

WATER AND INFRASTRUCTURE COMMITTEE

Council of the County of Maui

MINUTES

October 14, 2019

Council Chamber, 8th Floor

CONVENE: 1:32 p.m.

PRESENT: Councilmember Alice L. Lee, Chair
Councilmember Tamara Paltin, Vice-Chair
Councilmember Tasha Kama
Councilmember Michael J. Molina
Councilmember Keani N.W. Rawlins-Fernandez
Councilmember Shane M. Sinenci

EXCUSED: Councilmember Riki Hokama

STAFF: Wesley Crile, Legislative Analyst
Rayna Yap, Committee Secretary
Zhantell Lindo, Council Aide, Molokai Council Office (via telephone conference bridge)
Denise Fernandez, Council Aide, Lanai Council Office (via telephone conference bridge)
Mavis Oliveira-Medeiros, Council Aide, Hana Council Office (via telephone conference bridge)

(Seated in the Gallery):

Dianne Shimizu, Executive Assistant to Councilmember Alice L. Lee
Don Atay, Executive Assistant to Councilmember Shane M. Sinenci

ADMIN.: Rowena Dagdag-Andaya, Director, Department of Public Works (WAI-54, WAI-15)
Jordan Molina, Deputy Director, Department of Public Works (WAI-54, WAI-15)
Kurt Watanabe, Civil Engineer IV, Department of Public Works (WAI-54)
William Hankins, Lieutenant, Traffic Division Commander, Department of Police (WAI-54)
Erin Wade, Redevelopment Program Planner, Department of Management (WAI-15)
Jennifer Oana, Deputy Corporation Counsel, Department of the Corporation Counsel

PRESS: *Akaku: Maui Community Television, Inc.*

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CHAIR LEE: . . .*(gavel)*. . . Will the Water and Infrastructure Committee please come to order. It is 1:32 on Monday, October 14th. And we have a few people missing today; however, I'm going to say hello to you in Cherokee. Osiyo, osiyo. If you want to say. . .okay. If you ever go to the Mainland, you know, Appalachia, that area, you'll probably run into Cherokee Indians. And if you want to pretend like, you know, you're very sophisticated, you say, osiyo, and that means hello and dohitsu is how are you. Now just a little history lesson. The Cherokees actually started up north with the Iroquois Nation and somehow they broke away from the Iroquois and moved to, migrated to North Carolina, Arkansas, and Oklahoma and became one of the biggest Indian nations. So, with that we start the day and I want to say hello to Mr. Sinenci.

COUNCILMEMBER SINENCI: Osiyo, Chair, dohitsu.

CHAIR LEE: Good. Very good, I just like this. And Mr. Molina. How are you?

COUNCILMEMBER MOLINA: Aloha, Madam Chair.

CHAIR LEE: Okay. The Indian from Makawao. And, good afternoon, Ms. Rawlins-Fernandez.

COUNCILMEMBER RAWLINS-FERNANDEZ: Aloha auinala Chair, osiyo, and happy Indigenous People's Day.

CHAIR LEE: Oh, very good, very good. And hello to Ms. Paltin from West Maui.

VICE-CHAIR PALTIN: Aloha auinala, Chair.

CHAIR LEE: Thank you. And, Ms. Tasha Kama from Kahului.

COUNCILMEMBER KAMA: Aloha auinala, Chair.

CHAIR LEE: Hi. And then excused as I mentioned earlier is Mr. Riki Hokama. Yeah. And then, Ms. King and Ms. Sugimura are not members but, of course, are welcome to attend this meeting. All right, colleagues, we have a couple of things on the agenda and we expect to move through them fairly quickly. And with us we have from Corp. Counsel, Jennifer Oana and --

MS. OANA: Good afternoon, Chair.

CHAIR LEE: --Ms. Rowena Dagdag-Andaya from the Public Works Department, Director.

MS. DAGDAG-ANDAYA: Mabuhay po sa inyong lahat --

CHAIR LEE: Oh --

MS. DAGDAG-ANDAYA: --Chair

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CHAIR LEE: --all right. Thank you, and many more to you. And next to her we have Mr. Molina who used to run around in these halls as a little boy and now he's back as an adult and the Deputy Director of Public Works. Hello, Mr. Molina.

MR. MOLINA: Good afternoon.

CHAIR LEE: Thank you. And on my left we have Mr. Criles [sic]. That's you. Say hi. Okay.

MR. CRILE: Hello. Good afternoon.

CHAIR LEE: Okay, very good. And Rayna, Rayna. See either I remember the first name or the last name, one of the two. And then with us we have from the Police Department, I am sorry, I do not have your name.

MR. HANKINS: Lieutenant Hankins.

CHAIR LEE: Hankins, okay. I'm sorry 'cause we see you all the time here. And then next to you?

MR. WATANABE: Kurt Watanabe.

CHAIR LEE: Kurt, okay. Which department, Kurt?

MR. WATANABE: Public Works.

CHAIR LEE: Oh, Public Works, okay. And then we also have Erin Wade in the audience. All right, we'll take up the first item and we will be talking about the speed limit reduction on Hina Avenue. Oh, yeah, we should check with our neighbors to see if there are any people signed up to testify.

MR. CRILE: There were none, but they're on the phone.

CHAIR LEE: Okay. Anybody, so nobody is there to testify right?

MR. CRILE: Correct.

CHAIR LEE: Okay. In the audience, do we have anybody here to testify? No, okay. Any objections to closing public testimony?

COUNCILMEMBERS: No objections.

CHAIR LEE: Okay. Great. Now, let's see, now I will follow my script.

ITEM WAI-54: SPEED LIMIT REDUCTION ON HINA AVENUE FROM 30 MILES PER HOUR TO 25 MILES PER HOUR (CC 19-373)

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CHAIR LEE: Members, the description of this item on the Committee's agenda reads Speed Limit Reduction on Hina Avenue from 30 Miles Per Hour to 25 Miles per Hour. This description should read, it actually should read Speed Limit Reduction on Hina Avenue from 30 miles per hour to 20 miles per hour. Okay. Oh, you knew that. Ms. Kama?

COUNCILMEMBER KAMA: I drive it all the time.

CHAIR LEE: Okay, I'm glad you observe the speed limit. Okay, Council Services has consulted with the Office of Information Practices who has advised that this typo does not create a legal problem and the meeting agenda is adequate under the Sunshine Law. So, the Committee may proceed to consider the proposed bill this afternoon. Are there any questions on this? Okay. None. Discussion. Maui County Code, Section 10.36.070 establishes a 20-mile-per-hour speed limit in any residential district. Section 10.36.072 lists the areas in the residential district of Wailuku that are exempt from the 20-mile-per-hour speed limit. In these areas, vehicles may not travel in excess of 30 miles per hour. Hina Avenue, from its intersection with Wakea Avenue to its intersection with Mokapu Street is currently listed as one of the streets where vehicles may travel up to 30 miles per hour. The Department of Public Works with concurrence from the Public Works Commission has proposed a bill to delete the Hina Avenue from its intersection with Wakea Avenue to its intersection with Mokapu Street from the list of exempted streets. The proposed bill will require vehicles traveling on this road to observe a 20-mile-per-hour speed limit. Okay. Do we have to check in with the outside offices even though we know that there is nobody?

UNIDENTIFIED SPEAKER: . . .*(inaudible)*. . .

CHAIR LEE: Okay, I just wanted to see if we just had to see if they were there, yeah. Okay. Okay.

MR. CRILE: They are not there anymore.

CHAIR LEE: They are not there anymore?

MR. CRILE: They were there.

CHAIR LEE: They went home.

MR. CRILE: Yeah, they went home.

CHAIR LEE: Okay. Observing the speed limit I hope. Okay. Now the speed limit reduction on Hina Avenue, Ms. Dagdag-Andaya, do you have any comments on the bill?

MS. DAGDAG-ANDAYA: Thank you, Chair, and thank you, Committee Members. I wanted to just point out the different documents that you have in your file. The first exhibit is a letter from our Department of Public Works Engineering Division, transmittal to the Council Chair, relating to our draft bill amending Section 10.36.072. Another exhibit

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is the proposed ordinance that makes changes to 10.36.072, and then the last handout in your file should be the Public Works Commission agenda actions of June 26, 2019. Just to give you some background on the reason why this initiative came before the Public Works Department and then subsequently the Public Works Commission, we had some concerns raised by residents along Hina Avenue, particularly those who live on, in Hale Mahaolu, the senior residence there. And there are two housing, housing locations that are across from each other and there is a crosswalk across Hina Avenue and in order to go and visit friends from one side to the other, they need to cross Hina Avenue and one of the concerns they raised was that the traffic was too fast for them and so we did a couple of things. The first one was look at the Code and see why it is 30 miles an hour, and sure enough, there is an exemption in 10.36.072 allowing for Hina Avenue to be 30 miles an hour. The second thing that we recently did was implement or install those flashing crosswalk signs across Hina Avenue to connect the two housing developments from each other so now there is a pedestrian-activated signal. There is also a raised crosswalk there so that helps with the safety issues as well. But we wanted to also bring down the speed limit in that area because we have the senior residential development and then after Kamehameha Avenue, Hina Avenue's intersection with, I'm sorry, yeah, Kamehameha Avenue, the speed does drop to 20 miles an hour because Kahului School is right there. And then further down, I think, you know, just to be consistent we want to make that portion of, the entire portion of or the entire length of Hina Avenue to be 20 miles an hour. So that's what we are here for today. And as the Chair mentioned earlier it does not drop to 25 miles an hour, it reverts to 10.36.070 in the Traffic Code relating to 20 mile an hour where it states "Except as provided in section 10.36.072 of this chapter, no person shall operate a vehicle in excess of twenty miles per hour in any residential district, and in addition thereto, in the following area: School Zones." And then it goes on to describe when, you know, a little bit more about school zones.

CHAIR LEE: Okay, are there any questions? Mr. Molina, and then Ms. Paltin.

COUNCILMEMBER MOLINA: Thank you, Madam Chair, and good afternoon --

MS. DAGDAG-ANDAYA: Good afternoon

COUNCILMEMBER MOLINA: --Ms. Dagdag-Andaya, and also Mr. Molina, welcome aboard good to see you there. You mentioned the flashing lights by Kahului School, now should this ordinance pass, which I can certainly support, will the signage or the wording on that sign, you know, when the lights go off and it is telling you 20 miles an hour from 7:00 a.m. to 6:00 p.m., and if we are going to make that stretch now totally 20 miles an hour, will we have to change or remove some of that wording under the speed limit sign by Kahului School? Because it tells you can, you drive 20 miles an hour only during the school hours, after that it reverts back to the old 30.

CHAIR LEE: Okay.

MS. DAGDAG-ANDAYA: Chair --

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CHAIR LEE: Ms. Director?

MS. DAGDAG-ANDAYA: --I will defer to our resource here, Kurt Watanabe from Department of Public Works and Lieutenant Hankin [sic] from MPD.

MR. WATANABE: Hi, good afternoon. So, I guess the signs wouldn't change at the school zones, those are just the set times that, I guess, the fines, the school zone fines would be enforced.

CHAIR LEE: Mr. Molina?

COUNCILMEMBER MOLINA: Yeah, so okay, I was just wondering 'cause now, so we are going to make it all 20 miles an hour but for the sake of when it's school hours, I guess, so that's when you can get hit with a fine if you're exceeding the speed limit when those lights are flashing, so, but so no need to change that time designation under the sign?

MR. HANKINS: There is no need to change any time designation. The flashing lights and the time designations states when officers can cite under the school zone so it's a higher fine rather than just speeding. Speeding in a school zone it's a higher fine --

COUNCILMEMBER MOLINA: Oh.

MR. HANKINS: --so if you're speeding in that area during that time you're going to get a higher fine.

COUNCILMEMBER MOLINA: Higher fine. And how much is that fine just for information?

MR. HANKINS: Off the top of my head it's over \$300.

COUNCILMEMBER MOLINA: Okay.

CHAIR LEE: Which we don't see, right?

MR. HANKINS: No, it goes to the State General Fund.

CHAIR LEE: That's what I figured.

MS. DAGDAG-ANDAYA: Chair?

CHAIR LEE: Make 'em \$500. Oh, yes?

MS. DAGDAG-ANDAYA: Just to make note. So, I believe a portion of the, those monies actually do come back to us in the Safe Routes to School program so...

CHAIR LEE: How much?

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MS. DAGDAG-ANDAYA: I can't remember what the portion is but there is a formula that, that's used and we see it in the budget. We allocate for it in the budget. We have an agreement with the State --

CHAIR LEE: Okay

MS. DAGDAG-ANDAYA: --Department of Transportation. But I can get you more information if the...

CHAIR LEE: We don't need more information. Ms. Paltin?

COUNCILMEMBER MOLINA: Thank you.

VICE-CHAIR PALTIN: I just was wondering if you pass Mokapu on to, like, Polani or Ani Street, is it going to be 20 miles an hour too, or was it only the exemption from Mokapu that it was 30 miles an hour? And then if you pass Mokapu, is it not exempted from the 20 miles an hour so it reverts back to 20 miles an hour?

MS. DAGDAG-ANDAYA: Chair? So --

CHAIR LEE: Yes?

MS. DAGDAG-ANDAYA: --in 10.36.072 the Code says Hina Avenue from its intersection with Wakea Avenue to its intersection with Mokapu Street. So, beyond Mokapu Street towards Ani that's already --

VICE-CHAIR PALTIN: Twenty miles an hour.

MS. DAGDAG-ANDAYA: --kind of in the 20-mile-an-hour zone.

VICE-CHAIR PALTIN: Oh, okay, so the whole street is going to be 20 miles an hour --

MS. DAGDAG-ANDAYA: Correct.

VICE-CHAIR PALTIN: --if we do this?

MS. DAGDAG-ANDAYA: Yes.

VICE-CHAIR PALTIN: Okay.

CHAIR LEE: I see your hand, Mr. Sinenci?

COUNCILMEMBER SINENCI: Thank you, Chair. I just had a clarification question for the Director. Do you know if near the senior center there is additional lighting or streetlights where those flashing crosswalk lights are?

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MS. DAGDAG-ANDAYA: Chair, off the top of my head, there is, I don't know if there is additional lighting, there may be some lighting from the residences from Hale Mahaolu that shine onto their property, but as far as streetlights, we generally have them at the intersections. So, but, yeah, I don't...

COUNCILMEMBER SINENCI: But not where the seniors cross?

MS. DAGDAG-ANDAYA: I'm not sure --

COUNCILMEMBER SINENCI: I just wanted to...

MS. DAGDAG-ANDAYA: --although I went by there last night and...

COUNCILMEMBER SINENCI: I just wanted to bring it up 'cause, you know, sometimes those flashing lights and those crossing you can see that very well, but if people are not actually lighted, you can't really see the people at night so additional lighting I think for, is really helpful because those things really stand out at night when your flashers, when you light it up, but sometimes you have to really look good for see people actually standing at those crosswalks. Thank you, Chair.

CHAIR LEE: Yeah, I've been there multiple times and it's pretty dark actually. Is there any reason why that area is so dark?

MS. DAGDAG-ANDAYA: I, Chair, I don't know. I am not sure but I am looking at a Google map street view picture and there is a, like a telephone pole maybe about I want to say 50, maybe 25 feet away from the crosswalk with a lamp post fixture on it but we can take a look and...

CHAIR LEE: Yeah, I'd really appreciate it because it's hard enough to see in that area with the lighting that's there, but to me it's a little darker than other areas. And you know the flashing lights, are those, what about the ones that show what speed you're going? What do you call those?

MS. DAGDAG-ANDAYA: The feedback monitors.

CHAIR LEE: Feedback monitors. Do you have a feedback monitor on Hina besides by the, you probably have one by the school right?

MS. DAGDAG-ANDAYA: Yes, there is one by the school.

CHAIR LEE: Do you have one further down? How much is one of those?

MS. DAGDAG-ANDAYA: I'll defer to Kurt.

MR. WATANABE: I think the feedback monitors are about \$5,000.

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CHAIR LEE: I think they're very useful. For me, I know, I follow that, I try to follow that and then I get shocked that I'm going ten, I'm going ten miles per an hour over what I'm supposed to be and, you know, I think I'm going slow, but that happens. I think we have to order more of those. Any other questions? Any questions? Recommendation? Okay, the Chair will entertain a motion to recommend that the proposed bill entitled A Bill for an Ordinance Amending Section 10.36.072, Maui County Code, Relating to 30 Miles Per Hour Residential District Exemption be passed on first reading and be ordered to print and the communication be filed.

COUNCILMEMBER KAMA: So moved.

COUNCILMEMBER SINENCI: Second.

CHAIR LEE: Okay, moved by Ms. Kama, seconded by Mr. Sinenci. Any comments, questions? Oh, Ms. Rawlins-Fernandez?

COUNCILMEMBER RAWLINS-FERNANDEZ: Mahalo, Chair. So, in your recommendation, did it include the amendment to bring it down to 20 miles per hour? Was that included? I just wanted to make sure, just...

CHAIR LEE: Yes, that's the clarification I made at the beginning.

COUNCILMEMBER KAMA: Yes.

CHAIR LEE: Yeah.

COUNCILMEMBER RAWLINS-FERNANDEZ: Okay. So, that correction was made in the resolution [sic]?

CHAIR LEE: Not the resolution but...

COUNCILMEMBER KAMA: In the same...

CHAIR LEE: In the opening remarks I mentioned that it was a typo when we referenced the 30...25 miles an hour, it's supposed to be 20 miles an hour, yeah, so I believe that is covered in the...

COUNCILMEMBER KAMA: The motion.

CHAIR LEE: Wait, wait, wait, am I wrong?

MR. CRILE: No, you're correct so that the, there is not an amendment to the resolution [sic], that's staying the same. The change is just in the description for the agenda item.

MS. DAGDAG-ANDAYA: Chair, maybe I can also add so what it does is, what we're doing here is we're taking out that section in 10.36.072 to allow for 30 miles an hour on

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Hina Avenue. So, by taking that out it just reverts to 10.36.070 where it now, you know, reads residential district 20 miles an hour.

COUNCILMEMBER RAWLINS-FERNANDEZ: Okay, mahalo, Director. Mahalo, Chair.

CHAIR LEE: Any other questions? If not all in favor of the motion say "aye."

COUNCILMEMBERS: Aye.

CHAIR LEE: Opposed, "nay." Motion carries.

VOTE: AYES: Chair Lee, Vice-Chair Paltin, and Councilmembers, Kama, Molina, Rawlins-Fernandez, and Sinenci.

NOES: None.

ABSTAIN: None.

ABSENT: None.

EXC.: Councilmember Hokama.

MOTION CARRIED.

ACTION: Recommending FIRST READING of bill and FILING of communication.

CHAIR LEE: Thank you very much. One down, second one to go.

ITEM WAI-15: PARKING ACTION PLAN (CC 18-206)

CHAIR LEE: WAI-15, Parking Action Plan. Oh, more reading material. Director, are you going to stay for this or...oh, okay. Who should I call on? You? Okay. Okay, thank you. Okay, everybody got a seat? Okay. Erin Wade. Erin, what is your title exactly?

MS. WADE: Good morning, Chair, thank you. My title is Redevelopment Program Planner. Sorry, I'm stuck on cord.

CHAIR LEE: You're in the Managing Director's Office?

MS. WADE: That's correct.

CHAIR LEE: Okay, and your title is what?

MS. WADE: Redevelopment Program Planner.

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CHAIR LEE: Okay. So, when you're ready please proceed with the presentation.

MS. WADE: Thank you, Chair.

CHAIR LEE: Okay, wait a minute how many slides are we talking, there's many slides?

MS. WADE: There's a lot of, there's 20 slides but I won't spend more than 30 seconds each.

CHAIR LEE: Okay, good. Let's go.

MS. WADE: Okay. Thank you, Chair. So, we also passed out a copy of the Parking Action Plan for your folks use. This was presented in August of 2018 to the County Council at the time and what I'd like to talk about today is what our next steps are planned to be. With a little just very brief summary of what the action plan says. So, I wanted to share with you how we got to creating a Parking Action Plan in the first place. In 2011 when we were studying Wailuku Town's parking situation, we hired someone to write the 2011 parking management plan analysis and that's been referred to several times in recent conversations with the County Council. During that it was identified that MPD enforcement has not been adequate in order to maintain and manage the existing parking system exclusively in Wailuku, talking just about Wailuku right now, and as Chair pointed out earlier that all of the revenue in citations is going to the State because the majority of parking within Wailuku is not in school zones so that does all go to the State. That there is a staffing shortage with MPD so that parking management and enforcement can't be a priority for them. They have to be focusing on safety issues and that there could potentially be a more user friendly way to approach parking management. But the caveat at that time was paid parking can be tricky to implement. The big takeaway was basically a paradigm shift about thinking about parking that we're giving away a 170 square feet of County real estate for exclusive use of individuals when we are giving away the 12-hour parking because we do have 12-hour parking in Wailuku. So that paradigm shift started to change the conversation about how parking should be managed. At the same time the Public Works Director at the time, came and said, you know, there is, in all of these small towns, there's a lot of assets within the neighborhoods that requires a whole lot of additional maintenance and upkeep. The cost per lineal square foot of street frontage in the small towns is much higher because it has elements like the things that I have boxed out in the rectangles, you know, the street trees, bike racks, in particular here that seawall railing has to be get replaced every couple of years because it is wood, wears out real fast, signage, those type of things require a lot of maintenance. I am very familiar with Wailuku and the maintenance that needs to occur regularly. This just happened this month where a truck took the corner too sharp and banged that, the bell on that light fixture. You see Public Works was out there within 20 minutes helping us to get that down but that's a several thousand dollar repair that now has to happen because it's a more expensive light fixture to have that pedestrian level lighting. You can see too, the pots and planters there, need to be maintained, the tree grates have to get, be upkept [sic] and removed and replaced periodically, the parking areas in the small towns require maintenance and we've gotten a lot of interest in improving either the surface or lighting. They need improved striping. There's a lot of

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things there that require funding, and now many of the small towns are asking us to expand the clean and safe services beyond just Wailuku. So, there's all of these costs that have been adding up in the small towns and we are looking for ways to pay for them that doesn't necessarily burden all of the taxpayers. So, we approached, we put out an RFP to do a Parking Action Plan and Dixon Resources Unlimited was hired. You now have, you have a copy of those. I am going to go over just a few slides of what is generally recommended and then I'll talk about what our next steps and plans are. So, the Parking Action Plan looked at both Wailuku and Lahaina and you can see they each have sort of their own issues but then they have there in the center issues that they share and these are issues that actually would apply to most of the small towns and areas where there is public parking within the County. So, the key ones are employee parking and enforcement, citation management, loading zones, the operation of public transportation systems, and then how to manage special events, way finding and management. And then within each of the districts there's special issues that we would need to customize whatever program is applied with it by community. And that's not to say that it has to be just Wailuku and Lahaina, but those are the two areas that we looked at initially because they have the most parking, publicly provided parking. So, working with those two communities it was determined that any parking should create a diverse program in order to do the following things: support vibrant local communities and economic vitality; create more opportunities for locals to get to the congested areas, that was a lot of what we heard, especially in Lahaina, was that because of the issues with parking in Lahaina, local people just weren't going; reinvest the net revenues for town improvements; minimize the impact to residents; influence parking demand and maximize efficiency, meaning adjust where people want to park based on how accessible it is, how affordable it is and the time it gets to there. And then finally, incorporate lessons learned from other operations because in many places, in a couple of places, paid parking was implemented and didn't go over very well and so there is, we studied those situations and why it worked and why it didn't. The other benefits other than revenue can be that it reduces...

CHAIR LEE: Wait, Erin, you're going to tell us why it worked and why it didn't? You going to come to that?

MS. WADE: I can.

CHAIR LEE: Oh, okay.

MS. WADE: Yeah. Primarily I'll tell you that they charged too much too early and that there wasn't good communication and feedback, and a third is they used the wrong technology out the gate, most of them, were the three reasons that they, it didn't work. And I can kind of get into that more if you like. The benefits other than revenue are, if you know going into a district what to expect when you come to park, you know right where you want to go to park. You won't necessarily circle the blocks looking for a free parking stall. And that also reduces CO2 emissions. So, it reduces congestion, CO2 emissions, can free up MPD officer time. One of the biggest problems we have in Wailuku and I think in a lot of Public Works' facilities, is people are just abandoning

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cars in our facilities now and this is a huge cost. When there is paid parking or technology that's managing the parking, that gets identified early, that it's been dropped, or it doesn't happen at all in the cases where it's gated because people aren't going to pull in and pay in order leave a car, typically. And then the technology to communicate with the public becomes available so for example on Front Street, if the Kamehameha Day Parade is happening the meter or whatever technology is being used can inform whoever's parking there just so you know on the 11th parking will be closed on Front Street. So, it's an additional method of being able to communicate. There can be drawbacks and this is kind of what I was getting to about installing paid parking, so it's important to recognize those upfront. The perception can be that it is unwelcoming or that is going to be expensive. Purchasing the wrong equipment in the wrong conditions, we've since been talking with a number of communities that have installed equipment and if you put equipment that doesn't weather the salt or that you can't see because of the glare, I know I've been at gas station pumps before where I can't see what the monitor is telling me, you know, you have to be really careful about the type of equipment that you put in or it's not user friendly and you're going to get a lot of complaints. Not having alternatives to paid parking in place at the outset of the program. So, that's really key especially for employees and locals is knowing where they can park and not necessarily have to pay, and then, again, not being able to provide clear information about parking and your options upfront. Those are the things that can go wrong. Okay. So, that's those, that was what was in the Parking Action Plan, in summary. So moving forward, these are the six elements that we need to focus on if the intent is to create a paid parking program. And I'm saying if because it certainly hasn't been decided at this point, but this is what the next steps would be. The first is to focus on what the community's needs are. These are some of things and I won't go through this long list because I'll provide you folks a copy of this as well, but in the outset of talking with the communities they wanted to make sure that the programs could be highly tailored to whatever the needs of the individual districts were. So, that's kind of some of the things here. What that does include is potential permits for low income and employees and potential opportunity to safeguard residential neighborhoods because, as you charge for parking in the most valuable core of a neighborhood, parking then spills out and moves away. So, it's important to have in place a mechanism to protect those outside areas in case the residents feel they need it. You don't necessarily have to tell a neighborhood you need residential permit parking, but you want to have it available as a tool in case they come and say we need something to help us manage this. So, the next, the very next step would be additional community outreach and there's a number of things that we want to know from the community. Number one, what is their concerns about charging for parking and then do they see any opportunities? Who do they expect within their community to be most negatively impact? Are there people who will be negatively impact and then how should we handle that? What are their priorities for funding? So, as I was mentioning, you know, of course, the former Public Works Director had all kinds of things that were priorities for funding but communities themselves also have priorities. And then one of the things that we can do is invite several of the technology providers to come over and we can do temporary installs and see what's the equipment that we like best, what works the best, also trying to like my dad with the flooring he just bought, he kind of tried to mark it up and see, you know, how durable is this.

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That's one of the things you kind of want to test out and then also to see what is the maintenance program. Being out in Hawaii it makes it very challenging to get something continually maintained. We don't want somebody who, a company whose primary operations is not here. So, or who doesn't have staff here that could maintain regularly. The second step is enforcement so we have been working with MPD about enforcement. Assistant Chief Jakubczak has been working with us to identify how enforcement would work moving forward. That is likely to stay with MPD but using non-sworn officers. So, that would be the intent. It would also require us to procure a different type of system. So, typically, now there, it's a handheld system, just like a smart phone and it connects directly to whatever your parking management system is. It does utilize Wi-Fi so that's something else we need to test is find out if, is there adequate bandwidth where we would be installing this. And then finally that compliance would be the goal, not citations. So, what we want is people, if paid parking is implemented, that they're paying at the meter or online and they're not getting a citation. One, they spend less, two, the money goes to the County instead of the State for citation revenue. I won't get into the rental car issue. The County Code update is a third thing and we've started working with Corporation Counsel on this. So, what this requires is the authority to charge for parking, so that would be the first ordinance you would see and then the creation of all of these additional components: pilot program; adoption of technology; curb management, meaning do we do space for rideshare and drop off, that type of a thing. We currently don't have the authority to charge on State highways, so in Wailuku and if this was ever applied to Paia, that is something to think about because both Main Street and Hana Highway, there couldn't be monitoring of those two places today. But that's something I know the other counties are also interested in talking about with the State. Even if it's a revenue share situation. Okay, so just this and two more. Permit management. The way that we've approached this is, and sorry my consultant has downtown written in there, but the way that we've approached this is if it was applied Countywide, how should we set it up and then allowing any community that's interested to be able to join or participate at any time, so that it would be a online permit management system. It could be managed for Wailuku and Lahaina or whatever neighborhood is interested in doing so, that it be a user friendly process, that it be a online system, and that the types of permits we'd expect are employee, low income, and residential. So, those would be three types that we would expect to offer. Or be set up to offer. We would expect that this would mean the creation of a position, a parking coordinator position, so this would be a FY '21 or '22 conversation, that this would require central management because it does work with multiple departments within the County. There would need to be ongoing stakeholder outreach so the positive of going with some type of technology is you get data and feedback and you'll know where our parking, where's parking being heavily utilized, where is it not being utilized, and then in real time, things can get adjusted like the rate could go down, as an example. If a certain segment of one of the blocks isn't getting heavily parked perhaps the rate could go down, but you'd need a parking coordinator to consistently be monitoring something like that to enable data-driven decisions. And, then, finally, you know, because of one of the pitfalls is a lack of communication, we would need to look into way finding and updating, providing updating information to the public and to employers for where people could park. So, this is my last slide. So, the expectation if

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we move forward would be, we would go back out to the communities, specifically Lahaina and Wailuku, to find out what are their needs and concerns and then we would work on the municipal Code language to bring back to this Committee, talking about being able to charge for parking and then, if that moved forward you would see some of these things in the FY '21 Budget about permit management system, parking citation, way finding and potentially a shuttle program which is something we would expect to need for Lahaina as well, if this was instituted. And then also in FY '21, the creation of a parking coordinator position and then anything else that would come up.

CHAIR LEE: Are there any questions? Ms. Paltin?

VICE-CHAIR PALTIN: Sorry, thank you, Chair. I had a couple questions. Is it possible for the software or whatever that you use to give resident discounts based on Hawaii driver's license? Or, even the zip code, I mean, like, the 96761 maybe only, and not the rest of the County?

MS. WADE: Thank you. Yes, so there's multiple ways to give discounts. That's one of them. There's also promotional codes that can get sent out. There's a number of different mechanisms but that's one of the ones that keeps coming up. The other thing about discounts was many of the locals told us there's certain hours of the day that they like to go to Lahaina, and then there's certain times they don't. So, those were the times we were going to say, okay, we're not going to charge for parking, like, before 10:00 a.m. we wouldn't charge for parking, could be an example because lots of people like to surf or get to the waterfront during that time. And so, the hours can be adjusted based on local demand versus peak demand.

VICE-CHAIR PALTIN: And, is this only for the on-street parking or is it also, like, the one that used to pay to Moku`ula?

MS. WADE: Thank you. So, the intention right now would be for Luakini and Prison Street lots we would evaluate those for paid parking. I think there's, isn't there an agreement for the 505 Front Street parking? Okay, I can follow up with you on that though.

VICE-CHAIR PALTIN: Yeah, 'cause I thought the money for that specifically was for cultural --

MS. WADE: Yeah, it is.

VICE-CHAIR PALTIN: --so we're not talking about...that's separate?

MS. WADE: So that, no that stays reserved on its own --

VICE-CHAIR PALTIN: Oh, okay.

MS. WADE: --for its own use.

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VICE-CHAIR PALTIN: And then, I saw the pictures on Page, I think 102 of the presentation for Lahaina, Appendix B potential, and a lot of times, like, those sidewalks aren't empty like that. Like, they're packed with people and things like that and, you know, we have these guys that try to put lotion on you when you're walking by and stuff like that so, like, I mean was there any concern about people, like, running away from the lotion guys and, like, walking into a parking lot, a parking meter or something?

MS. WADE: Thank you, Chair. Yeah, the Lahaina Restoration Foundation also expressed concerns about the meter locations so Wailuku we're actually probably looking more like a paid, a pay station, but that occupies more square footage so there was no option to do that in Lahaina so they looked at the individual or two-stall meters. The Restoration Foundation has concerns with that too. So, we're going to need to take a while to figure what is --

VICE-CHAIR PALTIN: People walking into 'em and stuff.

MS. WADE: --the right technology for right there.

VICE-CHAIR PALTIN: Yeah, 'cause, like, when you're walking on those streets and it's not, like, it's historic or something, so it's not a standard width kind of sidewalk and then people are all like on vacation and...

MS. WADE: Not watching where they're going.

VICE-CHAIR PALTIN: Yeah, and, like, walking into you and then you're walking into the meter and it gets kind of cutthroat sometimes. And then so you have not done any community outreach other than like with specific organizations?

MS. WADE: Thank you. So, the bulk of the outreach, and this is now a year and a half, two years ago, so it's definitely additional outreach is absolutely necessary. The school, the harbormaster and harbor front users, Restoration Foundation, Lahaina Town Action Committee, a general meeting was held twice at the school. There were two general meetings. They weren't greatly attended so we got some specific requests but we definitely need more input from the general community before we'd move forward.

VICE-CHAIR PALTIN: And then I was wondering, like, say you roll it out only in Lahaina and Wailuku, is that kind of like Lahaina contributes a lot to the State and the County and then, like, to have them pay additional, like, what about Paia, or Molokai, or whatever, you know, like, how come only Lahaina got to pay to park but other districts don't got to pay to park?

CHAIR LEE: Oh, I can answer that --

VICE-CHAIR PALTIN: 'Cause we get money.

CHAIR LEE: --we'd be afraid to put 'em up in Molokai.

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VICE-CHAIR PALTIN: But Paia has plenty tourists too though.

MS. WADE: Well, one of the reasons would be a dedicated fund to improvements in Lahaina exclusively so whatever revenue would come into the system, you know, it would have to first cover the cost of the operations of the system, but then any excess revenue would stay directly within the district and not get brought into the General Fund.

VICE-CHAIR PALTIN: Oh, so you would create one special fund for Lahaina?

MS. WADE: That's correct, so each district that adopted and created a fund would retain those revenues.

VICE-CHAIR PALTIN: Okay, but we already put in a lot of money into the County so we kind of deserve inputs for improvements for free like the rest of the districts as well, right?

MS. WADE: So, the observation during the community outreach was the majority of folks parking during peak demand weren't local residents and taxpayers. That the majority of folks that would be paying into the meters, specifically in Lahaina, wouldn't necessarily be from Maui and so who aren't paying into, you know, as taxpayers, so that seemed like an opportunity for revenue that Lahaina itself could then manage and maintain that for the neighborhood at the time was a positive but, you know, perhaps the community has a different impression at this time. But that was at, the, when we talked to them, they felt like it's primarily the visitor that's parking on Front Street between 10:00 a.m. and 10:00 p.m. and that revenue then could be utilized for the benefit of the local community.

VICE-CHAIR PALTIN: And the other paid parking, like the ones the lot that says like \$4 all-day parking or whatever, do you guys work with them or would their business like see a big jump 'cause it's like \$4 an hour versus \$4 all day, or is there any kind of coordination?

MS. WADE: Yes, thank you. So, it does have to be coordinated with all the existing operators and the intention was, would be, the County certainly wouldn't outprice existing private operators. It would have to be at the same or less than existing operators in order for it to be the attractive place to park, but then in addition to that we're going to have to work with private operators like in Lahaina, specifically outlets, the outlets for employee parking so that conversation was initiated but because we hadn't come back to you folks recently we hadn't completed that, but it's a good opportunity for employee parking.

VICE-CHAIR PALTIN: And only, does Diamond manage Moku`ula's one and then nobody manages the Luakini, Prison Street?

MS. WADE: That's correct. Public Works Department oversees Luakini and Prison Street but there is no operator.

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VICE-CHAIR PALTIN: Oh, so you would put an arm and then that one portion of that parking lot that's unpaved is that the County's or is that like belong to Na Aikane?

MS. DAGDAG-ANDAYA: That one area, I believe that's, part of it is County so, but I, yeah, just still, yeah, I'll need to check.

VICE-CHAIR PALTIN: 'Cause there's paved and then there's unpaved and then there's, like, it abuts directly to the back door of Na Aikane, so I know they use it a lot when they're cooking and, like, that so maybe we can work something out with them to ensure they have still access to the back side of their building for loading and unloading and cultural purposes.

CHAIR LEE: Let me interject here. So, how much do we make now in Lahaina? How much do we collect?

MS. WADE: For parking?

CHAIR LEE: Yeah.

MS. WADE: The County doesn't make any revenue for parking today.

CHAIR LEE: Nothing?

MS. WADE: Correct.

VICE-CHAIR PALTIN: There's money for Moku`ula but that's specific for, I mean they make money but it goes to a specific fund I think, like, what 500 grand a year or something, I don't know.

CHAIR LEE: Okay. Yes, Mr. Sinenci?

COUNCILMEMBER SINENCI: Thank...

CHAIR LEE: Do we have a parking problem in Hana?

COUNCILMEMBER SINENCI: Yeah we do. We want a couple of those. So, but yeah just to kind of wrap my head around it so the idea about putting some parking in, meters in Wailuku and Lahaina is to, to what, just to get the revolution of people through like just an hour or half-hour parking and then just getting traffic through, is that the main impetus?

MS. WADE: Thank you. Part of it is to begin conditioning behavior, so as we all drive our cars we're conditioned to behave a certain way and some of it is to over, some of us overstay our parking time, some of the merchants on the streets or their employees are parking right out in front of those businesses which becomes very unattractive if you're getting charged, so a piece of that. And then being able to have those spaces, just as you said, turn over to be the customer parking, you know, becomes a lot more

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valuable for the neighborhood and especially being able to adjust the times based on when peak demand is. So, being able to allow, like, I said non-paid in Wailuku especially after 5:00 p.m. and on weekends and evenings, there wouldn't be any fee for parking, you know, because that the time where there's not many people in town and if there is, it's not us employees who are dominating during the work week, it's folks within the neighborhood, whose neighborhood it is and, you know, they want to be able to have access so it's a behavioral conditioning mechanism essentially to manage.

COUNCILMEMBER SINENCI: Okay. And then I sit on the MPO Board and so these, this is just for County revenues for the County to collect on County roads. Is that correct?

MS. WADE: That's correct.

COUNCILMEMBER SINENCI: Okay.

MS. WADE: And, off-street parking lots, County owned off-street parking lots also.

COUNCILMEMBER SINENCI: Okay. And then, you know, we've, Chair, we've got a couple places in Hana where we've attracted a lot of some of the visitor traffic and it's kind of taken up a lot of the, you know, room for residents there because of whatever tourist site that's there...

CHAIR LEE: Yeah, and it's called the road to Hana.

COUNCILMEMBER SINENCI: Yeah. And so, I mean like it's for something, you know, where we wanna, we don't want them to just be, I mean we want that, well, we don't want them to be parking at some of these places but they've already started to park on the side and now there's just dirt where there weren't anything on there, but now they've kind of created their own parking by just the sheer numbers of people stopping there. So, I'm just trying to think how we could utilize or even use parking as a way to direct traffic. Thank you, Chair.

CHAIR LEE: Is that County property or private property?

COUNCILMEMBER SINENCI: It's along County roads so it would be, I guess they're parking off the County roads.

MS. WADE: So, that could be the residential permit program, you know, if, if the neighborhood and typically the consultant recommends you don't initiate residential permit programs unless the neighborhood specifically wants it. That's what they're asking for, but then you would get little signs that say residential parking only and then all of those residents would get issued a permit for themselves and guests to park there and that way at least it's designated so that when folks come and park there they know that this isn't a place for non-residents to be parking and so when they are cited the information has already been offered.

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COUNCILMEMBER SINENCI: Right, and residents are now started to put orange cones in front of their property so that no one parks in front of their homes so it's starting to, we're starting to see a lot of that. Thank you. Thank you, Chair.

CHAIR LEE: Mr. Molina, do you have any questions?

COUNCILMEMBER MOLINA: No, other than I think I appreciated what Member Paltin mentioned about the, you know, looking at Paia as well, 'cause, yeah, we certainly have our, it's the Front Street of the North Shore, you know, to, you know, I guess make a point about how much people go through there and then of course you know we certainly need another parking lot out in that area 'cause we have --

CHAIR LEE: Hookipa?

COUNCILMEMBER MOLINA: --a shortage there. Maybe not as far as Hookipa, no I'm talking about the town, Paia Town.

CHAIR LEE: Oh.

COUNCILMEMBER MOLINA: Yeah, so, yeah, I'm all for looking at some other, some alternatives here so appreciate this parking plan though. Thank you.

CHAIR LEE: So, Erin, okay, you have Wailuku and Lahaina as priorities. Where's the next location you're going to?

MS. WADE: I'll tell you we did, our consultant I sent her to Flatbread's sort of strategically for lunch one day just to have her take a look and she said Paia could be a easy automatic. The challenge is Hana Highway, of course, we wouldn't be able to put meters on the street at this time. That was improved by the realignment of some of those parking stalls, but certainly for the County road and the County parking, it could be an option.

CHAIR LEE: Are there any other questions? Ms. Rawlins-Fernandez and then Ms. Paltin.

COUNCILMEMBER RAWLINS-FERNANDEZ: Mahalo, Chair. Mahalo, Ms. Wade, for the presentation. Okay, so, did the study look at the feasibility or cost analysis of parking outside of the core town areas that could use public transportation to minimize congestion in our core areas being that they're holistic areas with smaller roadways or working with hotels or resorts to engage the use of shuttle or ride share versus the paid programs that you evaluate in this plan?

MS. WADE: So, the cost of shuttle systems has been looked at and, of course, you know, we've been looking at the shuttle system for Wailuku.

CHAIR LEE: Move closer to the mic please.

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MS. WADE: Sure. One of the potentials with the RFP we're going to put out for Wailuku is actually for it to be expanded to Lahaina. One of the areas we've looked at for additional employee parking is up by the aquatic center and potentially doing a shuttle system from the aquatic center area to run down through Front Street and loop back, head back up to aquatic center potentially. So, if there was a shuttle system it could do something like that. The, and then, the parking revenue could pay for some, for a shuttle.

COUNCILMEMBER RAWLINS-FERNANDEZ: Did it include analysis for, like, a bike share or scooters?

MS. WADE: So, the majority of the evaluation with scooters has been negative as we've talked with different communities about the liability and the impacts scooters, especially in areas like Lahaina where there is so very little space, you would need to basically, and, and both for bikes and scooters, the need is going to be essentially to take parking stalls for the corrals for both of those. So, that's something that we'll have to talk to the community about. Are they willing to give up essentially a stall per block in order to create a corral system for bikes and scooters but the physical space, if the physical space is there, it can be a possibility.

COUNCILMEMBER RAWLINS-FERNANDEZ: Mahalo. Okay, on Page 5, it states to successfully implement the recommendations in this report, education and outreach is needed and recommendations, recommended marketing support, media pages, online video instructions, flier, press releases and field parking ambassadors to accomplish this. How much would this education and outreach program cost the County and for how long?

MS. WADE: Until we put this out to bid as a project we won't have a good sense. We haven't moved into that stage to understand the, what the communications price is. I do have cost estimates for revenue generation and we can kind of back our way into how much we would be willing to dedicate, so if it was anticipated, you know, Lahaina's upside is high right off the bat, of course, year one, they're making money in Lahaina and we could say a certain percentage at the outside is going to get dedicated to communication and outreach and then per year, you're going to dedicate another 5 percent, or something for continued education and outreach.

COUNCILMEMBER RAWLINS-FERNANDEZ: Okay, mahalo. Okay, two more questions, Chair. So, I guess this kind of goes to what Member Paltin was, brought up earlier, most people are making minimum wage plus tips or less than \$20 an hour, how can we expect them to pay for parking when most workers in these areas are barely making ends meet? Is there a way to shift the cost to the tourism industry that is exasperating the parking demand?

MS. WADE: So, the paid parking, as I mentioned in the types of permits, the low-income parking permit is one of the opportunities to create. In Wailuku we have that identified as \$10 a month, for a low-income parking permit. The other opportunity would be those park and ride lots which would be either a shuttle system, in Lahaina

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specifically, a lot of the employees told us they bike to work. They'll park kind of far out and then they'll bike in so as long as we have those satellite lots and it is safe so this, the bicycle facilities would be something that the parking revenue could pay for, that's their preferred method. Part of the challenge of that is the employees told us they want to park their bike where they can see it from wherever they are on that given block, so it can't be they park way down by 505 or at the outlets. They want it, you know, on the block, so creating that space is going to be important, but, so there can be options for low income and for park and ride that would be free alternatives.

COUNCILMEMBER RAWLINS-FERNANDEZ: Okay, that's good. And just to clarify, you didn't say like a bike share system or did you, in that, in your response, in that last response?

MS. WADE: I specifically didn't because I know Department of Management had a meeting on bike share that I wasn't in so I'm going to reserve that until I get fully up to date on what it is they heard.

COUNCILMEMBER RAWLINS-FERNANDEZ: Okay. Okay, and then my last question is regarding page, it's on Page 82 regarding phantom parking. So, we've known that it's been a problem. Has anything been done since this plan came out to address the phantom parking issue?

MS. WADE: So, just for clarification, the phantom parking is essentially when a business opens and then they identify we're going to park, I'll use the wharf, we're going to open this business and our offsite parking is going to be at the wharf. And then another business opens and they say the same thing so that, that single parking stall is getting double, triple, quadruple counted and no additional parking is actually getting added. The County of...the Planning Department has since updated their parking ordinance. But I don't know how they're tallying the parking at this point, but I'd be happy to double check with them how that parking is getting tallied.

COUNCILMEMBER RAWLINS-FERNANDEZ: Okay, so when the plan was written it said that the County does not track or monitor the off-site parking agreements so those off-site permits and you're saying that now they do?

MS. WADE: Just to clarify, I haven't spoken with the Planning Department with how they're tracking. I can say for Wailuku, for the former cash-in-lieu agreements we do have those in writing and what the expectations were for those at the time. There's three cash-in-lieu agreements.

COUNCILMEMBER RAWLINS-FERNANDEZ: Okay, mahalo. Mahalo, Chair.

CHAIR LEE: Ms. Paltin?

VICE-CHAIR PALTIN: Thanks. I know the Planning Department is cracking down on West Maui 'cause the old Denny's is trying to open and they had to get more lots and I think they're going to bust down a wall and a lot of stuff, but I just wanted to clarify when

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you were saying about Prison Street and Luakini lots, the Luakini lot is the one, like, in back of, like, mauka of Fleetwood's?

MS. WADE: That's correct.

VICE-CHAIR PALTIN: That's, that one I think is heavily used by locals because not a lot of tourist knows about it, like, that's where I always like try to park because I know there is going to be a, like, a stall so that'll be a, probably a harder sell and then all the people that work there too, like, it's super convenient.

MS. WADE: You know, as an option that could be an employee-only lot, or it could be, there's different ways to manage it. Right now it continues to fill up with abandoned vehicles. That's one of the locations that's been very problematic as well so I know when we were out there for a site visit there was actually tents popped also in there so, you know, in terms of managing that space, it's probably going to be a necessity but we have the, my family has, that's the number one place we go to, to see --

VICE-CHAIR PALTIN: Yeah.

MS. WADE: --is there free parking.

VICE-CHAIR PALTIN: And I think my ohana lives just on the other side of the fence so they just like cut through sometimes but I guess, you know, maybe if there can be like a way to keep the, keep it like more for the locals but manage it with the revenue from the Prison Street one or something like that, would be kind of cool.

MS. WADE: We can do some more detailed conversation about what would fit the community best for that space.

VICE-CHAIR PALTIN: Yeah, 'cause I think the tourists, they don't go on the second road in, mostly they stick to Front Street or the vertical roads so it's not real, like, top of mind for them and then the one thing I would hate to see is, like, signs and, like, hey park over here. Or even, like, what you were talking about with the communication and, like, education, like, we don't want the tourists to know about that parking lot.

MS. WADE: The secret lot.

VICE-CHAIR PALTIN: Yeah, like no outreach on that.

CHAIR LEE: Okay, any other questions? Erin, what about employee parking in Wailuku for the County?

MS. WADE: Yes, so, you'll see in the plan it looks at all of the public parking on the County's campus putting meters, so the stalls out front of this building, and then it also talks about being able to incorporate the County's employee system with the permit management system here. So, you'd have to be an employee and enter whatever your ID number is and then that would be managed and a lot easier to see, 'cause right

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now you got to call poor Baron to find out where you are on the list to get your employee parking permit, but it could be a very transparent process to be able to see, you know, when you would be eligible for a permit, and even if folks, 'cause right now, you know, technically you're not supposed to sublease your stall, so what that means is there's a whole lot of unoccupied stalls within the system which isn't good for anybody. You know, somebody's paying for it and it's not getting utilized and there's a shortage so it could be a way for us to assist in managing, I don't want to lose my stall because I got it out of seniority, as an example, but I don't want it to go, but maybe I work at One Main Plaza, you know, so I'm going to lease a stall at One Main Plaza as well but I don't want to let go of my County one because I am senior on the list. That would allow me to be able to rent out that stall to somebody else so it could get utilized by somebody lower down the list.

CHAIR LEE: Okay, is that list classified?

MS. WADE: It is not classified. Anyone can call and Baron will tell you...

CHAIR LEE: Can you share it with us?

MS. WADE: Yes, I mean...

CHAIR LEE: Oh, okay, we wouldn't mind seeing a copy.

MS. WADE: Okay.

CHAIR LEE: Okay, make sure just live people are on that list, yeah?

MS. WADE: I will tell you there's still over a 300 person wait for the list so it's very long.

CHAIR LEE: Okay, 300 people are vying for how many spots? How many do we have?

MS. WADE: I can't remember how many off the top of my head. I didn't bring that number, I apologize.

CHAIR LEE: Okay. Maybe you can check on that for us --

MS. WADE: Yeah.

CHAIR LEE: --and secondly, we have all these County vehicles that sit idle, you know, why can't they be parked someplace else?

MS. WADE: Yeah.

CHAIR LEE: I think there's like 71 of them.

MS. WADE: Yes.

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CHAIR LEE: Okay.

MS. WADE: You got it.

CHAIR LEE: Yeah, we need that, and then we need, you know, those buildings on the side where people just park kapakahi, you know, you could put a lot more stalls down there, you know, next door?

MS. WADE: Yeah.

CHAIR LEE: In fact, you can knock down the buildings and have them go someplace else and it's cheaper and we'd probably make more money doing that, yeah?

MS. WADE: Yes, we've done an analysis to take those couple of buildings down and we'd gain over 50 stalls by doing that.

CHAIR LEE: You mean we can gain 120 stalls like in the next month or so?

MS. WADE: No, no. I mean both of the properties have to go through SHPD and get demolition permits so we're looking about 12 to 18 months before demolition could take place.

CHAIR LEE: Okay, but the other 71 can go soon, right?

MS. WADE: For the fleet vehicles.

CHAIR LEE: Yeah.

MS. WADE: Well, we'll need a system to get people back and forth to the fleet vehicles when they need to use it so if the inspectors for example, you know, they're back and forth, they're in and out of their cars very regularly so there would probably be some that need to stay. There's others that sit for days and days and don't move, you know, so we'll have to evaluate what are the ones that can easily move and are there some that can basically be shuttling employees. Does the baseyard have room, if not, what, I know the answer is no, but then where are we staging...

CHAIR LEE: Well, Wells Street, other places, other parks...

UNIDENTIFIED SPEAKER: . . .*(inaudible)*. . .

CHAIR LEE: Oh, maybe not that far, but anyway, it's, and those people, that's 71 parking people who are not paying for that parking, right?

MS. WADE: That's 71 County vehicles, so yes, those are fleet vehicles on the County campus and they don't pay the permit fee. Correct.

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CHAIR LEE: You know, most of the inspectors are in Kahului, right, at the old Kahului Shopping Center?

MS. DAGDAG-ANDAYA: Chair, so, some of that might change in the next year when the service center opens in Kahului, so a number of those vehicles might move down there freeing up some of the space here for Public Works and I think Environmental Management might have some vehicles there as well.

CHAIR LEE: Yeah, because for some reason the people have had the luxury of having a, you know, reserved stall when they really didn't need one, and the public, our staff, you know, other employees...in fact, do you overbook the parking space across where the old Wailuku Post Office used to be? You do overbook it?

MS. WADE: Yes, that's oversold...

CHAIR LEE: By how many?

MS. WADE: I think it's 10 percent oversold and there's always, what we've heard is people are almost always able to find a place to park over there. So, that's typically what we've observed on the County campus as well is 25, up to 25 percent of the parking goes un-parked on almost any given day so that could be also be an opportunity if, and this is a huge, I mean, this is a huge institutional shift too for way, the way the County campus operates right now, you get your dedicated reserved stall. But if that system changed to a first you get a permit but it's a first come first served and as an example the Kaohu lot which right now is dedicated. If it was, we oversold that like the post office is oversold, then whoever shows up that day can pull in and park there. That has not been, that is not an effort of the Department of Management, I just want to be clear right now, you know, that's not something that has, that the Department has taken action to look to do yet, but it is a better way to get more cars on campus.

CHAIR LEE: Yeah, and money too. I mean we could be losing maybe a thousand, \$1,500 a day. You know I'm hoping that service center will be able to take many more units because, you know, these, a lot of these fleet vehicles are just taking up space, you know. Yes?

MS. DAGDAG-ANDAYA: So, we also have our vehicle use policy and whenever we want to replace a vehicle, that goes through a review and further scrutinized. I know at one point we tried to do a centralized fleet management system where the departments had just one pool of vehicles and you could contact the coordinator if you needed a vehicle on a certain day and if it was available then you could take the keys and it would, you could be using a Public Works vehicles, or a Planning Department vehicle, as long as there was one available. It's like a car rental for a County, that way you don't have a number of vehicles just sitting in the parking lot all day.

CHAIR LEE: Are there any other questions, any questions out there? If not, any further comments? Director, or Erin, or anyone else?

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MS. WADE: Thank you, Chair, I just wanted to say that our next step would be to start setting up community meetings and talking with the neighborhoods about their expectations and then simultaneously probably coming back to you with a draft ordinance to enable the creation of parking districts.

CHAIR LEE: I'm curious. You know, the, at the State building, they have those parking meters, and it's, I think it's 25 cents for 30 minutes, something like that, so do you know how much one of those meters cost and how long does it take to pay for that meter?

MS. WADE: Yes, I do, and I also have the cost of what our expected equipment would be. The State is kind of kicking themselves for not getting a system with credit card readers. There is still a cash only system so it's a much lower cost but they break down a lot more because there's a mechanism, you know, you twist and things get stuck in it where the card reader system lasts a lot longer and it's typically more user friendly for folks so I do have those numbers from Wade Shimabukuro, I didn't bring them with me. I do have numbers for Wailuku also that I can share with you folks if you're interested for what the cost per meter would be and the type, whether it's a pay station, or an individual meter and what the, there is software purchase required, there is warranties for each of them, we have cost breakdown for all of that.

CHAIR LEE: Okay, any comments? Questions? Closing remarks for you? Okay, if not, if there are no objections the Chair would like to defer this item.

COUNCILMEMBERS VOICED NO OBJECTIONS. (Excused: RH)

ACTION: DEFER PENDING FURTHER DISCUSSION.

CHAIR LEE: And then, this brings us to the end of the meeting at 2:42 p.m. Thank you everyone for coming. Aloha. . . (gavel) . . .

ADJOURN: 2:42 p.m.

APPROVED:



ALICE L. LEE, Chair

Water and Infrastructure Committee

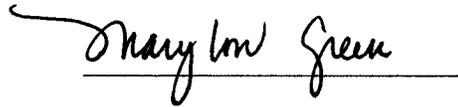
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CERTIFICATE

I, Mary Lou Green, 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 28th day of October, 2019, in Kula, Hawaii

A handwritten signature in cursive script that reads "Mary Lou Green". The signature is written in black ink and is positioned above a horizontal line.

Mary Lou Green