down to 2030, this is something that can, within one or two years, change how people get around, how they feel about --

CHAIR COCHRAN: One minute to conclude.

MR. GABRIEL: --their life on the island, and how they feel about each other, and how they relate to each other. When I'm out on the bike, people are laughing at me, and waving at me, and giving me positive comments, and liking me, and the one thing that is not happening that they're not doing what I'm doing because there's maybe just a few handful of people that can do what I'm doing and stay alive. I understand that, but we can make it happen. We can overcome these obstacles, and with your help, we can really keep the State of Hawaii, not just Maui, but starting on Maui, setting the example. We can really make a huge shift in how we get around and how it's affecting the aina. Thank you.

CHAIR COCHRAN: Thank you very much. Members, any need for clarification from our testifier? Seeing none, thank you. Next testifier?

MR. MOLINA: The next testifier is Jerome Kellner.

MR. KELLNER: Hi, everybody. I am Jerome Kellner. Very good. We've heard some great testimony. I really can't improve upon or add anything to it. I hope you take it to heart. I do a lot of biking, riding, swimming, all that stuff, and the truth is, the only time I feel really safe is in Maui's shark infested waters. It's mean out there. I don't mean to make light of it. What I see when I'm out there, and I'm out there a lot on the road and on the side of the road, is our keiki and our seniors. They need our help, as well as everyone else, but those two populations are especially

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vulnerable, that's why I commend you and compliment you for taking action on this. And don't forget what the first gentleman said, that was very telling testimony, not just Central Maui, all of Maui. I appreciate all your help and work on our behalf, and hope to see you out on the road. Thank you.

CHAIR COCHRAN: Thank you, Mr. Kellner. Members, any need for clarification? Seeing none, next testifier.

MR. MOLINA: The next testifier is Donna Clayton and she will be followed by Mike Moran.

MS. CLAYTON: Aloha. My name is Donna Clayton. I'm just representing myself and I'm...

CHAIR COCHRAN: You can bring the microphone down closer to your ____.

MS. CLAYTON: Thank you. I'm here to speak on the Central Maui Pedestrian and Bicycle Master Plan. I really appreciate this coming before you. Timing is so important and right now timing seems perfect for this because everybody's moving forward with healthy living. The discussion everywhere I go right now is growing healthy, eating healthy, exercise. It's just a movement, really, that has changed in my lifetime, and so I think now's the time we could get people on the bikes, and working out more healthily, and walking. Actually, I'm not a bike rider; I'm a walker, and like so many on this island, I'm not comfortable riding bikes next to cars so I skip that, I'm just not doing it, but there is a tremendous surge in biking with the tourism too, it seems like. I'm on the Na Ala Hele Council, and one of the fellas on there runs a bike shop and he said he didn't have a downturn in the bad economy because biking is surging even when times are tough or maybe because times are tough there's more bike riders. I'm not sure. What I was thinking was it would be awfully nice if our children could go to and from school walking or riding their bikes. I know parents, right now, when you ask them, they say, oh, no, it's too dangerous. One of the reasons is cars and I really think we could find a solution to that, because I think some of those kids that's the only real exercise they get if they don't sign up for sports programs and things. And parents would be greatly relieved to have a child get home who wasn't quite as active, I think that would help. You know, I open the Costco magazine too, and do you know this latest Costco magazine said that they're promoting business, walking business meetings so what a great idea. I thought who in the world would do that? And then I thought well, maybe they will. Maybe, maybe, maybe I'm behind, you know. So even if you look at that magazine they're talking about walking during business meetings. Even the media has picked up on it. They have two movies coming out on long walks, *Wild* and *A Walk in the Woods*. These two books are being made into movies and I think it's because they realize that the public is really interested in outdoor exercise of all kinds. So this is, this is the perfect time to do this. I really believe you're on the right, on the right path here, Mr. Guzman. Thank you very much. Thank you all of you, and I appreciate the time.

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CHAIR COCHRAN: Thank you. Members, any need for clarification? Seeing none, thank you for your testimony. Next.

MR. MOLINA: The next testifier is Mike Moran and he will be followed by Irene Bowie.

MR. MORAN: Aloha, Chair Cochran and Committee members. Thank you for the opportunity to testify. Mike Moran, President of the Kihei Community Association, testifying for the Association in strong support of IEM-46. Wow. I'm real...I hope you guys was as impressed as I am with all these people coming out in the middle of the day to testify. The last time I offered testimony on a similar situation was at Director Goode's new commission, Department of Public Works Commission on complete streets, and there were two of us who offered testimony so I kind of expected today, gee, maybe three or four guys will show up, and I'm impressed, and I hope everybody else is too. While the KCA Bylaws direct our geographic scope of our mission and while Kahului is way beyond, we believe that the very long-term concern of KCA demands our support, regardless of what location within the County. We believe the list of items composing this resolution illuminates the reasons that these actions are extremely beneficial to our island community. They're right there, one after another, and they're not new. Unfortunately, a similar document was created about a decade ago for South Maui, but almost to no avail, apparently due to the lack of concern, maybe political will, and we wish to be proactive in support of the Central Maui one so a similar fate is not in store for your pedestrian and bicycle master plan. That said, we believe it is only too late when those concerned decide that this is so. Thus, we'll continue to pursue it, positive action to make South Maui a truly walkable, bikeable community as we support this Central Maui, Maui's similar quest. We need the political will. I point out what I think is typical of what's happening, has continued to happen on Maui, those of you that get to the back pages of *The Maui News*, the past few days there was a notice put out by the developer, notice to motorists about a Piilani Highway traffic operation improvements at Ohukai Road. Director Goode has helped me for years in trying to get sidewalks installed on this very street, Ohukai Road. So when I saw this, somebody was doing something, and in defense of Director Goode, this is not his project, it's a State project, but when I saw it I said, well, let me find out are we putting sidewalks in when making this improvement? I called the builder and they said, no, there was nothing mentioned of sidewalks, so no sidewalks are going in. So again, we talk walking and biking, but it's not the political will. It does not seem to be there, until maybe today. Maybe today, we'll write this date down and say that's when the change was made. We, too, offer our kudos to Don Guzman. We attended his public meeting, maybe a year ago, when he presented this plan. We had seen the plan before when it originally came out from Chris Hart and Partners, and looked back and said, gee, guys, we hope it doesn't happen to you what happened to ours; it just got forgotten. Taking this action today starts it to show it will not be forgotten. Thank you very much for the opportunity. Aloha.

CHAIR COCHRAN: Thank you, Mr. Moran. Members, any need for clarification? Seeing none, thank you, Mr. Moran.

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MR. MOLINA: The next testifier is Irene Bowie and she will be followed by David Dalzell.

MS. BOWIE: Good afternoon, Chair and Committee members. I'm Irene Bowie, Executive Director of Maui Tomorrow Foundation. I also would like to thank Councilmember Guzman for putting this forward, and to thank NPAC for all the work that they've done to the workshops and all the things to really get the community to focus on this. Maui Tomorrow heartedly supports the resolution. We think it's long overdue. We wish it could be fast-tracked and things could move along even quicker, definitely all the testimony on the need for the bicycle paths, absolutely. I'm a resident of Central Maui. I've ridden my bike and been scared to death, and ended up going down to the airport bike path, and just going back and forth which is pretty pathetic when we're in a climate where we really could be riding all over. But I'd like to focus more, in my testimony, on pedestrian access and the need for sidewalks, and definitely the projects that are part of this master plan, but to look even further, and I think Mr. Moran really touched on something that so many projects that come before the Planning Commission, and also before the Council, need to have these things conditioned into it. I know I was one, and there, there were a number of other people that when the new airport access road was being planned we asked for multi-modal transportation, didn't happen. I think the cruise ship folks when they get out at Kahului Harbor and they try to venture down to Kanaha Beach Park, nothing for them. It's pathetic. I live around the corner from Roselani retirement; we just got our sidewalk in there along with some road improvements, but already we have cars parking on the sidewalk. You know, so someone earlier mentioned community pride and I think that's really a part of this as well. When people are out walking, they're taking better care of their neighborhoods; they're noticing trash on the side of the road, they own it, and it's healthier. We have the new Safeway across from Baldwin High School, but the whole way next to the Police Department, that whole area there, there's no sidewalk where in that community we could easily be walking back and forth to the grocery store so sidewalks are so needed. And I would just quickly say I really applaud Maui Police Department for their campaign right now to really be targeting people that are running red lights and not stopping for pedestrians in crosswalks walking over here to the meeting, walking across Main Street. It happens time and time again. People aren't tuned in to the fact that we have pedestrians and they blow right through the sidewalks. So in wrapping this up, I just say most welcome, much needed, let's do everything we can to really move this along and do even more. Thank you.

CHAIR COCHRAN: Thank you, Ms. Bowie. Members, any need for clarification from our testifier who came twice in one day? Thank you. Thanks for your participation, Ms. Bowie.

MR. MOLINA: The next testifier is David Dalzell and he will be followed by Margaret Dalzell.

MR. DALZELL: Hello. I'm David Dalzell. I'm a resident of Kahului. I'm a physician, and I'm an avid cyclist, and I've raced races in Colorado that are 100 miles long, mountain bike races, and so I'm a little biased. I'm in support of the Central Maui Pedestrian Bicycle Master Plan, but I was...as a cyclist you have to spend a lot of time on the bike with a lot of miles, and I have to

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select my route through different parts of Maui to avoid traffic. I mean, it's a little nerve-racking at times, and there's always an underlying worry that you're going to get hit by a car, and certainly around Central Maui just riding around, if I wanted to ride with my wife and daughter just to the mall or something, I would really be, hesitate before doing that. It's just so congested, but like I said, I'm biased, and I like to ride my bike, but if, for the people who don't even ride bikes at all, I think that this is advantageous to them as well 'cause if it relieves the congestion, for instance, I live by Pomaikai School and in the morning it's just backed up as people are dropping their kids off to school. Some of the kids in my neighborhood are able to ride their bikes to school because it's a fairly safe route. It's not necessarily a bike route, but just the way they get there, they can ride on sidewalks and kind of can be out of the way of traffic. So I think even if you don't ride bicycles at all, if you can reduce the congestion and there's a certain benefit to that. And then also when we were driving up here to come to this testimony there was a bicyclist on the road, there's no bike lane and so we have to move around to give him a safe passage, but at the same time, I worry about, like, causing an accident with another car while you're trying to avoid a bicyclist. So I think having a bike plan where pedestrians and bicycles can be sort of separate from traffic is beneficial. And that's what I have to say. Thank you.

CHAIR COCHRAN: Thank you. Members, any need for clarification from testifier? Seeing none, next testifier, Jordan. Thank you.

MR. MOLINA: The next testifier is Margaret Dalzell and she will be followed by Jacob Verkerke.

MS. DALZELL: Aloha. My name is Margaret Dalzell and I'm here to testify as a parent because my husband and I both support the Central Maui Pedestrian and Bicycle Master Plan. As a parent, like my husband just stated, we see the kids going to school every morning and they're having to take care of themselves by riding on just the little bit of sidewalk that they have available to them; otherwise, they're on the road, and I've seen kids have to pop off the curb in order to avoid people that are walking along the sidewalk. So the idea of putting in, you know, a dedicated pathway for bicyclists and pedestrians is a wonderful idea. We live in such a beautiful place where we can be outside and enjoying outdoor activities every day, and you know, one of the simplest pleasures as a family is to just go out, get on your bike, and go for a ride. And unfortunately, here in Central Maui it's just not safe, and the testimony that I heard today just supports all of that. So I really, really encourage this to go through and I hope that, you know, the process could be fast-tracked. I mean, 2030 is a long way off and with all the new housing developments that I see going on, especially in Central Maui, this is such a needed plan to be approved, and so I really, really encourage everybody's support with this. Mahalo.

CHAIR COCHRAN: Thank you very much. Members, any need for clarification? Seeing none, next testifier, Jordan.

MR. MOLINA: The next testifier is Jacob Verkerke and he will be followed by Tim Thevenard.

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MR. VERKERKE: Good afternoon, Chair, Members of the Committee. Thank you for this opportunity to provide testimony. My name is Jacob Verkerke. I'm speaking as an individual today, an individual who had the pleasure of being part of the advisory group that helped draft this master plan, and as such, it should be no surprise I'm all for it. I hope that you will look at this plan as a blueprint for best practices in designing streets and roads throughout the County. It's focused on Central Maui only to the degree that it looked at projects to be initiated and encouraged in the Central area for improvement on specific streets and routes, but the design principles and the whole notion of improving safety on the roads for pedestrians and bicycles apply Countywide. We should not feel limited just to Central Maui in applying those best practices. Paired with these design principles, I think, a targeted campaign of education for bicyclists and pedestrians, as well as motorists, will go a long way to improving the safety for all the users of the roads on Maui County. Thank you.

CHAIR COCHRAN: Thank you, Mr. Verkerke. Members, need for clarification of testimony? Seeing none, thank you, Mr. Verkerke. Next testifier.

MR. MOLINA: Next testifier is Tim Thevenard and he will be followed by Sharyl Boren.

MR. THEVENARD: Aloha, Council and Chairwoman. I'm here to talk on the...

CHAIR COCHRAN: Your name, your name for the record first, sir.

MR. THEVENARD: Oh, I'm sorry. My name is Tim Thevenard. I'm here about the parking in Kuau. I've lived in Kuau 30 years and I've seen a lot of changes. We're getting a lot of vacation rental business. People are applying and getting permitted for vacation rentals, and the visitors tend to speed and we have subpar roads, 18 feet wide or less, and when we get parking on one side of the road, it really limits the, the amount of road left for traffic. We've got a lot of elderly people in the neighborhood which at times they require emergency vehicles and that inhibits their access. And a lot of the people parking in the neighborhood don't regard the fire hydrants or people's access to their homes. I request that we get no parking on the two roads that are proposed, Lana and Alenui, and I think it would be of great benefit to our neighborhood. I was on a...I was at a meeting on Saturday, this past Saturday and there were 20 members of the, of the residents of our neighborhood, and the main concern was rip-offs and we've had so many in the neighborhood and we're trying to monitor who's in the neighborhood, and so this was brought up about the parking and everyone was for the restriction of parking on the two streets. So I thank you for your time.

CHAIR COCHRAN: Thank you. Members, any need for clarification? Mr. Couch.

COUNCILMEMBER COUCH: Thank you.

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CHAIR COCHRAN: Oh, Mr. Thevenard, if you can come back to the podium, please. Mr. Couch has a question for you.

MR. THEVENARD: Oh, I'm sorry.

COUNCILMEMBER COUCH: Your name was, I'm sorry, Mr. Thevenard?

MR. THEVENARD: Yes.

COUNCILMEMBER COUCH: Okay. You just mentioned the two streets and we had a couple of testifiers say that they would prefer the whole subdivision to be made to no parking. What's your thoughts on that?

MR. THEVENARD: I think, I think that would be great. I only mentioned the two because that's more of a concern to us for access, and on those two streets there are a lot of elderly people living.

COUNCILMEMBER COUCH: Okay. Thank you.

MR. THEVENARD: The other two streets, they're the same, they're the same 18-foot wide streets so basically, it's the, that whole of that Kuau Beach subdivision. It's all Title 19; it's subpar. It doesn't come up to County road width which severely restricts traffic.

COUNCILMEMBER COUCH: Right. Okay. Thank you. Thank you, Chair.

CHAIR COCHRAN: Thank you, Mr. Couch. Thank you, sir.

MR. THEVENARD: Thank you.

CHAIR COCHRAN: Any further discussion? No? Thank you, sir. Thank you for your testimony. Next testifier is?

MR. MOLINA: Next testifier is Sharyl Boren and she will be followed by Danny Boren.

MS. BOREN: Hi, my name is Sharyl Boren and I am in support of the Central Maui Pedestrian and Bicycle Plan. I speak on behalf of at least fourth generation local family, myself, my family, future kids, and the future generation of Maui. It's a little disappointing to see the new roads going into the airport access and such that you've already heard about with no extra bike paths, and I just find it silly that I, in order to feel comfortable, I live in Paia, I have to drive to Kaunoa Senior Center to park and use that bike path around Kaunoa and the airport to Kanaha in order to feel safe, and also have to drive to Home Depot and park there to ride that bike path to Kihei and back. And it's just, it's just really scary if you want to ride anywhere else. So you know, kids these days, they're pent up with energy, they want to do something, riding bikes on safe bike

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paths, and not just sidewalks, but bike paths separated from the road, that will cause less crime, especially when they're older. Graduating from the UH-MC Nursing Program, diabetes are on a rise, hypertension, obesity, the numbers are alarming. Please listen to everything, and I know somebody in this room has the button that they can push that says bike paths everywhere in Maui. So thank you very much Council members, especially Don Guzman, thank you very much.

CHAIR COCHRAN: Thank you, Ms. Boren. Any clarification for testifier? Seeing none, thank you.

MR. MOLINA: Next testifier is Danny Boren and he will be followed by Lynn Hollingsworth.

MR. BOREN: Hi, I'm Danny Boren and I'm here in support of the Central Maui Bike Plan. As my wife, Sharyl, just mentioned, you know, we believe that Maui absolutely just needs more bike paths, more pedestrian safety. We believe that the Central Maui Bike Plan is a really well-thought out plan, well-designed. There's some great features in there about how to integrate sidewalks with bike paths, because when you just have a sidewalk, it makes it kind of difficult for biking sometimes so to be able to think proactively about that. I, personally, am actually visually impaired; I am legally blind, so I can't drive. I stopped driving when I was 32 years old; I'm 36 now, so biking is a primary form of transportation for me, so not only is it what everyone says about the economic benefit and getting people off the, you know, out of cars and then also visitor industry, it's also for people like myself that can't drive. It is a mode of transportation. And as my wife mentioned, we live in Paia, to go into Kahului, we can get to Kanaha and then, you know, you got to go, you know, through Kahului which right now is unsafe so this plan would make it much safer. I would strongly challenge you guys to look at the 2030 timeline and see if there's any way to condense that because this is something that our community needs. I'd also challenge you guys to think in the future about ways to interconnect the paths that we already have. I think that, as my wife mentioned, going from the Kanaha path to the Mokulele path is one of the least safe things you can do. Being out on the roads quite frequently, regularly bikes are buzzed by cars, sounds weird, but if you're in a bike lane, cars will intentionally come as close as they can to you, and honk, and try to scare you which is quite scary. So it's, it's doing a service not just for the bikers, not just for the pedestrians, but it's also doing a service for the cars and the people that just don't want bikes on the side of the road so they don't have to pull into the other lane. So if you guys can figure out ways not just to adopt this plan, but in the future to connect paths so that people can get between Paia, Kahului, Kihei, it's really going to benefit our community for the long term. So thank you, guys.

CHAIR COCHRAN: Thank you, Mr. Boren. Members, any need for clarification? Seeing none, next testifier, Jordan.

MR. MOLINA: The next testifier is Lynn Hollingsworth and she will be followed by Alec Stewart.

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MS. HOLLINGSWORTH: Aloha, my name is Lynn Hollingsworth. I'm a resident of Maui, and in Kuau, and I'm here with concern for our neighborhood for safety. That's my reason I'm here. Safety, safety, safety. And I want to thank Mike White, our Councilman, he came to the neighborhood couple months ago, and we toured the areas of concern. I appreciate that very much, Mike, that you were there for us, and I really care about our neighborhood safety for the elderly, for the children. We have many small children in our neighborhood and they play on these narrow, narrow--I can't call it a street--it's just, it's so small, and a lot of people go way too fast. I'd love to see speed bumps throughout our neighborhood of Kuau. Again, back to safety for the elderly, and our children, and our families. So thank you. Any questions, any concerns?

CHAIR COCHRAN: Thank you for your testimony.

MS. HOLLINGSWORTH: Thank you.

CHAIR COCHRAN: Members? Yes, Mr. Couch.

COUNCILMEMBER COUCH: Thank you, and thank you, Ms. Hollingsworth for being here.

MS. HOLLINGSWORTH: Thank you.

COUNCILMEMBER COUCH: Same question to you is, there's only two streets mentioned in this...

MS. HOLLINGSWORTH: I'm concerned about all of them. Since my friend, Tim and I...

COUNCILMEMBER COUCH: Let me ask the question, first.

MS. HOLLINGSWORTH: Okay.

COUNCILMEMBER COUCH: The question is would you support all...

MS. HOLLINGSWORTH: Absolutely.

COUNCILMEMBER COUCH: Okay.

MS. HOLLINGSWORTH: Absolutely.

COUNCILMEMBER COUCH: Thank you.

MS. HOLLINGSWORTH: We want safety for our whole neighborhood for everyone. Yeah. Thank you.

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CHAIR COCHRAN: Thank you, Mr. Couch. Thank you, Ms. Hollingsworth. All good. Okay. Thank you, ma'am.

MS. HOLLINGSWORTH: I will support all you guys for this project.

CHAIR COCHRAN: Okay. Next testifier.

MR. MOLINA: Next testifier is Alec Stewart and he will be followed by Dave DeLeon, who's the last testifier signed up today.

MR. STEWART: Hi. I'd just like to thank Councilmember Guzman.

CHAIR COCHRAN: Name for the record, please.

MR. STEWART: Oh, my name is Alec Stewart.

CHAIR COCHRAN: Thank you.

MR. STEWART: Like to thank Councilmember Guzman for proposing this resolution to urge the implementation of the Central Maui Pedestrian and Bicycle Master Plan. And when you guys are considering this, we've heard a lot from really avid cyclists, but I'd also like you guys to think about how this is for people...it's really more something for people who aren't avid cyclists. It's for people who would like to have the opportunity to exercise by walking or cycling right now, but don't feel safe. They're not insane and so those things aren't available for them in Central Maui. Those are the people that are really going to benefit from this, and especially children and families. If kids can bike to school, bike to soccer practice, whatever, the children are much better off; they're healthier and their parents don't have to drive them everywhere which is a huge benefit to the community. So please think about the people who aren't cycling right now who will benefit. I...and thanks again, Councilmember Guzman. I think it's...you're showing a lot of foresight to care about this.

CHAIR COCHRAN: Thank you. That concludes? Members, any need for clarification? Seeing none, thank you for your time.

MR. MOLINA: The last testifier is Dave DeLeon.

MR. DeLEON: Good afternoon and aloha. Dave DeLeon, speaking as a member of the advisory committee that worked on this plan. I want to thank Mr. Guzman for bringing this thing forward and Chair for posting it. You know, this was a great plan, it was...put a lot of energy in it. It took about a year or two to develop, and a lot of money was spent, and a lot of time, a lot of community involvement, and typically what happens with plans like this, they go on a shelf and they disappear. The point of this exercise is to keep it from disappearing and keeping it on the

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engineers' shelf in front of them so whenever a South, a Central Maui plan comes up, it actually gets used, and they actually consider it, and we actually bring this, these projects forward in an expeditious fashion, I mean, we're talking 22 years now for the North Shore Greenway so we're moving right along. As somebody who's been involved in this, as somebody that's been involved with this for 30 years, myself, I am really heartened to see all these advocates in the audience. It's just pretty amazing show and this speaks to the organization of certain individuals that have actually have organized these guys, I'm not responsible, and they're, they've done a good job so that's great. My main concern with this plan is that the County keep an eye on the ball to save the right-of-way for Waiale Drive. As long as I've lived here, I've seen that cane haul road out there and always thought, gee, that's a natural, that's a natural right-of-way, and then I saw the Walgreens go in, and I go, like, oh, my God, so but we're not going to save the right-of-way? And so we need to jump on that. We need to freeze that right-of-way. I don't know whether you buy it or you just make it a County policy, anytime somebody comes in, they got to give you the land or whatever it is you need to do, that right-of-way's got to be saved 'cause you and I know that Waikapu is going to become a very well-developed residential community, and the core of the commercial is going to be around Kuikahi and that neighborhood, and they need to be able to be getting there safely, and they need to be able to do it, some of them are going to need to do it without a car. We keep on talking about the elderly and the kids, they've both been designed out of this community as far as getting around by themselves and they need to have someone to come pick 'em up or move them around. They can't do it by themselves because it's not safe. So this is a good first step, I hope you adopt this plan as the County plan and move forward. Mahalo.

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

MR. DeLEON: Thank you.

CHAIR COCHRAN: --and thank you for your service on this too, Mr. DeLeon. Any further testifiers,
Jordan?

MR. MOLINA: No one else has signed up to testify.

CHAIR COCHRAN: Is there anyone in the gallery wishing to testify, please come forward, and you can
fill out your paperwork later, Mr. DeRego.

MR. DeREGO: Good afternoon. My name is Frank DeRego. I'm here as a person, in my own personal capacity, to support the Central Maui Pedestrian and Bicycle Master Plan for 2030. I also work for Maui Economic Development Board. I can see, definitely, the economic opportunities involved in improved transportation in terms of tourists for ecotourism, as well as for family recreation locally. I just wanted to say something here about the General Plan in regards to this. I've read some of it, but something struck me. Here we're urging implementation of something.

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I think the next step is the actual implementation of it. And another thing kind of struck me if we're doing this in regards to the General Plan, if we're looking at a complete-streets kind of emphasis here there should be some sort of integrated transportation plan for the island of Maui, as well as for the whole County. If we're talking about economy efficiency and improved services being imbedded into our County Charter, it would seem to me that the County would actually be looking at doing this more efficiently, instead of picking off pieces here and there, and actually coming out with an integrated transportation plan for the whole County. So that's, would be my contribution to this. Thank you.

CHAIR COCHRAN: Thank you, Mr. DeRego. Members, any need for clarification? Seeing none, thank you for your time. And at this point, I'll check in with the District Offices. In Hana, do you have any testifiers?

MS. LONO: The Hana Office has no one waiting to testify, Chair.

CHAIR COCHRAN: Thank you, Ms. Lono. On Lanai, Ms. Fernandez?

MS. FERNANDEZ: There is no one waiting to testify on Lanai.

CHAIR COCHRAN: Thank you, Ms. Fernandez. And on Molokai, Ms. Alcon?

MS. ALCON: There is no one here on Molokai waiting to testify.

CHAIR COCHRAN: Thank you, ladies, for being there patiently and for your service. Members, seeing no one coming up to the podium for further testimony, without objections, I shall now close public testimony.

COUNCIL MEMBERS: No objections.

COUNCIL MEMBERS VOICED NO OBJECTIONS. (EC, SC, DC, DG, MW)

... END OF PUBLIC TESTIMONY ...

CHAIR COCHRAN: Thank you very much. And I just have a quick comment for the gallery and our...thank you very much for everyone being here. I can concur with Mr. Moran, nice turnout. I just, I've been very patient and very open, but normally, it is not a practice to applaud and show any signs of outbursts of _____, jubilation or whatever you want to call it. I think they penalized people in the end zone for these types of practices, but I just want to say, just for future reference, thank you, some other Chairs may not be as patient with that, but just for future reference. Thank you very much for participating and do enjoy the energy though in the room, so thank you all for being here, and we shall now get to our work. Thank you. We had missed our...we're

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taking our mid-afternoon break also so we'll give ten minutes and we'll be back, and we'll have a presentation on the Pedestrian/Bicycle Master Plan. Thank you. We are now in recess, 10 minutes. . . .(gavel). . .

RECESS: 2:47 p.m.

RECONVENE: 3:00 p.m.

CHAIR COCHRAN: . . .(gavel). . . Aloha. Will the Infrastructure and Environmental Management meeting, please reconvene?

**ITEM NO. 46: CENTRAL MAUI PEDESTRIAN & BICYCLE MASTER PLAN
FOR 2030 (CC 14-113)**

CHAIR COCHRAN: Members and public, we now have a presentation for the Central Maui Pedestrian and Bicycle Master Plan and this is in regards to Committee...County Communication 14-113, from Councilmember Guzman, relating to the Central Maui Pedestrian and Bicycle Master Plan for 2030. Correspondence is dated October 15, 2014, from Councilmember Guzman, transmitting this proposed resolution entitled, Urging Implementation of the Central Maui Pedestrian and Bicycle Master Plan for 2030 as a Guide to Infrastructure Improvements in Central Maui. So the purpose of the proposed resolution is to urge the Administration to implement the Central Maui Pedestrian and Bicycle Master Plan for 2030. And we have with us Department of Planning, Department of Public Works, Department of Police, and these Departments all have been invited because of their participation in developing this plan. I've also invited several members, representatives of NPAC, Nutrition and Physical Activity Coalition, they're here in front of you, in front of me, and of Maui County to be participating in this meeting. Sandy McGuinness is the coordinator, and we have board members David Sereda of Chris Hart and Partners, and Charlene Shibuya. You have a chair? Okay, Charlene Shibuya, and Mike Summers, and they got very nice, big name plates there that I'm sure everyone can read in TV-land, and the presentation has been arranged to provide this Committee with a refresher on the plan's purpose, the County's progress in implementing the plan, and recommendations for improving the plan. This matter was last heard August 13, 2012, by this Committee, IEM, and the Committee also received a presentation at that meeting also. Comments from Committee at last meeting were they, we wanted to see increased enforcement and education of motorists and cyclists--we have, I guess, we mentioned, we have bad drivers and cyclists on Maui--expedite implementation of the plan, 5-year instead of 20-year, concerns over how to find improvements and maintenance of improvements. So at this point, I shall now turn over the floor to NPAC and to and each of the resource people so they can introduce themselves, and explain their involvement with the plan, and then please proceed with the presentation.

MS. MCGUINNESS: Okay. Good afternoon. Thank you --

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CHAIR COCHRAN: Yeah. Nice to see you, Sandy.

MS. MCGUINESS: --Committee Chair Cochran, and also Committee member Don Guzman. We really appreciate your support with regard to this plan and the work that went behind it. I'm Sandra McGuiness, the coordinator of the Nutrition and Physical Activity Coalition which is part of the University of Hawaii at Manoa's Office of Public Health Studies, and the reason the Office of Public Health Studies started these coalitions six years ago was to really look at systems, policy, and environmental changes, because we really have engineered our lifestyles to be kind of sedentary and not so healthy so the built environment has always been a high priority for us. The Health Department issued a grant to Chris Hart and Partners to do this study and it's very well done. We've had mainland consultants come and say they haven't seen beautiful documents like this in many places across the country so we really do know that we have a fabulous reference here. I'd like to introduce our board members, Mike Summers is on our board, he's with Planning Consultants, Hawaii, and he's a planner. Charlene Shibuya is a planner also, but she has experience working for the State Department of Transportation as a supervising engineer, and David Sereda is a landscape architect with Chris Hart and Partners. Thank you very much.

CHAIR COCHRAN: Thank you, Ms. McGuiness.

MR. SEREDA: Thank you, Sandy, and thank you, Don, for introducing this resolution. My name is David Sereda, landscape architect, Chris Hart and Partners. We were the consultants hired to put the plan together, and I'd like to also thank the Department of Health.

CHAIR COCHRAN: Thank you.

MS. SHIBUYA: Yes, hi. My name is Charlene Shibuya and I originally started being involved as an engineer with the State Department of Transportation, and I kind of acted almost like a mole, you know, for NPAC in State DOT 'cause sometimes it was difficult to change some of the attitudes, but otherwise, I continue to be involved because it's a very important cause.

CHAIR COCHRAN: Thank you.

MR. SUMMERS: Aloha, all. My name is Mike Summers, and used to work at the County of Maui in the Department of Planning, and worked for a long time with David over at Chris Hart and Partners, and recently, a couple of years ago, started my own firm, Planning Consultants Hawaii. And again, thank you very much for having us here today and being interested in this plan, and thank you, Councilmember Guzman for introducing this resolution. I really appreciate it.

CHAIR COCHRAN: Thank you, Mr. Summers. Nice to see you and are you going to be the...yeah, the ring leader for the presentation? Okay, off we go. And just, just a reminder, it's after 3:00, and

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we have three items, and we'd like to conclude by 4:30 so hopefully, we can get through, and stick to point, and get the work done. Thank you, Mr. Summers.

MR. SUMMERS: Well, this an abbreviated plan...or an abbreviated PowerPoint. We just touched on the key issues.

CHAIR COCHRAN: Oh, and Mr. Summers, maybe the microphone closer to your --

MR. SUMMERS: Hello? Here we go. Okay.

CHAIR COCHRAN: --mouth. Yes.

MR. SUMMERS: (*PowerPoint presentation*): This is an abbreviated PowerPoint. We did give a PowerPoint presentation in 2012, in August, that was much more comprehensive. We're just going to hit the main points, and I assume we'll answer questions if you have any questions when we get done. And by the way, that was a lot of great public testimony. We didn't expect all these folks to show up, certainly a tough act to follow, but. I think this first slide is important, primarily, because we have one statement in there and it's really a vision statement. And it says, "a world-class pedestrian and bicyclist community", and right now we probably all kind of think of Central Maui, Wailuku, Kahului, Waikapu as not being a world-class pedestrian and bicyclist community, but if we as a community can think of Central Maui as being a world-class pedestrian and bicyclist community then we will take the actions to get us there, and it's entirely possible, and we'll kind of talk about that as we go through this PowerPoint. (*Short pause*)...

CHAIR COCHRAN: Is it going? ____, what's going on?

MR. SUMMERS: There we go. Okay. So really there are two primary purposes here for this plan, very simple. The first purpose is to facilitate greater pedestrian and bicycle mobility within the Central Maui area. Okay, pretty straightforward. Second objective, when we kicked this project off was to establish a model to support biking and walking throughout Maui, because the process that we went through, the steering committee process, and pretty much the methodology can be applied elsewhere. And in the plan we talked about long-term outcomes. There are three primary outcomes that we can see in our community by having pedestrian and bicycle accessibility. These are listed here. Create more livable communities. Obviously, if you can get around by other modes besides walking or besides automobile transportation it really enhances our community, it makes it easier for children to get around, senior citizens to get around, everybody to get around, and that's a good thing. Obviously, it will improve health and wellbeing. Walking and biking are excellent forms of exercise. I think if you go to Keolu Park in the mornings you'll see a lot of people walking and biking. They walk there because it's safe; it's enjoyable. And a lot of people in our community will walk more, they'll bike more, they'll exercise more if they have safe environment to do it. And if we promote walking and biking, we obviously benefit the environment. We're not burning as much fossil fuel. It's just

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kind of a best practice in the context of trying to live more sustainably. We had a steering committee that we put together at the beginning of this project. It comprised, you know, State agencies, County agencies, we had community organizations, bicycle and pedestrian advocates. It was a very robust group, and they gave us a lot of good advice, and they were really an important part of this project. And we've got a list of all these folks, but I'm just going to touch on some of the organizations that they were with. We had the Police Department involved, and the State Department of Transportation, UH-Maui College, A&B Properties, the Realtors Association of Maui, Maui Bicycle Alliance. We had the former Chair of the Maui Redevelopment Agency, the Maui Economic Opportunity, Wailuku Main Street Association, Department of Education, Waikapu Community Association, Department of Public Works, and the Maui County Planning Department so a very good group of people, real stakeholders, both community and agency. The funding from this project was from the State DOH Healthy Hawaii Initiative. Funding came from the tobacco settlement. We actually, when we were at Chris Hart and Partners, we prepared an application because they were advertising for grant funding. We received a pretty substantial grant to do this study. I mean, that's basically free money from the State coming into Maui County to prepare a plan and it's, it was a really good opportunity for all of us. So the study area was Central Maui. Obviously, this is our commercial hub, it's our population hub, it's our government hub. It's where the majority of our residents live. We all know that Wailuku's our civic center; Kahului's a commercial center, Waikapu is a smaller town, but it's planned to grow. There's going to be a lot of development in Waikapu, and so it's a really important region in our County. And one of the, kind of the main activities in the context of establishing a framework for the plan was to really look at how people are getting around, where their destinations would be, where the activity centers are, and this exhibit really just identifies where those locations are. We have, you know, our civic center district, our downtown in Wailuku, the Kaahumanu Shopping Center, the Maui Mall, I mean, these are all important destinations, okay. Now right now, they're primarily destinations that are accessed by automobile, but there's really no reason why we can't access these areas by bicycle or by foot, and then within these areas, especially areas like Wailuku, our downtown area, as Kahului becomes redeveloped, those areas, these will be important pedestrian districts where people walk and bike, and they may not necessarily have to do a lot of commuting. We did a community survey. I think we surveyed a couple of hundred people, relatively randomly, and we just asked them some basic questions. Do you agree with the statement, "My community is safe for pedestrian and bicycle trips." And you heard a lot of testimony on this today, essentially, from those folks that responded, they said, no. I mean, 65 percent of them said, my community is really not safe for walking and biking. Okay. And about 35 percent agreed that it was safe. So obviously, there's a lot of room for improvement. And when we asked them, well, what could we do to make our community safer for walking and biking, the primary response was, you know, give us more bike paths, improve safety from cars, okay, more on-street bike lanes or routes, okay. So it's really focusing on providing more infrastructure and making it safer for people. Those are the two key components, and there were another, a number of other recommendations as well, but it's really improve the infrastructure and make it safer. And when we asked what prevents you from making pedestrian trips more often, you know, from walking

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more often, the primary response was, you know, lack of sidewalks, okay, we want more sidewalks, and not enough time, and that's actually a pretty interesting response. Not enough time and destinations are too far. That tells us about how are communities are developed so it's not only infrastructure and safety, but it's also distance. Okay. And do you agree with the statement that Wailuku, Waikapu, and Kahului would be more livable if there was better walking and bicycling infrastructure? Well, 95 percent of the people that responded to the survey said, yes. Okay, so it's an important factor for making our community a better place to live. Okay, and just touching on some of the highlights in the plan. The steering committee was asked to prepare a vision for this document and for our future going forward, and I'm just going to kind of hit on the key points here, but they basically say that they would like see bicycling and walking where it can be done safely and without physical barriers. That was a key point, and they say bicycling, walking, and other non-motorized activities should be accommodated in a safe, well-maintained, and easily accessible manner. Okay, so physical barriers, safety are very important, and they'd like to do this, obviously, to promote a healthier lifestyle, create more livable communities, and facilitate greater social, economic, and environmental sustainability. Now the plan identifies a number of priority project areas. The first is the establishment of a, of a pedestrian district within Wailuku, okay. That's a major kind of recommendation in this study. And the second would be a Waiale Road pedestrian and bike path, a Kahului pedestrian district, a Kahului bicycle district, the Kahului Beach Road Esplanade, and a comprehensive signage and striping program. And so this is kind of a vision map that identifies where those improvements take place, and you can see in black, it's kind of a little far from where I'm standing anyway, but you see the Kahului bicycle district, Wailuku pedestrian district, a Kahului pedestrian district. And, essentially, what we're saying is that in Kahului you have a really nice topography, you've got relatively flat conditions, you've got good weather, you've got a really comprehensive street network, and it's really an excellent place for bike lanes and pedestrians, but you're going to get a lot of mileage out of biking if you provide the infrastructure. Okay, so future vision is to have a bicycle district. Now within Kahului you're also going to see a lot of redevelopment. And there are plans by A&B Properties and other large land owners to redevelop this area and when they do so, they should develop it to be very pedestrian orientated, and that's actually what they've proposed to do. So this would be in that area between the Queen Kaahumanu Shopping Center along Vevau Street to the Maui Mall. All that area in 15, 20 years will be redeveloped so let's do it so it's walkable. And then Wailuku, same thing. This is actually a picture of that Wailuku district. Wailuku has all of the fundamental elements that you need to be a very pedestrian-orientated town. It's got the mix of uses, it's got, you know, all of the kind of essential elements. Where it's lacking is the infrastructure, and because of the right-of-way constraints we're going to have to focus on other measures like traffic calming and signage, et cetera to facilitate pedestrian mobility, but at least we have the development pattern, and that's key. Now in the Kahului area, the same thing will be true in the future as this area develops between the Maui Mall and the Queen Kaahumanu Shopping Center. Same thing, you're going to get a lot of mixing of uses, you're going to get some higher densities, and fortunately, they'll be able to develop the infrastructure to support the pedestrian mobility. And so we'll have kind of an image like this where you're going to get a lot of people walking, a lot of people biking

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because it's convenient, it's easy, it's healthy, and people are going to want to do it. Now in the plan we identify a whole list of priorities, and they're all organized around these kind of key project areas. Okay, so I'm obviously not going to go through this, but so, for example, on the priority projects we have a comprehensive signage and biking, or a striping program. And then we have a list of improvements throughout the region that are just focused on signage and striping, and the idea is that as Public Works does projects, as they implement projects, that they are referring to this and coordinating with us and others to implement these different improvements over time. Now those would also be, by the way, just stepping back there, those would be kind of low-hanging fruit. They're not terribly expensive, they're easy to implement, and they'll make a big impact. Now the Wailuku pedestrian district, again, this is, you know, Wailuku lends itself to walking. It's already a Mixed-Use District so we've identified really important gaps that exist and make things a little bit difficult to walk right now. And some of those improvements are already taking place. For example, Public Works just initiated some improvements or they're going to initiate some improvements shortly to connect sidewalks between Iao School and Market Street. Okay, so that's an example of a priority project on this list that's currently being implemented. Okay, and then the Kahului bicycle district, same thing, we have a list of improvements that relate to Kahului that focus on mobility primarily by bicycles, also by pedestrians, organized by street. And then the same thing for the Kahului pedestrian district, and then we talk about this Waiale Road pedestrian and bike path, this connection between Waikapu and Wailuku, and then this Kahului Beach Road Esplanade. So again, it's a very comprehensive look at our infrastructure and where the improvements would have the most impact. Now our short-term priorities are really kind of four-fold right now. One is this comprehensive striping and signage program. That's just working with Public Works to make sure those low-hanging fruit are addressed. And then on-going coordination with Department of Public Works on these gap areas where sidewalks are missing, where bike paths are missing, et cetera, like the improvement that I mentioned between Iao Intermediate School and Market Street. And then we've got two very significant projects that will take some time, take some investment, but will have a very tremendous impact, and these would be the Waiale Road pedestrian and bicycle path and the Papa Avenue pedestrian and bicycle path. Now these slides just kind of go back and show some of the improvements that are currently taking place. We have an improvement, you know, along, I guess it's Lono and Papa Avenue where they're using traffic calming, a very important tool to mitigate safety issues. And again, traffic calming at the same intersection. That's just a current improvement. And bike lane striping. And here we have the sidewalks that we were talking about. Here we go. Okay, another picture of the vision plan. So we do have two projects where we, well, where Public Works may likely be asking for funding. One is for this Waiale Road pedestrian and bicycle path, and again, this is very critical. It was talked about or referenced by testifiers today, but essentially, this is important because you're talking about an area that's going to be developing in the future, and the right-of-way exists today, and so if we can get out ahead of the development then we can plan for these facilities and we won't have constraint issues like we have elsewhere. So Waiale Road has a lot, a pretty significant right-of-way; it ranges from 60 feet to 100 feet that connects our existing town of Wailuku, the developing areas of Maui Lani and Waikapu which is proposed

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for a lot of development, and so it's an extremely important, critical piece of infrastructure if we are truly interested in becoming a more pedestrian- and bicycle-orientated community. Now the study that we're talking about is essentially to further design the improvements that would be proposed, so really defining the project from an engineering perspective, from a planning perspective, from a community perspective, and creating a framework so that then you could go on and do your environmental studies, and develop the funding that would be necessary for the infrastructure improvements. And you can see that corridor, and we've actually identified some of the improvements along the Waiale Road corridor, and essentially we're talking about, for much of this right-of-way, having a separated bicycle and pedestrian facility. So you're all kind of familiar with the North-South Collector Road so a similar kind of opportunity. And the second request that would be forthcoming is to look at Papa Avenue. Again, with Papa Avenue it's a piece of infrastructure where you have a lot of unused right-of-way, you've got a lot of existing development, you're retrofitting the existing infrastructure to provide the opportunity for separated pedestrian and bike paths. And again, this would, this request would give you the opportunity to understand what the final designs might look like, to do additional scoping with the communities, to do additional scoping with the agencies to put together the project that could then be assessed for its environmental impacts and costed out for the CIP funding. One of the really important issues about the Papa Avenue proposal is that you have a lot of folks that currently use the right-of-way for parking, and so before you move forward and you do an improvement like this, it's important to go out and talk to those folks, understand what their concerns are, what the issues are, to see if you can come up with a design that utilizes the right-of-way that accommodates the goal of increasing pedestrian mobility, bicycle mobility, and still can mitigate the concerns that the community might have about parking. And again, this is a very important project because it links high schools, elementary schools, commercial areas, churches, senior housing, parks, so this will really be an important kind of base infrastructure component for the overall development of the plan. And here we can see kind of a depiction of that piece of infrastructure, and the right-of-way here, I think, is about 85 feet. And again, just an assessment of where different pieces of infrastructure be improved. Again, we're talking about separated bike lanes, separated pedestrian paths. So that's it. I think I fell within my five minutes, didn't I?

CHAIR COCHRAN: Thank you, Mr. Summers. Okay. We shall now get comments at this point from if, Mr. Goode, if you had any comments to share in regards to this? And also, Director Spence is here from Planning. Mr. Spence, if you wanted to join us, and also Department of Police, if you had some comments you wanted to share with the Committee. You're just here for resource, Officer?

MR. HANKINS: Yeah, I'm just here to answer...*(inaudible)*...

CHAIR COCHRAN: Okay. Okay. We have, Members...thank you...Members, we have Maui Police Department here also, if need be. He is here in the gallery to answer some questions. Mr. Goode.

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MR. GOODE: Okay. Thank you, Chair, and thanks for bringing this item to Committee. Okay.

CHAIR COCHRAN: Yeah. Go ahead.

MR. GOODE: The Department, you know, participated in the group, and you know, you know, hats off to NPAC for getting this funding and seeing it through, and we participated so we're obviously in support of the plan. We're also in support of Council adopting a resolution like the one today that really gives us more authority, if you will, to implement these as we go forward. Implementation will be, you know, a function primarily of cost and allocations of money versus other things we may be appropriating those funds for. Most of the improvements regarding sidewalks and bike paths will come from the Highway Fund which is primarily supported by gasoline tax and automobile registration. So it's cars, if you will, will be primarily paying for this, and so that's not a problem for us. I'm more than happy to do it, and in fact, since the plan came out in April, I think it was in 2002, Mr. Summers mentioned some of the improvements we've already done, and there's actually been more. We did Market Street he mentioned, some of the gaps on Papa Avenue which were one of the slide here, the sidewalk gaps have been implemented in our Papa Avenue project which is ongoing. And there's another one in there, I can't remember what it was. There's, I think, two Papa Avenue projects that were mentioned in the report that have been taken care of in our Papa Avenue improvements. So when we have major infrastructure improvements in a certain area, it's easy to pick off a lot of these smaller projects that are mentioned in the plan and just fold them into our existing project. There's other projects, I think, like some of the ones that were mentioned here at the end of the presentation by Mr. Summers, you know, like Waiale Road and Papa Avenue, in particular, are not things that are going to be done overnight. Those have to be really planned for, in consultation with the affected communities to see, you know, what's, how these things would get best implemented. And so I'm interested, Chair, to see if there's, if there's support for the reso, which I'm sure there will be, is there support for us trying to move forward in getting funding say next fiscal year on say the Waiale Road planning effort and the Papa Avenue planning effort, because that will take time, and that's one of the reasons the plan goes to 2030. I know there's testifiers would like to have it done in five years, and there's some things which we've already done within two years. There's others that are going to take much longer, and ultimately, it's going to come down to funding. There's just not enough funds available to do it in five years, unless you want to do absolutely no other road work, no other bridge work, then maybe. And finally, I think all the communities need this. I mean Central Maui, I think, was benefited by having this. It is our central core, and one of the testifiers brought up that there's, seems to have a higher proportion of accidents for pedestrians and bicyclists so it's good that we start there, but I think ultimately, you know, having all the other communities have similar plans or to fold them in somehow in the community plan process which is coming up now for most of the Maui districts, it's a great opportunity. But if the plan is there we will do our best to follow it. It will not sit on shelves; it doesn't become full of dust. All the projects we bring to you, all the CIP we bring every year when we do the Budget, all those plans are based on some plans somewhere. We have an

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existing bike plan. We have an existing pedestrian plan. We have highway master plans. And then of course, we have emergencies, unplanned emergencies, and so we have to fund those. But for the most part, everything you see, is part of the CIP process comes from some plan somewhere. So I can assure you that this plan, if adopted, won't be sitting on unknown shelves. That's it, Chair.

CHAIR COCHRAN: Thank you. Thank you, Director. Members, any, you have questions for Director Goode? Mr. Couch.

COUNCILMEMBER COUCH: Thank you. And this might be for Mr. Hopper as well, but I may...the first thing is I know, Mr. Goode, you said you would like this resolution adopted and I don't have any problem with the resolution; I like it as well, but we already have implementing actions in the Maui Island Plan, Number 6.2.4 that says implement pedestrian and bikeway plans. Why would you need this resolution to do that?

MR. GOODE: I think it just helps.

COUNCILMEMBER COUCH: Okay.

MR. GOODE: I think it actually says this Council looked at this plan, understood how it was generated, what specific benefits are in this region, and find it something that the Department should undertake. I think it gives it some creditworthiness that it would be...otherwise, otherwise, I could draft up a plan on the back of a napkin and call it a plan.

COUNCILMEMBER COUCH: Uh-huh.

MR. GOODE: I think it's better to have a broader, fuller discussion and have it adopted that way.

COUNCILMEMBER COUCH: Okay. And then you mentioned, again, the second time now, of adopting this plan. This resolution doesn't adopt the plan, do we need, I guess this is for Mr. Hopper, do we need to have some sort of ordinance or something to actually adopt the plan or is this resolution enough to say, hey, this is the plan that's there, implement it?

MR. HOPPER: Madam Chair, whether the plan is adopted by resolution or this resolution is passed it, it doesn't make the plan part of the law. You would need an ordinance to actually do that. This, I think, would, would have the Council, basically urges the Administration to follow the plan in, in what it can do. It doesn't, again, adopt it as a law so putting into a situation where, you know, maybe it would affect how a developer would develop something without the Department having the discretion in that case or through an ordinance to say, as it does through approving subdivisions and things like that, to impact on the design of the actual project. But having said that, I think the predominant way this would be implemented is through the preparation of the CIP budget annually, and the Department has the discretion and the Council obviously has the

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discretion to base that budget on such relevant documents that it sees fit, and this is certainly a document that if you bring forward here and have a resolution that says you want this implemented, you can certainly, when it comes time for Budget, prioritize projects that fall under this plan, if you so choose. Again, that's for this Council or future Councils to adopt, and if a future Council decides it wants to prioritize other items over this then it could do that through the Budget process. But having this plan here, it's not the same as, for example, if this was a portion of the Maui Island Plan or the Wailuku-Kahului Community Plan, that would be a bit different, but it's still here, and you know, this is a record for the Department so if the Department has the discretion in approving a subdivision, designing something a certain way, and certainly the predominant way it would seem to be implemented through the Department administering public land it already owns in a certain way, it would have the discretion to do that in accordance with this plan. So I think that's where you'd be going, but adopting it even by resolution doesn't actually give it the same force and effect as adopting something by ordinance would.

COUNCILMEMBER COUCH: So then, if that's the case, then if we get another Administration that would come in and say well, you know, I don't like bikes so I'm not going to approve anything that or you know, put in the Budget, would it be more prudent to throw this into an ordinance and say this is an adopted plan? I mean, after doing this resolution which would be fine, but wouldn't it be more prudent to kind of hold any future development to this?

COUNCILMEMBER GUZMAN: Yeah. Chair, can I?

CHAIR COCHRAN: Mr. Guzman, you have comments.

COUNCILMEMBER GUZMAN: Yeah. Thank you, Chair. One of the reasons why it's in resolution form is, yeah, you got to start someplace. You can't go straight into the main course; sometimes you've gotta, you've gotta get the low-hanging fruit first and get the support of the Council and in compliance with the general Island Plan that says support the implementation of the Central Maui Plan, bring this forth, back on the table, bring it back in the Committee so that we have more discussion so that this Council knows what they're dealing with. We have two projects, pilot programs that we could work on or at least budget for this coming Budget, would be the Waiale Road and the Papa Ave. that you basically saw a map of, and this resolution would get the ball rolling. I know that trying to go for the main course which would be an ordinance, maybe an amendment to a subdivision ordinance or even going for the full-blown community plan adoption which is far further on into the future, that would then make this plan force and effect of law, but that's a while down the road. I'm, we're looking at urgency and essence of time here, where we want to get this thing going and we don't want to forget about it even though it's been brought up in the Committee once before in 2012, I believe it was filed, and when I got elected I wanted it back on the Committee or at least back in the forefront, and this is just an exercise so that we can get, don't...we can focus on the plan and get it moving, and it's just one step in a long process of getting it adopted eventually to hold developers to it or have that force and effect of law at some point. Thank you, Chair.

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CHAIR COCHRAN: Thank you. Thank you, Mr. Guzman. Mr. Couch.

COUNCILMEMBER COUCH: Yeah. That, yeah, I understand we need to start. I'm just protecting the future as well. The other question I would have from Mr. Goode is in some of the numbers here, obviously, this was done a while back so the numbers probably have changed 'cause I understand that the one you're doing for Iao School it's on the list here for 119,000 or \$119,000, and what's the actual cost of what you're doing on that one now? Or the bid, sorry.

MR. GOODE: Yeah. Our low bid was 455, I think.

COUNCILMEMBER COUCH: Okay.

MR. GOODE: So the scopes probably didn't match, I mean, what was envisioned in this estimate and what the actual cost was. We may have actually increased the project, but --

COUNCILMEMBER COUCH: Okay.

MR. GOODE: --nevertheless, it just shows that --

COUNCILMEMBER COUCH: It's fluid.

MR. GOODE: --estimates are estimates.

COUNCILMEMBER COUCH: Okay. Madam Chair, I wholly support this whole thing 'cause that's why we brought up the complete streets resolution that we sent down, and I know the Department is working on the ordinances to implement the complete streets. I worked very closely with Ms. McGuinness and NPAC, and the PHC group to, because we wanted to do that, we want to get that going and that's the whole walkable, bikeable communities we've talked about since we've been on the Council. And yeah, I understand that we have a lot of existing infrastructure so we have to kind of make it fit, and I'm glad to see that we have a plan to make it fit. I would certainly like to see the separated, I know you have in here, you have the buffer with the striped, striped buffer that doesn't really help as much. The one that's called "cycle track: protected with barrier" seems to be a little bit more expensive, but a lot more safe, I would think. So, but this is all great and yeah, to the testifiers, if we could get it done yesterday, I would have liked to have. I do have a question, if I may, regarding getting it done, for Mr. Goode or Ms. Shibuya in her former status. You know, one of the testifiers said, you know, you've got the brand new road going into the airport and there's no bike path or anything going on there so that's an interesting question. And then we also have the new road that's in Maui Business Park. It's a fairly new road; it's less than a year old, I believe, there's no bike paths on there. There's four lanes; there's some sidewalks, but there's no bike path. That would have been a perfect thing. Maui Lani, there's a nice big wide sidewalk that a lot of people use every time I drive up

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and down there, but no bike path. And then Waiale, right out in front where they just put in the new stores, it looks like some of the right-of-way's going, as one of the testifiers, is going away, so those kind of things those are all things that happened since before we or as we got on to Council and have adopted these kind of philosophies, and they still haven't done. I don't know how, I guess, the Department can kind of say what happened with those, except for the airport access road. Do you, do you have any idea, mister, or Charlene first.

CHAIR COCHRAN: Ms. Shibuya, did you have any comments or I don't know if this is her capacity here today but, you know.

COUNCILMEMBER COUCH: No, I know.

MS. SHIBUYA: Yeah. Technically speaking, I cannot speak for the Department of Transportation, but I know that when they were doing the airport access road, it was, you know, going to be a high speed highway.

COUNCILMEMBER COUCH: Uh-huh.

MS. SHIBUYA: And then they felt it...I guess they didn't feel it appropriate to accommodate bicyclists like to--how you say--to almost promote bicyclists using the paved shoulders, but it is going to be available for cyclists.

COUNCILMEMBER COUCH: Uh-huh.

MS. SHIBUYA: And since I've left I'm not sure what their philosophy is of, you know, perhaps doing like a separate bike path like Mokulele so that you could probably get from Mokulele to down into the airport. So yeah, so I cannot answer for them, but you know, I wouldn't put it by, you know, anybody to just ask the question, you know, if that would something that could be meshed in later, you know, as a...because the right-of-way is there, it is large, the right-of-way.

COUNCILMEMBER COUCH: Yeah.

MS. SHIBUYA: But I think, initially, they just did not want to, you know, almost like mix, mix too much bicyclists with that high speed highway, but perhaps if they do a separate bike path that kind of brings you, connects Mokulele Highway's bike path --

COUNCILMEMBER COUCH: Uh-huh.

MS. SHIBUYA: --then that might be a option to look at if they can, if they have the funding.

COUNCILMEMBER COUCH: That would be interesting. But how many people ride their bikes to the airport too? I'm not quite sure how that would work.

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MS. SHIBUYA: Yeah. But I think there was one --

COUNCILMEMBER COUCH: I think Mr. DeLeon might but.

MS. SHIBUYA: --there was one testifier that mentioned that, you know, it could provide a connection to Kanaha Beach Park.

COUNCILMEMBER COUCH: Yes. Yes.

MS. SHIBUYA: Yeah. And you know, just looking at, you know, putting all those missing pieces, yeah, might give people a lot more mobility, yeah.

COUNCILMEMBER COUCH: Okay. And then, Mr. Goode, any comments on the, especially the Hookele and Maui Lani new roads that have gone in since the philosophy has changed, but no bike paths? And that's what the folks, you know, the constituents see. Hey, we talked about doing this bike way, and walkable, bikeable, but yet two brand new roads go in and nothing happens.

MR. GOODE: Uh-huh. Yeah, I think on, in general, a lot of the roads are actually designed quite a long time ago and approved so depending on when the whole project goes. And I'm sure Hookele, for instance, which has, like you said, the four lanes and no bike lane, I agree, it should have some kind of bike lane, but I think it was approved, as designed, a number of years ago. Doesn't make it right, but that's what it is, and that's why having plans like this, something that we can reference that can say, well, we need to put those in. And of course, Hookele was part of the Maui Business Park, right, which went through a Change in Zoning, a District Boundary Amendment, and a huge, long community plan process, but it doesn't have a condition saying it needs a bike path. Okay.

COUNCILMEMBER GUZMAN: Yeah. And Chair, that's wherein lies the problem, is because every time a new road gets built or a new developer comes in, it comes down to a vote on the Council whether we're going to place a condition of adding a bike lane or a sidewalk, pedestrian pathway. And I know the Spencer project came up and I know I voted for a pedestrian way and bike way for the developer to be placed as a condition, and I was outvoted seven to one, or yeah, it was seven to one. So you know, this type of plan should be something that's mandatory for developers, you know, there's no ifs, ands, or buts about it. You know, hey, it's a plan, the County adopted it, you developers follow it. And I think we're on the right course; I think maybe we can ask the Planning Department whether they also agree with that type of philosophy in terms of requiring developers to follow a pedestrian, bicycle plan. I'm not sure if you have any comments on that, Mr. Spence.

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CHAIR COCHRAN: Thank you, Mr. Guzman. Mr. Spence, if you have opening comments, but also address the query by Mr. Guzman. That would be nice. Thank you.

MR. SPENCE: Okay. Thank you, Madam Chairman. Thank you, Councilmember Guzman. I'm happy to see a plan like this come forward. You know, I've said a number of times that, you know, we, as has been commented by testifiers that we do these plans and then they sit on the shelf and we don't do anything with them. I think, and I give credit to David Goode because he actually does look at these when they are doing infrastructure so if there are specific projects, he, you know, he pays attention to those. But there's lots of, there's lots of policies and lots of aspirational things in the previous go-around of community plans that say do these kind of bike plans, do these kind of pedestrian walkways, come up with plans for our different areas, and so it makes me happy that, you know, something like this actually comes up. The level of detail, I think it's perfectly appropriate for our community plans and our Maui Island Plan to say, you know, develop these, develop this kind of detailed plan for specific community plan areas, and then go implement them. The level of detail, I think, for this plan is great. For, I think that level of detail is too, a little too much for the specific community plans because, otherwise, you're going to end up with a community plan the size of the Island Plan when you start getting into all the, you know, if you got into the CIP projects for the next, you know, 20 years for drainage, and for telling State Department of Transportation what to do, et cetera. You know, it needs to be a little more fluid than that, but to develop these kinds of plans with this kind of detail I think is perfectly appropriate. I do agree there needs to be, and I hope this is answering your, Councilmember Guzman's question, I think there does need to be some kind of legal mechanism where these kinds of facilities are planned into the communities. When a new subdivision goes in, when improvements are made to Waiale or they're made in other places, I mean, this is just a part of, I don't know if they would be County roadway standards or subdivision standards, or...but there needs to some kind of legal mechanism. So it, one, I don't think it should be on the Council's...I don't think it should be the Council's responsibility every time a developer comes up you will build this. I mean, we have property, for instance, Maui Lani has been zoned for more than 20 years, that's not to be revisited by the Council, but yet it, perhaps somehow those things could be incorporated into their...it would have to be incorporated into their plans. It's a project district, it's not quite the same animal, but we have some straight zoning out there that have yet to be built. So if the standards, if they have to build up to certain standards, you know, with bicycle lanes, and et cetera, I think that would be a great thing to do.

COUNCILMEMBER GUZMAN: Mr. Spence, could this be somehow incorporated into the model code, base code?

COUNCILMEMBER COUCH: Form-based code.

COUNCILMEMBER GUZMAN: Base codes.

CHAIR COCHRAN: Base codes.

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COUNCILMEMBER GUZMAN: Could this be incorporated into a base codes model?

MR. SPENCE: It could. I would have to explore that. I think because these are actual construction projects I tend to think in terms of Public Works, but yeah, I do think it, these kind of requirements could be built into a Zoning Code as well.

UNIDENTIFIED SPEAKER: Nice.

CHAIR COCHRAN: Okay. Good. Thank you, Mr. Guzman.

COUNCILMEMBER GUZMAN: Thank you.

CHAIR COCHRAN: Ms. Crivello, did you have any comments or questions for anyone?

VICE-CHAIR CRIVELLO: No.

CHAIR COCHRAN: Department or? Okay. Thank you. Mr. Couch.

COUNCILMEMBER COUCH: So that...

CHAIR COCHRAN: And, and, wait, just...let's just be aware of the time. Thank you.

COUNCILMEMBER COUCH: Yeah, yeah. Yeah. So that leads me, I mean, Mr. Guzman led us right back to the starting point where is we really need to get this codified whether it's in the form-based code that we would like to study at some time or somehow in our, I don't know that the community plan would be...I think it would be in...would it be in Subdivision Code? I mean, I would think if we had something in let's say, Subdivision Code, not even Subdivision Code, something that allows or defines the standard of roadways that anybody who would, even though they got the approvals years ago, if they're building a new roadway they would have to incorporate that or are they...is our Code such that if it got approved years ago that's the plan that they have to stick to? We can't force them into something different because the times have changed since they, since they made those plans. For instance, Maui Lani for 20 years ago nobody really talked about doing bicycle lanes there, and that's a perfect spot for bike lanes. I mean, it's just amazing that they didn't retrofit or try to figure a way out to get that in there. Would we be able to force the next development that has already been approved to incorporate this kind of stuff, I guess. That may be a Corp. Counsel question. If we codified this somehow?

MR. HOPPER: Well, if you did a Subdivision Code amendment you would most likely state when that would take effect, and I think in the past those amendments generally would take effect and would not affect people that either got preliminary or final subdivision approval prior to the effective date of the ordinance. That's generally done so that if people have relied on the

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previous approvals that they don't have the thing built and you know, they budget for the project, and then have to add something like that in. So normally, you would at least have, you would look for some stage, whether you make the requirements to anyone whose gotten a preliminary subdivision approval so that if they haven't gotten their preliminary subdivision approval yet, you would say, well, if standards change you've got to follow the new standards. We have to look in the past and maybe see when ordinances were, when those ordinances were generally made effective, but there's normally a date where you would state when new standards would become effective and you generally wouldn't make them effective immediately for everybody if they already had approvals based on a certain set of standards in the past. So that's something we'd look at with each ordinance, but it's not an uncommon issue.

COUNCILMEMBER COUCH: Okay. Thank you. Thank you, Chair.

CHAIR COCHRAN: Thank you, Mr. Couch. And, Mr. Guzman, any further?

COUNCILMEMBER GUZMAN: I have nothing further, Chair.

CHAIR COCHRAN: Thank you.

COUNCILMEMBER GUZMAN: I just wanted to show my support on this resolution. It is something that Central Maui, and all of Maui needs to start looking at connectivity, and based off of this plan we can move forward with the other districts if this is incorporated, and basically use it as a model to show the connectivity where people can ride their bikes or walk on a pedestrian path that leads to a store, that leads to the hospital, that leads to a park. That is so important in our future to make sure that we cut down on our vehicle transportation, and we get more healthy, and Central Maui is so primed for it because everything is so condensed and there's so much density that it can be incorporated. So I'm very excited, and hopefully I'm back in office, and I'm going to, you know, I'm advocate this until I'm gone, but that's what I want to do and that's...I feel very strongly and passionate about bicycle paths and pedestrian ways, and hopefully, I'm spurred, I'm intrigued to see if it can be incorporated as part of the form-based codes. So I've learned a lot today so thank you.

CHAIR COCHRAN: Very good, very good, Mr. Guzman. Mr. Spence, did you have some comments, closing comments?

MR. SPENCE: Thank you, Madam Chair. Maybe a couple of things. Well, I don't even know, I don't know if it needs to exactly be in a form-based code to make it happen. I mean, what we'd like to do is at some point, is just explore, you know, major revisions to our Code. I'm not sure it has to be form-based to incorporate these kinds of things, but I would support, you know, exploring that idea when we do revise our Zoning Code. I would just want to comment, I would also support seeing a couple more plans like this come about, one for the West side and one for South Maui. The, you know, those are our three main urban areas. You heard one testifier today talk about

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South Maui. It wasn't quite as extensive or elaborate as this particular plan, but this is the kind of thing that we should see for both of our urban areas.

CHAIR COCHRAN: Very good. Thank you, Mr. Spence. I wholeheartedly agree, and I know, Mr. Couch is giving thumbs-up for it also.

COUNCILMEMBER COUCH: Well, just...there is a plan for the South Maui, for South Maui, and we have implemented the short amount, but it's there, and we haven't done any new roads in South Maui so it's really hard to do it with --

MR. SPENCE: Yeah.

COUNCILMEMBER COUCH: --without doing the new roads, but certainly, the North-South Collector road section and Mr. Goode's Department is doing the next phase so, I mean, there is stuff. The South Maui greenway is going forward. It's not, hasn't been put on the shelf as testified to.

CHAIR COCHRAN: Thank you. And getting back to the panelists though that are here today, thank you very much, and just have a question for you folks in regards to continuing your engagement and participation with this body, but especially with the implementation of the plan, and how will you folks be, you know, making sure that occurs? Did you have ideas or plans to...is it just the call of us to you or...so if you have any comments about that.

MS. MCGUINESS: Thank you, Chair Cochran.

CHAIR COCHRAN: Yes.

MS. MCGUINESS: We have had regularly scheduled meetings with the Director of Public Works and some of his staff, including his Deputy, to talk, to give updates about what we've been working on, and to talk about some of the priorities, and also about potential funding in the future. So we have had an excellent relationship with the Department and also our work in the community too, as you can see there were so many bicycle advocates here, and we're actually in the process of creating a Maui Chapter of the Hawaii Bicycling League which is very strong. They're a 501(c)(3) nonprofit organization. They have ten staff. You all remember Walter Enomoto who testified two years ago --

CHAIR COCHRAN: Uh-huh.

MS. MCGUINESS: --Walter volunteered his life away for the Maui Bike Alliance. So we're really moving toward having more resources, potential funding, HBL has gotten lots of funding for education. That was something that was really important two years ago when we talked so we would hopefully be able to do a program, perhaps, in the elementary schools about bike safety for kids, and as well as drivers and adult cyclists. So we really, someone said the time is right,

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and I totally agree. This is the wonderful time to really keep this going, and it's a priority for our Coalition so it's something that is in our annual work plans, and so we will be following it and supporting it for, you know, the years that we're here.

CHAIR COCHRAN: Very good. And I have all the confidence in the world that you are, Sandy, you're such an advocate here and I appreciate all the work all of you do. And, Ms. Shibuya, coming out of retirement or whatever, still going strong, and thank you for your skills and expertise, you know with that too. So with that, and someone had mentioned I think, personally, I'd like to get back to horseback riding trails and canoes as transportation, myself, but that's just me and that's, you know, farfetched. But I appreciate Mr. Guzman pushing this forward, and also it's great comments from our Directors too, who also agree and want to see this move forward, and this is a start, Mr. Guzman. I mean, it started back then, but we'll keep it at the forefront and not let it collect dust and cobwebs, and make sure that it keeps moving forward so I appreciate...that's what it's about, collaboration, we all work together and make sure we hold each other accountable for saying that we support it and want to move it forward. Mr. Spence, you look like you have something, you're chomping at the bit.

MR. SPENCE: I just wanted to give one of our staff planners, Dave Yamashita, credit who was a part of the steering committee for this plan.

CHAIR COCHRAN: Oh, very good. Yes, Mr. Yamashita is in the audience here. Thank you for being here and for all your participation and input. Thank you. And, Members, not to have an officer here for nothing, if we all do want to have comments from him or any questions for him, he is here for, for our, our use today. Anyone care or any...no? No need? Okay. Well, thank you. Thank you for being here. And at this point I shall make my recommendation.

COUNCIL MEMBERS: Recommendation?

CHAIR COCHRAN: Okay. The Chair will entertain a motion to recommend adoption of the proposed resolution entitled, Urging Implementation of the Central Maui Pedestrian and Bicycle Master Plan for 2030 as a Guide to Infrastructure Improvements in Central Maui, and incorporating any non-substantive revisions.

COUNCILMEMBER GUZMAN: So moved.

COUNCILMEMBER COUCH: Second.

CHAIR COCHRAN: Thank you. It's been moved by Mr. Guzman, seconded by Mr. Couch. Any further discussion needed on the motion? Yes, Mr. Guzman.

COUNCILMEMBER GUZMAN: Thank you, Chair. I just wanted to bestow upon you my gratitude for watching my back on this one, and basically putting it on the agenda. Thank you so much, and

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it's really a good thing, and I'm so happy that you put it on the agenda and supported it. Thank you.

CHAIR COCHRAN: Yeah. You're very, very welcome, Mr. Guzman. I definitely wanted to make sure I squeezed it in this term, and for yourself too, and all of us, and hopefully we can work on it in the future. So, Members, without further discussion then, all those in favor, say, "aye".

COUNCILMEMBERS: Aye.

CHAIR COCHRAN: All those opposed, say, "no". Okay, motion passes with four "ayes", two excused?

COUNCILMEMBER COUCH: Three.

CHAIR COCHRAN: Three excused, and motion carries.

**VOTE: AYES: Chair Cochran, Vice-Chair Crivello,
Councilmembers Couch and Guzman.**

NOES: None.

ABSTAIN: None.

ABSENT: None.

EXC.: Councilmembers Carroll, Hokama and White.

MOTION CARRIED.

ACTION: ADOPTION of resolution.

CHAIR COCHRAN: Thank you very much, Members. Thank you very much panelists, Department, everyone involved, the community. Thank you for the, yes, quite, quite, refreshingly surprised to see all the testimony and participation today on this matter. Definitely made a statement on that so thank you for being here.

**ITEM NO. 64: PROHIBITING PARKING ON ALENUI STREET AND LANA
STREET (PAIA) (CC 14-249)**

CHAIR COCHRAN: And we shall now be onto our next item, so I guess we'll give you folks a few moments to vacate the room, but of course, we'll see you folks again. Yeah. Thank you very

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much. Thank you. Nice to see you. Thank you very much. So, Members, turning to item IEM-64. This is prohibiting parking on Alenui Street and Lana Street which is in Paia. And this Committee is in receipt of County Communication 14-249, from Councilmember White, transmitting a proposed bill entitled, A Bill for an Ordinance Amending Section 10.48.040, Maui County Code, and this relates to stopping, standing, and parking on Alenui Street and Lana Street, Kuau. The purpose of the proposed bill is to prohibit parking on both sides of Alenui Street and Lana Street, Paia, Maui, Hawaii. With that, I shall turn the floor over to Department of Public Works for comments.

MR. GOODE: Okay. Thank you, Madam Chair.

CHAIR COCHRAN: Yes.

MR. GOODE: I believe this item initiated with Councilman White based on some requests from folks from Kuau, some of which we heard from today, and there's a proposed bill basically to eliminate the parking on the subject streets, Alenui and Lana Streets in Kuau. These are very narrow roadways. I think the actual right-of-way is only 20 feet. The pavement varies from 18 and down, and so if you...you can easily imagine that one car, you know, parked on the side of the road in a 20 feet right-of-way leaves less, basically, one lane of traffic, and barely enough for one of traffic and let's say a pedestrian or a bicyclist. So the residents seem to have made the request. We forwarded the item to our Public Works Commission, actually it was held at, it was discussed at our meeting last Wednesday, in the Commission, and the Commission unanimously voted to recommended passage as well. And we sent that communication back to the Council which I believe you've received in your packets today or was handed out. So basically, we're all, we're in support of it. If the Council passes it and the two readings are passed at the full Council level, we'll receive it and then initiate work orders to install the no parking signs.

CHAIR COCHRAN: Thank you, Director. And thank you, Mr. White, for attending. I shall...as the introducer of the proposal, if you have some comments, the floor is yours.

COUNCILMEMBER WHITE: Thank you, Madam Chair. Yeah. Thank you for bringing this forward today, and thank you to the Director for putting it through the Commission. When I was approached I wasn't asked to do the other two streets so this measure currently is focused on Alenui and Lana, and I know the general process is for it to go to the Commission for review and then coming here. But in speaking with the representatives from the Police Department, their concern is that if we...they're familiar with that area and their measurements have some of the streets at 14 feet width of pavement, and their concern is if we, if we implement this on Alenui and Lana only that it'll exacerbate the problem, problems that are being experienced on Aleiki and Kaimao as well. So I don't know whether the Director has any concerns about expanding that. My understanding is it's not a requirement to go back to the Commission, but it might, you know, I'd almost, well, I'd like to hear his comments on that, but I do understand the concern of it exacerbating the impacts of the neighboring streets.

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CHAIR COCHRAN: Okay. Thank you, Mr. White, and I know Corporation Counsel would like to, has something to say, like now.

MR. HOPPER: Just to, yeah, just to say the bigger issue may be with the Sunshine Law. The postings actually names the two streets right now.

COUNCILMEMBER WHITE: Ah.

MR. HOPPER: And so a further discussion on the additional streets may be problematic. As far as, I would just say, any theoretical additional streets, we did check the ordinance and the Public Works Commission, there's not a mandatory review of all traffic safety ordinances, but it generally does, and it did review this one. And so if the Council would like to send it back or if the Director has that as an issue for any additional roads, that's something you could do. Right now though, I would raise a Sunshine Law concern about adding additional streets and discussing that. I think your options could be to either repost this bill with those additional streets named in there, pass this out with these streets being prohibited, and then later adding the additional streets, or having it sent all the back to, it's not that far back, but back to Public Works Commission to review the additional streets, make a recommendation, and then take it all at once. But again, at this meeting to discuss the specific other streets it really should be agendized a bit broader because the way it's agendized does specify the two streets right now so that's the concern I would raise in general.

COUNCILMEMBER WHITE: Yeah. Point well taken, Chair, and thank you, Corp. Counsel for that input. I think my preference would be to go ahead and pass this out, and then possibly then have the other two streets considered by the Commission as well and brought back, and maybe the implementation would be coordinated rather than the two being implemented ahead of the other, the additional two streets that were requested today. So if the Director is comfortable with that, I'm amenable to that.

CHAIR COCHRAN: Thank you, Mr. White. Director Goode, do you have comments?

MR. GOODE: Yeah. That'll work for us. I think it's a good idea to bring it back to the Commission, and have additional public input. Let those folks that live on those other two streets have a chance to testify whether at the Commission or at the Council level.

COUNCILMEMBER WHITE: Right.

MR. GOODE: I think more notice the better because we found when we put up no parking signs almost guaranteed the phone's going to ring.

COUNCILMEMBER WHITE: Yeah.

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MR. GOODE: So I...probably worth, worth waiting, and we can hold off on the implementation 'til everything is done or if the other two don't pass, then we'll roll with these two.

COUNCILMEMBER WHITE: Okay. Good. Thank you, Chair.

CHAIR COCHRAN: Okay. Thank you. So noted. And real quickly though, Mr. Goode, you're...these roads, someone in testimony mentioned speed bumps. Are these roads capable of having those installed on them?

MR. GOODE: Yeah. They would definitely qualify. They would need to fill out an application, get, you know, the necessary signatures from the folks that live on those roads.

CHAIR COCHRAN: Okay. All right. Good to know. Thank you. Mr. Couch.

COUNCILMEMBER COUCH: Thank you, Madam Chair. When you, when you go to, if this were to, if the other two streets were to go to the traffic, or Public Works Commission would it be possible to have an evening meeting maybe in the district or something like that for them or maybe this Committee would want to have an evening meeting in the district so that the folks get a little bit better heads up on it or have a chance to speak about it. I don't know. It would be up to the Department and maybe even Mr. White, he knows that district. If he thinks that everybody's good with it then.

CHAIR COCHRAN: Thank you, Mr. Couch. Mr. White, did you have comments?

COUNCILMEMBER WHITE: My, my sense is that the, you know, it's a fairly small number of lots in that subdivision so if there are concerns about parking being limited, it's probably not the folks that are living there it's the folks that are using the parking. So I'm not sure if we had a meeting in the community that we would necessarily be reaching the folks that are using the parking as opposed to the folks that are being annoyed by it.

CHAIR COCHRAN: Right. Okay. Good point. Thank you. And I had a...oh, mister, well. So one of the testifiers mentioned, and this probably won't even pertain to you, too bad, it would be Spence, I think, but let me just toss it out to you, my fellow Members, about, I think transient vacation rentals. They're saying, because I believe aren't they all supposed to have onsite parking, and so one of the testifiers said a lot of the issue with the on-street parking were the vacation rental people, people's cars. Yes, Mr. Couch.

COUNCILMEMBER COUCH: Thank you. It seems that, I guess, Mr. Hopper and I are the only ones on the subject matter there. They are required to have off-street parking.

CHAIR COCHRAN: Off-street?

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COUNCILMEMBER COUCH: Yeah. They're not allowed to have on-street parking.

CHAIR COCHRAN: No, on.

COUNCILMEMBER COUCH: So...

CHAIR COCHRAN: On-site, you mean.

COUNCILMEMBER COUCH: Hmm?

CHAIR COCHRAN: On...

UNIDENTIFIED SPEAKER: ...*(Inaudible)*...

CHAIR COCHRAN: Oh. Okay.

COUNCILMEMBER COUCH: On, off-street. There supposed to be off the street.

CHAIR COCHRAN: ...*(Inaudible)*...off the street. Right, right.

COUNCILMEMBER COUCH: So I...that's, that might be an issue that if they, neighbors have an issue with that they would contact the Planning Department and say, hey, these guys are parking their cars on the street.

CHAIR COCHRAN: Right.

COUNCILMEMBER COUCH: But doesn't matter if the street --

CHAIR COCHRAN: Say "no parking".

COUNCILMEMBER COUCH: --say "no parking" then it's taken care of.

CHAIR COCHRAN: Right. But there's people not following the rules, but anyways, currently. Okay. So Mr. Hopper is looking into that. So, Mr. White, then you will, you're comfortable in passing this through then bringing back the other streets --

COUNCILMEMBER WHITE: Yeah.

CHAIR COCHRAN: --later?

COUNCILMEMBER WHITE: As long as we coordinate.

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CHAIR COCHRAN: And then coordination via the implementation of these, okay, ordinances. And mister, Director Goode, you're good with that?

MR. GOODE: Yeah. And I think if you, if Councilman White, just get us a letter quickly, and we get it on the next agenda, in the third Wednesday in November.

COUNCILMEMBER WHITE: Okay.

CHAIR COCHRAN: Okay, very good. And I will expedite it via this Committee too. You know, so I'm sure we can work all that out if time all permits. So at this point I shall then make my recommendation.

COUNCIL MEMBERS: Recommendation?

CHAIR COCHRAN: Thank you. I shall entertain a motion to recommend passage of the revised proposed bill entitled, A Bill for an Ordinance Amending Section 10.48.040, Maui County Code, Relating to Stopping, Standing, Parking on Alenui Street and Lana Street, Kuau, incorporating any non-substantive revisions and filing of County Communication 14-249.

COUNCILMEMBER WHITE: So moved.

VICE-CHAIR CRIVELLO: Second.

CHAIR COCHRAN: Thank you. It's been moved by Councilmember White, seconded by Councilmember Crivello. Members, at this point any discussion needed? Seeing none, all those in favor, say "aye".

COUNCIL MEMBERS: Aye.

CHAIR COCHRAN: Any opposed? Motion carries with five "ayes", two "noes", and...

VICE-CHAIR CRIVELLO: No.

CHAIR COCHRAN: Wait. Two...

UNIDENTIFIED SPEAKER: Two excused.

CHAIR COCHRAN: Sorry. Two excused, and motion carries. Thank you.

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which later on will, as the property gets developed, will essentially become a road-widening lot. So I think it's actually very proactive on the owner's part to do this.

CHAIR COCHRAN: Okay. Thank you, Director. Members, the floor is open for further discussion and questions, if you need, of Department. No? We're all okay on this or, Corporation Counsel, do you have any comments or need to elaborate on anything?

MR. HOPPER: No, Madam Chair. Thank you.

CHAIR COCHRAN: Okay. Thank you. And I know this lot, actually, the ____ family lived on it way back when and then it got...now Chris' barbeque house is next door, and the Longhi Building and all that, but that was all kind of one open lot and there was a single-family dwelling there. And this is the...their driveway sort of just went over this...by that monkey pod, just went over the --

UNIDENTIFIED SPEAKER: Yeah.

CHAIR COCHRAN: --the sidewalk and that's how they got in, drove to their house so it's quite an odd place. But I think this is needed to kind of clear up things, and it'll be, yeah, and a good, good move on our part so this is why we brought it up to this Committee for discussion and a vote. Okay. That's my comments. All righty, so then are we all good then, folks, no more questions needed? Okay, then I shall make my recommendation.

COUNCIL MEMBERS: Recommendation?

CHAIR COCHRAN: Thank you. The Chair will entertain a motion to recommend adoption of the revised proposed resolution entitled, Authorizing the Acceptance of Access Easement at Wainee Street, Lahaina, Maui, Hawaii, incorporating any non-substantive revisions and filing of the County Communication 14-248.

VICE-CHAIR CRIVELLO: So moved, Chair.

COUNCILMEMBER WHITE: Second.

CHAIR COCHRAN: Thank you. It's been moved by Vice-Chair Crivello, seconded by Mr. White, was that you? Mr. White. And at this point, any discussion, Members? Seeing none, all those in favor, say "aye".

COUNCIL MEMBERS: Aye.

CHAIR COCHRAN: And any opposed? No opposed, we have five "ayes", two excused, and motion carries.

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CERTIFICATE

I, Julie, 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 19th day of November, 2014, in Wailuku, Hawaii.



Julie Zaner