

INFRASTRUCTURE AND TRANSPORTATION COMMITTEE
Council of the County of Maui

MINUTES

August 5, 2021

Online Only Via BlueJeans

CONVENE: 1:31 p.m.

PRESENT: VOTING MEMBERS:

Councilmember Yuki Lei K. Sugimura, Chair
Councilmember Kelly Takaya King (in 2:06 p.m.)
Councilmember Alice L. Lee
Councilmember Michael J. Molina (out 3:14 p.m.)
Councilmember Tamara Paltin
Councilmember Keani N.W. Rawlins-Fernandez (in 1:58 p.m.)

EXCUSED: VOTING MEMBERS:

Councilmember Tasha Kama, Vice-Chair

STAFF:

Laksmi Abraham, Legislative Analyst
Wilton Leauanae, Legislative Analyst
Shelly Espeleta, Supervising Legislative Analyst
Richard Mitchell, Legislative Attorney
David Raatz, Deputy Director
Clarita Balala, Committee Secretary
Kristeena Locke, Council Services Assistant Clerk

Evan Dust, Executive Assistant to Councilmember Tasha Kama
Lois Whitney, Executive Assistant to Councilmember Tasha Kama
Davideane Kama-Sickels, Executive Assistant to Councilmember Tasha Kama
Axel Beers, Executive Assistant to Councilmember Kelly Takaya King
Sarah Pajimola, Executive Assistant to Councilmember Keani N.W.
Rawlins-Fernandez

ADMIN.:

Jennifer M. Oana, Deputy Corporation Counsel, Department of the Corporation
Counsel
Jordan Molina, Deputy Director, Department of Public Works

OTHERS:

Timothy Wolfe
Miriam Trahan
Peter Hagedorn
(3) additional attendees

PRESS:

Akakū: Maui Community Television, Inc.

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CHAIR SUGIMURA: . . .(*gavel*). . . Good afternoon, everybody. Welcome to the Infrastructure Transportation Committee. It is now—what time is it—1:31 p.m., and today is August the 5th. Thank you, everybody, for joining us. I am the Chair of this Infrastructure Transportation Committee. My Vice-Chair, Tasha Kama, is excused. Chair Lee? Good afternoon, Chair Lee.

COUNCILMEMBER LEE: Madam Chair, bonjour. Comment ça va?

CHAIR SUGIMURA: Bonjour. Comment ça va? I like that. Member Molina.

COUNCILMEMBER MOLINA: Good afternoon, Madam Chair, bonjour. Comment ça va to you, and my colleagues, and everyone else joining in today. Aloha.

CHAIR SUGIMURA: Bonjour, nice to see you Mr. Molina, and looks like you're in the office. Tamara Paltin...you are, yeah? Tamara Paltin?

COUNCILMEMBER PALTIN: Bonjour. Comment ça va? I'm in the West Maui office. Aloha 'auinalā.

CHAIR SUGIMURA: Aloha 'auinalā, and what is the background? Looks like cactus, very beautiful. Haleakalā?

CHAIR PALTIN: Oh, Silver Sword.

CHAIR SUGIMURA: Oh, is that what Silver Sword looks like? Okay, that's beautiful. I...I only...haven't seen it in...with blossoms or blooms. Keani Rawlins-Fernandez is going to join us, as well as Kelly King. Welcome to also join us, and not Committee Members are Shane Sinenci and Gabe Johnson. From Corp. Counsel, Jen Oana is here, thank you, Jen. From the Department of Public Works is Rowena Dagdag-Andaya, the Director; and Jordan Molina, the Deputy, and they are handling the two items on the agenda. Committee Staff is Laks Abraham, Legislative Analyst; Lesley Milner, Budget Committee Analyst; Clarita Balala, Committee Secretary; Richard Mitchell, our Legislative Attorney; and Kristeena Locke, our Council Services Assistant Clerk. Welcome, everybody, and thank you all who worked so hard to put this meeting together. The online meeting is being conducted in accordance with the Governor's most recent emergency proclamation on COVID-19. Please see the last page on the agenda for information on meeting connectivity. Thank you, Members, for attending today's meeting, we have two items on the agenda; IT-35 Stop Sign on Ha'ikū Road, which is actually Mr. Molina's item; IT-10 Waiale Road Extension Project in Wailuku. And both of these items will be managed by...I guess by Department of Public Works. Do we have testifiers, Laks?

MS. ABRAHAM: Yes, we do. We have one testifier, Member Sugimura.

CHAIR SUGIMURA: Oh, great. Okay. So for the one testifier, we're going to begin public testimony. Testifiers wanting to provide video testimony should join on the online meeting via BlueJeans link, bluejeans.com/886005668 as noted on today's agenda.

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Testifiers wanting to provide audio, should dial in at 408-915-6290, and enter meeting code 886 005 668. Written testimony is highly encouraged, and you may...you may download information or your testimony on eComments, which is...will then place your testimony into this...this meeting. So the one testifier, I'm going to guess...he has prior experience...so yes, it's Tim Wolfe. So Mr. Wolfe, state your name, what organization you're from, if you're a lobbyist, and you have three minutes. Thank you very much for joining us. And before you proceed, I just wanted you to know that the video you sent over to us, I sent it over to Committee, but it was...wasn't in the format...oh, okay, you know about that, okay. So I...I'm not able to show it or the Members aren't able to see it, so thank you very much for being here, please proceed.

. . . BEGIN PUBLIC TESTIMONY . . .

MR. WOLFE: You're welcome, Chair Sugimura. My name is Tim Wolfe, I'm a long-time Board Member of the Ha'ikū Community Association, I serve as its Treasurer, and I'm also a citizen of Ha'ikū. I live about 150 yards away from this corner that's in question in Ha'ikū. I've been here for 30 plus years so I've had a lot of experience with this intersection. I did send in written testimony with a lot of photographs which document various aspects of the site here. I believe that you've been able to download that. The video, I'll post later on, but it's simply a high-angle shot of 30 seconds duration of the intersection in action, and not particularly needed for today's understanding. Ha'ikū Town was a very rural place when I moved here 33 years ago, and that intersection did not have a stop sign at the corner in question at that time, nor has it ever had one there. That rural character, which was local inhabitants and the canneries, was pretty much...has been superseded, it's long gone. We're now...today, very busy, both of the canneries associated with this intersection are quite well populated with various businesses and tradespeople, and of course, NUKA restaurant. If you look at the first page of the testimony that I submitted, is the building with the red roof right at the corner. Over the years, I've been involved with the citizens and the Council through Mr. Molina in dealing with trying to get a stop sign at that fourth corner there for safety reasons, and for response to the citizens of Ha'ikū have requested that we make this move to have a stop sign...it's all there. There's certainly a lot of discussion to be made, you can read and look at the testimony that I submitted, which is...covers a lot of this ground, and we believe that it's time for this to happen. This proposal has been passed by Public Works...it's being delayed right now, and we suggest that a good action to take at this point in time, since there's so much interest in...in having this done, out here in the community, including from Mr. DeWitt, who owns NUKA, that we...you vote to have a provisional order set-up to install the stop sign and that we check back in a year to see if there's any negative feedback from Public Works on that action being taken. Thank you.

COUNCILMEMBER LEE: You're muted.

COUNCILMEMBER MOLINA: Chair, you're muted.

CHAIR SUGIMURA: Oh, sorry. So Mr. Molina, Ms. Paltin, then Ms. Lee.

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COUNCILMEMBER MOLINA: Thank you very much, Madam Chair. Good afternoon, Mr. Wolfe, and thanks for coming out to testify. You know, when is the...typically the worst periods of the day, or...or has there been a lot of instances where you've seen people who are not familiar with the driving conditions are hesitant as they approach what currently is...I guess...a three-way stop, and have there been instances where there's been some...some near misses from what you . . .*(inaudible)*. . . do?

MR. WOLFE: Oh, yes. I've been...I've been involved in those myself, Mike. What typically happens is that the local folks are somewhat familiar with this, and many of them just drive right on through without really even considering what other people from the other three corners might be thinking. Just recently...a month ago, there was a tourist in a white SUV coming out of the corner, Fukushima side, and she had stopped and I was proceeding up mauka on Ha'ikū Road, and I slowed down, knowing that...you know, there's always a potential hazard there, and she pulled out right in front of me with no concept that there was no stop sign for me, which she expected to be there. I think typically...these days we're seeing a lot more tourists, and just about everybody, including myself when I moved here 30 years ago, expects that at an intersection like that, which happens to be the center of scenic downtown Ha'ikū, that it ought to have four stop signs, one at each corner, for proper traffic management. So I've experienced myself, I've seen it happen many times. The photographs show some documentation of other...the possibility of different kinds of events that could happen there. Derek [*sic*] Schoeppner, the officer who is in our area, often parks his MPD SUV right at the corner by the Aloha Aina Center to observe activity through this intersection, and he reports that while it would be helpful to have a stop sign at that four spot, he also has seen people coming makai down Kokomo Road fail to stop at the stop sign that exists there right now and zip through that intersection. So all things considered...improve safety with better sign notification in all directions, and a stop sign at the corner with the...Ha'ikū Road in front of NUKA are well deserved at this point. It's been useful to have the crosswalk improved there, but the...the post sign that was installed in the middle of the road to announce that, has really not been terribly effectual. Half the time it's on the side of the road because it's been knocked down and...and you'll see that in the photos that I submitted. So all in all, installing that fourth stop sign with the proper notice some 50 yards, you know, makai, that lets people know that there's a new stop sign. And also to create a no parking zone with a sign in front of NUKA, which DeWitt Lickle is perfectly happy to see happen, would be much needed solutions to this problem. If you...as a footnote, years ago, the corner of Ha'ikū and Kauhikoa Road, which is about 200 yards east of here...it's a much less traveled intersection, but the Ha'ikū side of it was open for many years until a few years ago, when it was turned into a four-way stop, and you can see in the testimony that I submitted also, the signage that was installed there at the time announcing that there's a new stop sign you're coming up to, and at the sign it says, "all way stop" on the sign itself, which clearly lets people...drivers know that all the traffic should stop one at a time with normal courtesy procedures after you stop. This is what we would like to see happen at the center of Ha'ikū.

COUNCILMEMBER MOLINA: Okay, great. Thanks...thanks, Tim, and thanks for making us

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aware of that other area where there's a four-way stop, yet there's less traffic there versus, you know, what's in front of the Ha'ikū...excuse me, NUKA's and the Cannery Shopping Center as well. So...but...but thanks for that, appreciate the response. Thank you, Madam Chair.

CHAIR SUGIMURA: Thank you. Ms. Paltin?

COUNCILMEMBER PALTIN: Thank you. I had a couple clarifying questions. Is this an issue that the Ha'ikū Community Association formally...formally took a stance on?

MR. WOLFE: Yes. In September of 2018, which was quite a while ago, we had a public meeting where a request was made by Abigail Perrin, who is at the Foundation housed in the Aloha Aina Center, for the Ha'ikū Community Association to bring up this issue in a public meeting. We did that, and we asked at that time for the assembled residents...this was at a time when we could actually have a public meeting, and there was a unanimous vote in favor of having a fourth stop sign installed at that location. That and the email that I sent as a result of that meeting to Mike Molina is included in the ten pages of testimony that I transferred. So based on that, we acted, there's a lot of sentiment prior to that, but this was a...a kind of springboard. And since then, there's been a lot of correspondence back and forth between our Association, Councilmember Molina's office, the Public works, et cetera, to arrive at this moment in time. So yes, the community...and in speaking today, while I am a citizen in this area, I also believe that I'm speaking for the Ha'ikū Community Association on this matter. Both Laf Young, who's a Board Member, and Phil Lowenthal have also included testimony, which is included in the document that I sent you.

COUNCILMEMBER PALTIN: Okay. And I just was wondering, since we did receive testimony in opposition, are you aware of the long-term...long-time generational residents in opposition that think that a simple "no parking" sign in front of NUKA would address the problem?

MR. WOLFE: I'm not sure who those citizens are. There's recently been a transition in the ownership of the properties that are right around that area, and I believe that the...the...the new residents there are much more in favor of traffic management at that corner that might have been previously expressed. Like I said, there's a legacy of having no stop sign there that old-time residents, including myself, would be very familiar with, but the...the current situation...the modern day situation is that we feel--we being the Community Association and the citizens here--feel that it would both be to the advantage of Maui County to eliminate the potential liability aspects of not creating a safe four-way stop corner here, as well as the desire of the...of the residents to have this situation clearly laid out and finalized so that there is never any doubt as to the fact that you need to stop at each corner of that intersection.

COUNCILMEMBER PALTIN: Okay. The eComment, I think, was from Ms. Konohia. She thinks that elderly Ha'ikū residents like her 87-year old grandmother, born and raised, still resides in Ha'ikū, could get into an accident because of a stop sign that does not need to be there.

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MR. WOLFE: Well, I'm very familiar with Charla because she's a Board Member of our Community Association. So, you know, we do all kinds of things together all the time. I was not aware that her grandmother was a resident right in that area, but I don't really see how not having a stop sign there would aid her grandmother in safety issues, et cetera, especially if she were a pedestrian wanting to cross from either side...the east or west side of Ha'ikū Road, you know, across the intersection...the crosswalk right there at NUKA. As it stands right now, that's still pretty dangerous, and we've seen that the...the attempt to control traffic by installing that short sign that warns motorists that they're obligated to stop for people in the crosswalk, rarely exists upright for more than a day or two before some motorists takes it out anyway. So we're as concerned about pedestrians at that corner as we are about, you know, traffic that presents a liability.

COUNCILMEMBER PALTIN: Okay, and then the last clarifying question I had was...you mentioned that this project was stalled. Do you know why it was stalled?

MR. WOLFE: Well, I didn't necessarily say it was stalled, it's just been going on for a long time. You know, as I mentioned, we...we began this effort several years ago at...as the result of a vote at a community meeting. And it's been a sentiment that's been around Ha'ikū Town for many more years than that, but it's one of those things that is just taken a while to rise to the...the level of a meeting like this where you guys downtown can actually make a decision about what direction to go, and we strongly recommend that the decision be to install a stop sign there, perhaps with a provision that we investigate or look at the situation a year from now, and move on. It's...it's time for this --

COUNCILMEMBER PALTIN: Okay.

MR. WOLFE: -- change.

COUNCILMEMBER PALTIN: And so you want a stop sign as well as "no parking" signs as well.

MR. WOLFE: Yes, if the "no parking" sign is there, several things happen. One, there's a view plane that's opened up so that motorists coming up the street from the makai side or heading mauka up Ha'ikū Road will actually not have any visual barrier to actually see the stop sign. And if a warning that a new stop sign is in place is installed, oh, sort of by the Post Office...around that area, that would also help. But if there's no parking in front of NUKA, it does a couple of things. It clears the corner. As you can see in the testimony that I submitted, there's a series of photographs that were taken from the stop sign location which exists on the west corner in front of the Aloha Aina Center. It shows vehicles parked in front of NUKA, and the visual blockage that that creates down Ha'ikū Road, that can be a liability to somebody either trying to drive...you know, pull out onto Ha'ikū Road from that intersection or to go through the crosswalk. There's...as in other places...for instance, there's a famous spot in Pā'ia Town where right near the public parking above Mana Foods, there's a short cross-hatched section of the...of the shoulder side of the road right by a stop sign...I mean, right by a crosswalk that people always are parking in because the...the demand for Pā'ia parking is so extreme, and you know, people are often ticketed there for parking too close to the crosswalk sign. So

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that's another reason to put not only cross-hatching on the street, but signage up in front of NUKA that says, "don't park here to the corner." Thank you.

COUNCILMEMBER PALTIN: Thanks. I just...I guess...there's nine testimonies against this and only three for it, so...

MR. WOLFE: I haven't had the opportunity to look at any of the testimony against this. I have no idea, other than the letters that have been exchanged between our membership and the Department of Public Works that...

COUNCILMEMBER PALTIN: Okay, you can check out eComment, it's all available on...for public viewing on eComment. But thank you so much for your testimony and your passion for this issue.

CHAIR SUGIMURA: Thank you very much. Ms. Lee, you have a question?

COUNCILMEMBER LEE: Not really. Thank you.

CHAIR SUGIMURA: Okay. Thank you. Thank you very much, Mr. Wolfe for your video, which I guess we'll see one day, but thank you...and for your testimony. Next testifier.

MR. WOLFE: Thank you, and I hope that you can request a provisional installation of a stop sign there. Thank you.

CHAIR SUGIMURA: Thank you.

MR. WOLFE: Let's check it out.

CHAIR SUGIMURA: Next testifier? Thank you, Mr. Wolfe.

MS. ABRAHAM: Our next testifier is Mariam Trahan. Mariam Trahan, please unmute yourself and proceed with your testimony.

MS. TRAHAN: Aloha. Thank you for letting me testify today. A couple of years ago, my husband and I, Peter Hagedorn, went to Mr. Molina--and thank you, Mike, for pursuing this issue on our behalf--to ask about this stop sign issue. We own the cannery building that overlooks the intersection, so we have an opportunity to view it day in and day out, and watch the traffic patterns there. And not only is the intersection uncertain, it's hard to tell whose turn it is to go because it's not a four-way stop sign, but people often race through the stop sign, up and down Ha'ikū-Kokomo, very, very fast. So running through the stop sign is very common. Squeals of tires, sounds of fender benders, but also the Roots School and Ha'ikū School children use that crosswalk very much during the school year, and we just want them to be safe. And coming through there on a daily basis, and my husband and I do because we work in the building as well as own the building, it is of great importance to us that our little community have a high degree of safety. So I'm weighing to say that this is...erring on the side of caution seems really prudent to us. And also, I want to thank Tim for this amazing written testimony that

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he put together. It's a very clear dissertation really on what happens in that intersection and what is going on there traffic-wise. So I'm putting in my vote for yes, please, can we have just...as my...as...as Tim says, let's try it for a year and see how it goes.

COUNCILMEMBER MOLINA: Chair, you're muted.

MS. TRAHAN: Thanks for letting me weigh in.

CHAIR SUGIMURA: Anyone have questions? Thank you. Thank you very much for participating. Oh, Mr. Molina, did you have a question?

COUNCILMEMBER MOLINA: Yes. Thank you very much Madam Chair, and...and thank you, Miriam, for coming out. Now...now you see it day to day. I myself had a near miss myself a few weeks ago. I was over at Colleen's restaurant and tried to walk over to Aloha Aina, and the area where there's no stop sign...truck just sped through that intersection, man. I can see this is a potential accident waiting to happen if there's a pedestrian happen to be walking across the street. So...so you've observed some near misses as well?

MS. TRAHAN: We have observed some near misses. We often have our window blinds closed and our windows shut because it's very noisy there, so we are listening...we are hearing it. So we don't...sometimes we don't see it, what we hear is a squeal of tires, or we hear what sounds like a crash. I know that we have...it...Abigail Perrin is...works for us, she's in our office, and she's there a lot...has heard and witnessed accidents at that intersection. And I'll tell you, there's a lot of people moving through at a very leisurely pace, you know, Ha'ikū's a quiet town, things move kind of slowly...walking across the street in a...you know, very comfortable pace, we have a lot of old people, a lot of children, it just doesn't seem that it's...would be in anybody's best interest not to be as safe as possible there.

MR. HAGEDORN: How would you feel, okay...

MS. TRAHAN: This is my husband, Peter.

MR. HAGEDORN: What I wonder is how we're going to feel if some kid gets hurt in that intersection, and what are we going to say? Well, we thought about it...we thought about putting a stop sign there, but nah, we decided, I don't know, not to do it for some reason that...that I don't understand. You know, we have a responsibility to those kids...the keiki, yeah?

CHAIR SUGIMURA: Thank you.

COUNCILMEMBER MOLINA: Okay, thanks...thanks, Peter. Thanks, Miriam. Thank you, Madam Chair.

CHAIR SUGIMURA: Thank you.

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MS. TRAHAN: Thanks, Mike.

CHAIR SUGIMURA: No other testifiers...I mean, no other questions, Members? Seeing none, okay. Thank you very much for participating. Yeah...

MS. TRAHAN: Thank you very much.

CHAIR SUGIMURA: Any more testifiers?

MS. ABRAHAM: We have no other testifiers at this time.

CHAIR SUGIMURA: Okay. So last call for any testifiers. None? Then I'm going to close public testimony, and I would like to admit written testimony into the records.

COUNCILMEMBERS VOICED NO OBJECTIONS.

CHAIR SUGIMURA: Thank you.

COUNCILMEMBER MOLINA: Chair, you're muted.

. . . END OF PUBLIC TESTIMONY . . .

IT-35 STOP SIGN ON HAIKU ROAD (CC 20-318)

CHAIR SUGIMURA: My computer is too sensitive. Okay, let me move my paper. Thanks. So we have two items on the agenda, and the first one you heard the two testifiers about...testifying on IT-35 Stop Sign on Haiku Road, County Communication 20-318, and the item is correspondence dated September 28, 2020, from Councilmember Mike Molina, transmitting a proposed bill entitled, "A BILL FOR AN ORDINANCE AMENDING SECTION 10.44.030, MAUI COUNTY CODE, RELATING TO STOP REQUIRED THROUGH-STREET INTERSECTING THROUGH STREET." The purpose of the proposed bill is to stop...is to add a stop sign at the intersection of Ha'ikū Road where it transitions to Kokomo Road, moving in a southwardly direction towards Makawao Avenue near the Ha'ikū Cannery Shopping Center. I'm going to have an update from the Department of Public Works, and also hear from Mr. Molina. Mr. Molina, would you like to speak about your bill first?

COUNCILMEMBER MOLINA: Sure. Thank you, Madam Chair, and...and thank you for having this matter heard today. As it was mentioned in testimony, the community first expressed their concerns back in 2018. And if you've attended some of our Ha'ikū Community Association meetings, that issue has been brought up, and the Association itself has taken a formal position of support. And yes, there may be some opposition, but from where I stand, I've seen more support for it, or at least to do something in that area. The October 30th, 2020 correspondence from Public Works, which is in our Granicus, pages 15 and 16 show the proposed area for the additional stop sign. There

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are three existing stop signs at the intersection currently, creating a somewhat awkward three-way stop. The new stop sign will require southbound cars traveling mauka on Ha'ikū Road towards Makawao to stop in front of NUKA and the Aloha Aina Shopping Center. Although Public Works observed that westbound vehicles experience little difficulty making the left turn from Ha'ikū Road onto Kokomo Road, the community that frequently drives this road and lives in the area, a majority...a strong majority disagrees with their assessment, and requests the Council consider the stop sign request so that this intersection can be a safer four-way stop. And Madam Chair, I parallel this with the four-way stop in Makawao. Back in my first go around on the Council, I think around 2004, we had a three-way stop. The stop sign that's nearest to Komoda Store, if you're familiar with that area, there was no stop sign back then. And as more new people moved in to the community who are not familiar with the driving patterns, there were a lot of near misses, and I think there was one little minor mishap that occurred. And that's why it...it was community driven, citizens called my office and took it upon myself to introduce it to the Council, and the Council passed it. So the four-way stop was established, and it provided a much more safer environment. And of course as you know, Makawao Town is...you have a lot of pedestrian traffic there. So I see a parallel with that to the area in Ha'ikū, so...which is why I've been advocating for this when the community brought it to my attention. I can fully understand what their concerns are about this. Because all it takes is one accident—one accident, Madam Chair—and it's...I don't want to call it blood on our hands if we don't do something about it. This is why I'm a little passionate...a bit passionate about this, and why you hear many community members in the area are as well. So sometimes we have to think to ourselves, while it may be inconvenient for some, but the bottom line to me that should always be prioritized first is public safety. And I believe school started today, so you may see a lot more foot traffic from our...our...our children as well in the area. So I'll leave it at that. That's my spiel. And I wait to hear comments from Public Works. Thank you.

CHAIR SUGIMURA: Thank you very much, Mr. Molina. I was driving in Makawao Town yesterday and...around lunchtime, and boy, that four-way stop was backed up all the way. I wonder if we need traffic light over there by Casanovas. But wow, I mean traffic was...yeah. Maybe it was the wrong time of the day.

COUNCILMEMBER MOLINA: It doesn't happen too often though, just to...

CHAIR SUGIMURA: But I think school started, yeah? It must be...that's the --

COUNCILMEMBER MOLINA: Yeah.

CHAIR SUGIMURA: -- only thing I could think of.

COUNCILMEMBER MOLINA: Yeah.

CHAIR SUGIMURA: Yeah.

COUNCILMEMBER MOLINA: And it was like that this morning too, on Makani Road by Kalama School.

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CHAIR SUGIMURA: Okay. Next, Jordan Molina or Rowena Dagdag-Andaya. I think it's Jordan is going to do the presentation regarding this issue. He is also the Staff member from Department of Public Works who's in charge of the Public Works Commission, so he's been following this on many levels. So Mr. Molina, thank you very much for joining us. At...at whatever time, Staff is ready to share the pictures that you sent over regarding the intersection that we're talking about.

MR. MOLINA: Good afternoon, Chair Sugimura and Members of the Infrastructure Transportation Committee. My name is Jordan Molina. I'm the Deputy Director with the Department of Public Works. So regarding this first item, I guess just some historical context. Ha'ikū Road starts at Hāna Highway, comes up to the intersection in question, and then it continues east towards Kauhikoa Road. So that is the Ha'ikū Road run. It doesn't continue up. Once you start hitting mauka, that's a new road, Kokomo Road. So initially, Ha'ikū Road was a through road down out towards Kauhikoa. The stop has always been at Kokomo Road. At one point, the community had requested establishing the stop near Fukushima Store on Ha'ikū Road, which created the second stop in question. The third stop is from the commercial property across the street, which in effect is a driveway, it's not really a street, but it has an awkward alignment with the intersection. So that's...that's kind of the background of this configuration here. So we did do the traffic evaluations at the intersections for the stop sign warrants. Based on the accident history and the traffic movements, it was determined, you know, in accordance with standard engineering evaluations, that the stop sign was not warranted at this fourth location. And to further note that it was even revealed that the stop sign off Kokomo Road is not warranted either, it could be removed...again, per traffic engineering standards. So then upon receipt of the bill from Councilmember Molina, the matter was referred to the Public Works Commission. At that meeting, the initial meeting, there were some concerns raised by MPD about the configuration of the intersection because the...the alignments are not a, you know, nice square configuration. The driveway and the Fukushima Store side of Ha'ikū Road don't quite align, causing kind of more of a setback on the Ha'ikū Road, the makai portion of Ha'ikū Road. So one of the recommendations was that the configuration be improved in conjunction with the installation of the stop sign. There was also concern about potential obstructions in the area, one from parked vehicles, and also from the Hawaiian Tel parcel in the corner, which has fencing close to the roadway. So following that Public Works Commission meeting, which occurred in October, the Department went out, did a site assessment to further evaluate the configuration and any obstructions. It was identified or...yeah, it was determined that the Hawaiian Tel parcel did not affect people's sight distance. There is a concern about the...I think mainly Fukushima Store customers parking along that shoulder near the intersection, so additional no parking signage was installed. We did restripe the intersection to freshen up the traffic markings. Then we added crosswalk signage and the pedestrian crossing paddle to the existing intersection across from NUKA, as well as some striping that was done and fronting NUKA where parking is prohibited by Code. Following...or I guess --

CHAIR SUGIMURA: Mister...Mr. Molina, would you like --

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MR. MOLINA: -- taking a step back...

CHAIR SUGIMURA: -- would you like Staff to show your pictures? At what point do you want your pictures shown? You can let us know.

MR. MOLINA: Yeah, we can do it later.

CHAIR SUGIMURA: Okay.

MR. MOLINA: And I guess stepping back at my timeline, the Department did a site assessment, and then we came back to the Public Works Commission with the findings of that site assessment. The commission then, after further discussion, revised their initial recommendation to not support the stop sign installation. Part of the concern from the Public Works is that the stop sign is not intended to be a speed control device, as what is being sought by the community. It's intended to function to control traffic movements. Because the stop sign is not warranted, the Department cannot recommend that the stop sign be installed as a way...or generally and further as a way to control speeding. However, the community did not support, you know, other traffic control devices, they're adamant that the stop sign is the way to go. But it's not an improvement that the Department can stand behind. So that's the...that takes us to where we are today. Of course the Council has the purview through the Code to establish stop signs as they deem in the public interest. That's the bill before you today. That's...that concludes my comments at this time, Chair. If you want to share the photos I did provide to show some of the striping and signage improvements we did at the intersection --

CHAIR SUGIMURA: Okay. Then you can explain it --

MR. MOLINA: -- earlier this year.

CHAIR SUGIMURA: -- to the Committee. And I'm sorry, I saw Keani Rawlins-Fernandez joined us before Jordan Molina spoke, so she was in the meeting. And Kelly King joined us. So thank you, welcome. Thank you.

COUNCILMEMBER KING: Yes, thank you, Chair. Sorry to be late.

CHAIR SUGIMURA: Thank you for joining us. And Keani, thank you for joining us. I'm sorry I didn't recognize you earlier. Okay. Go ahead. Staff, can you share the pictures that the Department provided today? There. Jordan, can you walk us through these pictures?

MR. MOLINA: This first picture is off of Ha'ikū Road as you're heading mauka, the crosswalk which is adjacent to the NUKA restaurant, which is showing the refreshed crosswalk, the crosswalk paddle that was installed. You can go to the next picture. So this is a different view looking makai that had striping redone...the striping of the no parking area fronting NUKA and then the crosswalk again. Next picture. Yeah, just another shot on the NUKA side of the street toward the no parking zone. Next picture. This is

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near Fukushima, so this is on Ha'ikū Road as you're approaching the intersection from Fukushima Store where we just redid the crosswalk striping and the edge stripes here. Next photo. Just another shot of the striping improvements there in the *(audio interference)* Next photo. The no parking signage that went at this corner. The Hawaiian Telcom property is situated *(audio interference)* Thank you, Chair.

CHAIR SUGIMURA: Mister...Mr. Molina, did you put up a sign...I guess one of the suggestions from the community was put up a no parking sign by NUKA. Is that...is that one of the pictures you showed? That one.

COUNCILMEMBER PALTIN: That car parked in front of NUKA, is that where NUKA is and where you want no parking to be?

COUNCILMEMBER LEE: Mike was muted.

COUNCILMEMBER PALTIN: Oh.

COUNCILMEMBER LEE: He was muted.

CHAIR SUGIMURA: I'm talking to Jordan Molina. Sorry. From what --

COUNCILMEMBER PALTIN: Oh.

CHAIR SUGIMURA: -- Public Works...I'm sorry. I thought...sorry, Public Works, is this where the no parking...one of the suggestions from the community was put in a no parking sign by NUKA. Is that...

COUNCILMEMBER LEE: Is he frozen?

CHAIR SUGIMURA: Oh, no.

COUNCILMEMBER LEE: Oh, there he is.

MR. MOLINA: Yeah, Madam Chair, we had responded to Councilmember Molina on this matter.

CHAIR SUGIMURA: Okay.

COUNCILMEMBER LEE: I have a question.

CHAIR SUGIMURA: Okay. Ms. Lee?

COUNCILMEMBER LEE: Jordan, when did you do the restriping or the striping? You're muted.

MR. MOLINA: Give me a sec. It was done...

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COUNCILMEMBER LEE: Okay. After you do the --

MR. MOLINA: I want to say June --

COUNCILMEMBER LEE: -- striping...okay.

MR. MOLINA: -- or...or near June.

COUNCILMEMBER LEE: So fairly recently. So --

MR. MOLINA: Correct.

COUNCILMEMBER LEE: -- do you think the restriping has helped to...to control the...the speeding in that area? And...and if not, are there other alternatives, like other calming devices that you may have available short of adding stop signs?

MR. MOLINA: The typical improvement is speed humps, which I know all of your offices get requests for often. But that was opposed when it was brought up at the Public Works Commission meeting, want to put...speed humps installed. There's other physical improvements that can be considered, but they're often larger scopes of work than just dropping the speed hump.

COUNCILMEMBER LEE: You know, Jordan, there're generally standards for traffic, you know, like E, F, you know, B, so forth. What is the level of...the standard at that particular intersection?

MR. MOLINA: I will have to confirm, but given that the stop sign is not warranted, it's an indication that the level of service is *(audio interference)*.

COUNCILMEMBER LEE: Okay. Have you checked with the Police Department to see if, you know, there have been complaints because of near misses and actual accidents?

MR. MOLINA: We did solicit comments from MPD --

COUNCILMEMBER LEE: Okay.

MR. MOLINA: -- before we went to the Public Works Commission. They had not responded in writing, but at the Public Works Commission meeting, they did not feel that the stop sign was necessary.

COUNCILMEMBER LEE: Thank you.

CHAIR SUGIMURA: Thank you. Ms. Paltin?

COUNCILMEMBER PALTIN: Oh, thank you. I just wanted...I had a couple questions for Mr. Molina. The first one is, would raised crosswalks be an option?

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MR. MOLINA: Yeah, Chair and Member Paltin, those are our typical traffic calming recommendations, particularly *(audio interference)*.

COUNCILMEMBER PALTIN: Oh, okay. And then one of the testifier was concerned that a stop sign would block the post office there...block the post office driveway, and that Roots School would be negatively affected. Is that anything that you're...you know about? I never even heard of Roots School, but it sounds like a fun thing.

MR. MOLINA: Thank you for the question. Yeah, so Roots School is a couple properties makai of the post office. Because of the way the intersection is configured, the stop sign will end up being a bit closer towards the post office. And so as...you know, as you create the stop there, it will cause traffic queueing to then start backing up down Ha'ikū Road back towards the highway. And so that could affect the intersections going into the post office and into *(audio interference)*.

COUNCILMEMBER PALTIN: And how much do raised crosswalks normally cost?

MR. MOLINA: I can get you that number in a couple minutes, but bring it back...back up once I got it.

COUNCILMEMBER PALTIN: Okay. I'll...I'll yield, and if...if you could just drop the answer in the chat when you got it, I'd be stoked.

CHAIR SUGIMURA: Thank you. Mr. Molina...or I should say Jordan, right, because we have two Mr. Molinas. So Jordan, how many commission meetings did you have on this?

MR. MOLINA: There were two commission meetings; one in October of 2020, the other in March of this year.

CHAIR SUGIMURA: Okay. Okay. And...and so at both committee [*sic*] meetings the commissioners approved the Department's recommendation to not recommend the four-way stop or adding the additional stop or...can you give us some results from that commission meeting? I know you're the commission...you're the person in charge of that commission.

MR. MOLINA: Yeah. So...because I believe it's in your folks' packet.

CHAIR SUGIMURA: It is.

MR. MOLINA: The correspondence from Public Works dated October 30th, 2020. I believe we transmitted the recommendations of the commission to *(audio interference)*.

CHAIR SUGIMURA: Okay.

MR. MOLINA: Which...so that initial meeting, they recommended approval of the stop sign if...and they conditioned it upon if placement of the stop and configuration of the intersection at adequate sight distance. They further recommended that the bill be

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opposed if the sight distance cannot be accommodated, and recommend that other traffic control devices controlling speeding be considered. And so that's what prompted us to go evaluate the sight distance a second time. In...then we returned to the commission in March and notified them that essentially there was no sight...concerns about sight, or...yeah, the sight distance was not affecting the movement of traffic through the intersection. So based upon that finding, the commission felt the stop sign was not --

CHAIR SUGIMURA: Okay.

MR. MOLINA: -- recommended.

CHAIR SUGIMURA: Okay. Thank you for also doing that site visit. I think that site visit that the engineering department did was on February 2021 according to your March 24th Public Works Commission minutes. And any...Keani, do you have a question? No, you don't? Okay. Okay. Mr. Molina?

COUNCILMEMBER MOLINA: Yeah. Thank you, Madam Chair. I've got a lot to say. I don't know if Member King...I just saw her come on, if she's still there. I'll yield the floor to her if she has a question --

CHAIR SUGIMURA: Okay.

COUNCILMEMBER MOLINA: -- then...then I...because I've got a lot to say. So I just want to let you know.

CHAIR SUGIMURA: Okay. So Kelly King, do you have any questions for the Department?

COUNCILMEMBER KING: I...I kind of do, but I feel...I always feel bad coming in into the middle of it that, you know, I don't want to ask things that have already been answered. One of the things that we were just recently talking about with the raised sidewalks, isn't that the same as a speed hump or speed table? And was that a question --

CHAIR SUGIMURA: Department?

COUNCILMEMBER KING: -- for Jordan? And then why...why are people saying...and then I thought I heard you say earlier that people didn't want that on that road.

MR. MOLINA: That's correct. There was opposition to installation of speed tables, controlled by...speeding control device.

COUNCILMEMBER KING: Why was that? Why was that?

MR. MOLINA: I defer to Councilmember Molina if he has any insight on it.

COUNCILMEMBER KING: Okay. It just seems...it seems like I was reading some of the...the testimony, and it seems like one of them said they didn't want the stop sign, but the

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problem was that people didn't stop that were supposed to. So I'm just getting confused by the...the testimony seems to be almost like contradicting itself. So anyway, I guess I...I...yeah, I would like to hear from Member Molina. I'm sure he knows, because this is his community, what's going on up there. And it's ironic because of all of Ha'ikū, I'm probably more familiar with this area than anything because I've been up to NUKA and because one of my good friends who just passed away last year lived right next door to NUKA. So I'm probably...this is the most familiar area that...and it...and it...you know, when I first saw this issue, it seemed like, you know, not a big issue to put a stop sign here. So I'm surprised to see people who are opposed it. They're not quite understanding why.

CHAIR SUGIMURA: Okay. You have any more questions?

COUNCILMEMBER KING: That's...those were just --

CHAIR SUGIMURA: Okay.

COUNCILMEMBER KING: -- my thoughts --

CHAIR SUGIMURA: That's it?

COUNCILMEMBER KING: -- for it. Yeah, I'll just leave it. I'll...I'll yield to Member Molina.

CHAIR SUGIMURA: Okay. So Ms. Paltin, and then we'll go to Mr. Molina.

COUNCILMEMBER MOLINA: Excuse me, Madam Chair? I thought I was called upon and then I yielded the floor to Ms. King just --

CHAIR SUGIMURA: Oh, Ms. King. Okay.

COUNCILMEMBER MOLINA: -- because she had --

CHAIR SUGIMURA: Okay.

COUNCILMEMBER MOLINA: -- not had an opportunity --

CHAIR SUGIMURA: Sorry about that.

COUNCILMEMBER MOLINA: -- to ask questions. Yeah.

CHAIR SUGIMURA: Sorry about that. Go ahead, Mr. Molina.

COUNCILMEMBER MOLINA: Okay. Thank you, Madam Chair. First request, can we have no objections to Mr. Wolfe, who represents the association, as a resource in the event --

CHAIR SUGIMURA: Oh.

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COUNCILMEMBER MOLINA: -- Members have questions?

CHAIR SUGIMURA: Members, do you have any objections to that?

COUNCILMEMBERS VOICED NO OBJECTIONS.

COUNCILMEMBER KING: No objections, but can...can we have...stop...if it's okay, can we stop sharing so we can see faces on the screen?

CHAIR SUGIMURA: Okay.

COUNCILMEMBER MOLINA: Okay. All right.

CHAIR SUGIMURA: Thank you.

COUNCILMEMBER MOLINA: All right. Thank you, Madam Chair. If I may continue. I guess some things that I'd like to bring up. First of all, it's news to me that I heard there was this second Public Works Commission meeting on March 24th, 2021. I did attend the October meeting. We were not notified of this second meeting. I don't know if...Mr. Wolfe, was there any notification made to the association about this second Public Works Commission meeting? That's one question. And of course, Members, March 24th we're into budget already, so needless to say, we could not escape to attend that meeting. Had I been notified, I would have tried to make accommodations for that. For Mr. Molina from Public Works, the site visits, what time did they occur?

CHAIR SUGIMURA: One moment. One moment.

COUNCILMEMBER RAWLINS-FERNANDEZ: Chair?

CHAIR SUGIMURA: There's a...there's a rumbling sound.

COUNCILMEMBER RAWLINS-FERNANDEZ: It's Mr. Wolfe. You can --

CHAIR SUGIMURA: Oh, Tim Wolfe...

COUNCILMEMBER RAWLINS-FERNANDEZ: -- or Staff can mute Mr. Wolfe.

MR. WOLFE: I'm here.

COUNCILMEMBER RAWLINS-FERNANDEZ: There. Staff did it.

CHAIR SUGIMURA: You're rumbling. *(audio interference)*

COUNCILMEMBER MOLINA: Okay. All right. So anyway, sorry, continuing. The...I guess the site visit made by Public Works, it was what time? And I know it said February 2021, so depending on the time of day, was it documented at what time? Was it in the morning, early afternoon, rush hour, so forth? And then of course my other question

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was, was the community notified of this second Public Works Commission meeting? So those are some questions that I would like to get answered, Madam Chair. Thank you.

CHAIR SUGIMURA: Department? Mr. Jordan Molina? Oh, there you are. So his...did you hear Member Molina's question which is what time of the day was the engineering site inspection done on the...on the...on the intersection? And then was the community association notified of the March 24th, 2021 Public Works Commission meeting? You want to check?

MR. MOLINA: Thank you, Madam Chair. I have to get back to you on the specific...

CHAIR SUGIMURA: Okay. Okay. Anybody else have questions? Mr. Molina, you have more questions?

COUNCILMEMBER MOLINA: Yeah, maybe some comments, but I'll yield the floor for now if other Members have questions.

CHAIR SUGIMURA: Okay. So Keani, you haven't said anything, before I go to Tamara.

COUNCILMEMBER RAWLINS-FERNANDEZ: Sure. Okay. Yeah, so I was reviewing closer the recommend...recommendation from one of the testifiers that submitted written testimony, and I heard you kind of speak to it. So my apologies if you already responded to this...to this question about the recommendation of putting better stop signs and painting stop on the road where there are existing stop signs in the three other locations. So that's what the testifier wrote. Okay. You already talked about that?

CHAIR SUGIMURA: We haven't talked about it. We...

COUNCILMEMBER RAWLINS-FERNANDEZ: Oh, okay.

CHAIR SUGIMURA: Yeah, so go ahead.

COUNCILMEMBER RAWLINS-FERNANDEZ: Deputy Director? Did...did you...did the Department consider that recommendation?

MR. MOLINA: This is the first time we were made aware of that recommendation, so we can *(audio interference)*

COUNCILMEMBER RAWLINS-FERNANDEZ: Okay. So no comments for now because you never considered that previously. Okay. Got it. And then again, my apologies if you already responded to this question, but if there were to be a sign installed there, this...the same testifier is saying that it would block the school and...oh, and create backlog in front of the post office driveway. Are those a couple of the impacts installing this stop sign...are those a couple of the reasons that you...that the Department recommends against putting a stop sign there? I...I did hear you say that a stop sign is not warranted, and therefore the recommendation was not to install a stop sign. But is that the only reason is because it's not warranted, or would it create adverse impacts?

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MR. MOLINA: Madam Chair and Member Rawlins-Fernandez, so yeah, Member Paltin also asked about this previously. But what would...what would occur is currently the traffic traveling mauka is not needing to stop, and so the traffic fronting the school and the post office is free flowing. By establishing the stop, you'll cause the traffic to now queue and back up as they're waiting to, you know, navigate through the stop sign, which could block those driveways.

COUNCILMEMBER RAWLINS-FERNANDEZ: My apologies for you repeating that for my benefit, but --

MR. MOLINA: No problem.

COUNCILMEMBER RAWLINS-FERNANDEZ: -- that was helpful. As far as the other three stop signs, the testifier said that it seems that the other stop signs are not working, they're not...people are not stopping at those signs. In your studies, did you find that to be one of the problems?

MR. MOLINA: I'll need to review with Staff if we looked specifically at people running stop signs. I...we've heard it's a concern. I think even MPD may be aware it's a concern at that intersection. So perhaps maybe further discussion with MPD to get their experiences (*audio interference*)

COUNCILMEMBER RAWLINS-FERNANDEZ: Mahalo, Deputy Director. Mahalo, Chair.

CHAIR SUGIMURA: Any other questions? Ms. Paltin?

COUNCILMEMBER PALTIN: Thank you, Chair. I wanted to ask a question of Corporation Counsel, if I could.

CHAIR SUGIMURA: Yes. Jen Oana? Oh, there. She...there she is. Hi, Jen. Here she is.

COUNCILMEMBER PALTIN: Thank you. I just was wondering because I'm not a lawyer or anything, and the implication was made that, you know, if we don't take action, there could be blood on our hands. But if we take this action in opposition of what the professional engineers and the...the other commission has recommended and something were to happen, then are we liable because we didn't listen to the professional advice here?

MS. OANA: That would be an argument, you know, in the court action. It kind of would depend on the studies and how good the studies were. So you know, anybody could sue us if...if we, you know, did take action, put in the stop sign, and...and then there was adverse impact, or not take...not put in the stop sign and something happened. So you know, we could get sued either way, and really, the liability would be reviewed with what kind of studies and...and professional advice that we get. So with regard to, you know, the questions asked to Mr. Molina about what time those assessments were done, you know, that's very important questions because it could be a...well, I doubt it was on

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a Sunday. But you know, the traffic is...is different at different times of day, so you do need the full picture, and it would be better to have the full picture than just to make a hasty decision.

COUNCILMEMBER PALTIN: I mean, I'm also not an engineer either, and so I'm trying to listen to the professional advice of lawyers, the professional advice of traffic study people, the Public Works Commission, and I mean it...it kind of feels safer in this case where I don't know, I don't have a...I don't really go to Ha'ikū that much, so I don't...I'm not even...I never heard of NUKA restaurant. And so I don't have like a dog in the fight, I just want to do the right thing that's safe for the community. And so I'm trying to listen to the professionals, and if they're saying it's not warranted and I say well, put it there because the people want it, and something happens, I'm just concerned.

MS. OANA: Yeah. You know my...my question would be whether the community association, you know, went out and got their own traffic study, you know, maybe something more detailed than...than what the County could do at this point. I don't think the County should really procure for a traffic study itself, but you know, the people requesting it could. And that would go...you know, if it showed that it needed a stop sign, then that would be a better argument for them to tell you that it's needed.

COUNCILMEMBER PALTIN: And then, you know, as some of the professionals are talking about traffic calming devices, whether it's a speed hump or a raised crosswalk or not...no parking signs to increase the sight distance. And if that's the professional recommendation, but the people don't want it or whatever, then that would be kind of liable too, because we're not listening to the professional recommendation of these other types of traffic calming devices?

MS. OANA: Yeah. I...I think you guys should rely on the professional opinions. You know, I think that's pretty important with regard to the safety aspect of this. Whether people don't want it or not, that could be just a personal, you know, preference. But with the safety aspect, you know, you...you should rely on the professional opinions, the engineering standards, and things like that.

COUNCILMEMBER PALTIN: Okay. Thank you. I'm not sure if Mr. Raatz wanted to be an attorney also because I see him, but --

CHAIR SUGIMURA: Yeah, go ahead, Mr. Raatz.

COUNCILMEMBER PALTIN: -- *(audio interference)*

CHAIR SUGIMURA: And then Mr. Molina after.

MR. RAATZ: Just very briefly, Chair, if I may. I just want to clarify for the record that when it comes to discussion about personal liability for Councilmembers, it's very important to recognize that you have absolute legislative immunity when making policy decisions. So there may be issues of liability to the County that pertain to situations like this. And we, of course, agree with the Corporation Counsel, it's important to take into account

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the professional views of the experts within the Government. But Staff would just want to not make you concerned about personal liability in a policy action like this. Thank you, Chair.

CHAIR SUGIMURA: Thank you for the clarification, Mr. Raatz. Mr. Molina?

COUNCILMEMBER PALTIN: Thank you.

CHAIR SUGIMURA: Oh, thank you. Thank you very much, Tamara. Mr. Molina?

COUNCILMEMBER MOLINA: Yeah. Thank you, Madam Chair. I know it's been stated that we want to listen to the professionals and worried about liability and getting sued. That may be correct, but you can get sued for not taking action too. Mr. Lowenthal, Phillip Lowenthal, a well-known attorney, is a member of the HCA board. And I remember at one of the meetings he said, you know, the County can be on the hook as well for not taking some type of action to prevent, you know, a potential fatality. And Madam Chair, I don't know about you, but I have yet to hear of a stop sign causing a fatality. I don't know. I've heard of traffic mishaps, but as far as the stop sign being the cause of it, I don't know. Maybe it has, maybe it hasn't. Can I ask Corporation Counsel, can an argument be made for the Council or County not taking some type of formal action to prevent a potential accident? I mean, the...people can sue for anything, so it works both ways, not only with us taking action, but also not taking action. Am I correct in that assessment, Ms. Oana?

MS. OANA: You are correct, Councilmember Molina. You know, they can sue us for either way. And so...and, you know, Mr. Raatz is correct, and I was...I was talking about liability for the County itself. So you know, it's best to rely on the people who know and have the professional expertise. That's what we would rely on in our defense.

COUNCILMEMBER MOLINA: Okay. Thank you, Ms. Oana. And Madam Chair, I don't know what the outcome will be today, if you plan on taking action. If you do find...if not, well, at the very least I would invite all Councilmembers, go see the site, and go during the peak hours, like school's opened up where you're going to have more traffic. You know, the so-called rush hour, every little community has their own little versions of rush hour. And you mentioned Makawao Town yesterday...yeah, school opened up, it's expected. First day of school, you're going to get a lot of backup, but as the school year moves forward, then the traffic, you know, tapers down. So it's not always like that in Makawao because of a four-way stop. And like I had mentioned earlier, the reason why we put that stop sign because Makawao is a growing town, you got new people not familiar with the driving conditions, and you had several near misses. And initially, when the stop sign was put up, and it was tried out as a temporary basis, yeah, there was some adjustments for some people, there were some screeching of tires, people were not used to the stop sign. But there was signage ahead letting people know there's a stop sign, so some of that fault is on the drivers too. So people should always be fully attentive on the road. But it's worked out since. So anyway, I would at least consider, you know, like what Mr. Wolfe is saying, put something there temporarily, and then come back and assess it. Maybe not for a year, maybe say three months, six months,

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what have you. But that's just me, so I don't know how other Members feel, but like I said, I would certainly hate to have an accident happen, you know, and when we could have had a chance to do something. And...but what's going to be key here too, I really want to know what time was that site assessment done back in February. I mean, did they go during peak time or was it a slower time? And of course we had the pandemic, the onset of it. I don't know when it really hit, affected businesses, so you already have traffic...virtually no traffic, less activity, right, if businesses are starting to shut down. So all these little external factors could have played a role in the Department's assessment of the traffic situation. So I think getting that information is going to be key. And also, I'm...if the community association wasn't notified of this second Public Works Commission meeting, I'd be very disappointed. And for me, as the area representative, at least not having been offered the courtesy of being told of this meeting, that's disappointing. But although the Department is not obligated to do that, but this Administration has talked about collaboration with the Council and...and all of the community, so where's the collaboration if this was the case? So I look forward to...you know, I'm going read...read those minutes on the March 24th, 2021 Public Works Commission meeting. So...but I'm just very disappointed that if that was the case, the association was notified, but if they were, that's great. If I could ask Mr. Wolfe, was the association notified of this March 24th, 2021 Public Works Commission meeting?

CHAIR SUGIMURA: Mr. Wolfe?

MR. WOLFE: I'm here, Councilmember Molina. And I am not aware of any official notification made to the Ha'ikū Community Association on that subject.

COUNCILMEMBER MOLINA: Okay. Thank you very much, Mr. Wolfe. Thank you, Madam Chair.

CHAIR SUGIMURA: Thank you. Thank you very much, Members. I guess Public Works then is going to get back to us on the time that the site visit was done in February, and then your question about notification. Keani?

COUNCILMEMBER RAWLINS-FERNANDEZ: Mahalo, Chair. You know, so in reviewing the written testimony, one of the residents in the area are...is saying that drivers are not yielding or stopping at the current stop signs. And so I'm just curious, what...I'm not saying I'm opposed to a stop sign, I just...I'm wondering what would make us believe that another stop sign is something that drivers there are going to listen to if they're already not listening to the other stop signs that are in that intersection. That's all. That's all. I don't know. I don't live in that area --

COUNCILMEMBER MOLINA: Maybe Mr. Wolfe.

COUNCILMEMBER RAWLINS-FERNANDEZ: -- but...okay.

CHAIR SUGIMURA: That's a good question. So Public Works, are...Jordan Molina, are you on to answer those questions that Mister...Councilmember Molina had? Oh, there.

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MR. MOLINA: Thank you, Madam Chair.

CHAIR SUGIMURA: Did you hear...oh.

MR. MOLINA: Yeah. So my Staff notified me the site visit was done approximately between 12:00 and 2:00 p.m. And I guess just to clarify, this was the site visit following the initial Public Works Commission meeting. There was also traffic counts conducted at the intersection which was the basis for the warrant determination that the traffic stop signs were not warranted. Regarding notification, I personally did not provide a separate invite to the Ha'ikū Community Association. Although we did notify Councilmember Molina by letter indicating that we would be returning to the Public (*audio interference*) following our site visit findings to discuss the matter further as it related to the concern about sight distance. But there was no special notice given when that meeting was scheduled beyond just the typical agenda posting, which all our boards and commissions (*audio interference*)

CHAIR SUGIMURA: Okay. Thank you. So if I recall, the pandemic, right, we've been at this for like 18 months now I think, but I think that was March when there was that shut down. So this was done before the actual pandemic closing. It was February, right? Is that...is my recollection correct? No? Oh, I'm sorry, wrong year. Last...yeah. This was done this year. Okay. Members...okay, Ms. Paltin?

COUNCILMEMBER PALTIN: My question is, if we don't want to do nothing, and we don't want to go against professional advice, in this meeting as part of the action, can we do the raised crosswalks, speed hump, no parking by NUKA's and try that out for three months? And that way we'd be not doing nothing, we'd be following professional advice, and giving that a try and see if that provides any relief. Or is it not something we can do because it's not agendized to take that...that type of action?

CHAIR SUGIMURA: Oh, good question, because Corp. Counsel, we...Mr. Molina's bill is about adding the stop sign in the Ha'ikū District...Makawao District. So Jen Oana, can we add that as an amendment?

COUNCILMEMBER PALTIN: Or just follow professional advice or something?

MS. OANA: So I would think that you wouldn't take action on the bill, but would be requesting Public Works to do something in the alternative.

CHAIR SUGIMURA: Okay.

MS. OANA: And so I'm not sure if that requires a bill for an ordinance. And if it does, then absolutely no, you cannot do that today.

CHAIR SUGIMURA: Okay.

MS. OANA: But if it's a request for Mr. Molina to go and see if that can be done with a report back to you guys then, you know, you can request him verbally right now to...to check

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into that for you.

CHAIR SUGIMURA: Okay.

COUNCILMEMBER PALTIN: And then I guess the follow up would be...

MS. OANA: You can take action on that at this time.

CHAIR SUGIMURA: Okay.

COUNCILMEMBER PALTIN: Then my follow-up question to Deputy Director Molina would be like, is that a feasible thing to do as a trial, or if we do it that would have to be what we're doing because of the expense and installation, it wouldn't...it's not a feasible trial?

MR. MOLINA: Madam Chair and --

CHAIR SUGIMURA: Mr. Molina?

MR. MOLINA: -- Member Paltin, so back to one of your earlier questions, the cost of a speed table varies between 6 and \$8,000. The concern about a temporary situation is those aren't something we just unbolt and pull off the road, so you're probably looking at several thousand additional dollars to remove them for a temporary measure. The...the no parking would...beyond just the 20 feet from the crosswalk, which is provided by the Code, any further extension of the parking restriction would require additional *(audio interference)*.

COUNCILMEMBER PALTIN: And then because you mentioned or somebody mentioned that Roots School, could we do improvements as part of the Safer Routes to School thingamajig?

CHAIR SUGIMURA: Interesting.

MR. MOLINA: Yeah, that could be considered. It's not on our radar at this time mainly because I believe that's a preschool, so I'm not sure how many of the kids are walking to and from preschool. It's also a smaller school compared to some of our other schools we're trying to close gaps on currently. But yeah, if we can consider that in the upcoming budget if Council feels that's appropriate.

COUNCILMEMBER PALTIN: Okay.

CHAIR SUGIMURA: Ms. Lee?

COUNCILMEMBER PALTIN: Oh, I'll yield.

CHAIR SUGIMURA: Oh, sorry. I'm sorry, Ms. Paltin.

COUNCILMEMBER PALTIN: Yeah, no problem.

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CHAIR SUGIMURA: Okay. Ms. Lee?

COUNCILMEMBER LEE: Jordan, did you ever install a temporary four-way stop? Like you know, a trial for six months or something like that? Like for instance, I know people were very skeptical about the four-way stop at Hina and Papa Avenue. Remember that? Of course, that has like ten times more traffic, that area. But...but when you install that four-way stop, was it with the idea that if it didn't work, you would just pull it out?

MR. MOLINA: I'll have to go review that one. Given that situation, I would think that that stop was warranted so that we don't have this question of installing.

COUNCILMEMBER LEE: Okay. So...but the...you've never done a trial four-way stop before?

MR. MOLINA: I...I would have to check, but I don't...I don't believe we have.

COUNCILMEMBER LEE: Okay. Thank you.

CHAIR SUGIMURA: This is such interesting conversation. I...I will tell you that by just reading...if you look at the August 3rd document that you have in your Granicus, Clarita and OCS with Laks put together, I'm sure David Raatz was involved, all the documents that are pertaining to this. It was a lot, right? Normally...probably there's a...there's a commission meeting and that's it, but there was this back and forth between Mr. Molina's office and the Department and...I mean, there's just been a lot of effort, you know. So I have to commend Mr. Molina on your effort. So appreciate your advocacy for your community. I just want to say that publicly. And at this time, I am...I am wondering where the Department...I mean where the Committee wants to go on this. Because I'm hearing that the commission met twice and basically said that they...it does not warrant a stop sign, but yet you have Committee Members or like Mr. Wolfe and Ha'ikū Community Association saying that it does. We have public testimony saying that it doesn't, and pretty adamant kind of comments, you know. Like Ms. Keani Rawlins-Fernandez and Tamara Paltin have brought up the ideas that were presented through testimony about writing the big...in big signs stop, you know, just to kind of warn people that there's a stop sign coming, and...and...and looking at other kind of mitigation matters before we actually put in a stop sign. The concern about was the Ha'ikū Community Association notified, you know, that's a very interesting question. I think a lot of times things come up, and I'm not sure if all commissions notify all the community associations that may be involved where a lot of things are relied on for and through social media or normal press releases. But I'm not sure what the standard practice is, but it doesn't sound like the Department has done that. So Members, I'm really open to hearing what you want to do with this. Mr. Molina?

COUNCILMEMBER MOLINA: Thank you, Madam Chair. And first, let me start off by saying thank you to Director Molina. I know I'm...laid a lot of stuff on him today, but I appreciate you being in the cat bird seat for today and doing...the Department at least responding to the community's concerns as far as, you know, restriping and also the no-parking signage. And of course it wouldn't have happened without the community,

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like...people like Mr. Wolfe and Ms. de Naie and Mr. Lowenthal from the Ha'ikū Community Association, and . . .*(inaudible)*. . . and everybody else coming out to speak up. Because if nobody speaks up, nothing gets done. So I just want to, you know, thank all of them for, you know, lending their support. And you know, like with every community, it's always public safety is the number one priority. While others may feel convenience is more important, I mean, so be it, that's how some people feel. Myself, as a former school teacher working with young people and, you know, students, a lot of kids walking the roads, that's always been a real concern of mine that, you know, I'm very concerned about motorist and pedestrian types of accidents. And after I saw firsthand what happened...almost happened to me out there by the shopping center and going across to NUKA's, I'm like wow, that...some of these folks have no consideration, they just speed right through there. So you know, I can...ultimately it's a decision of this Committee whether you guys want to support this or not. But you know, you guys know where I stand, so I'll leave it at that, Madam Chair. Thank you.

CHAIR SUGIMURA: Thank you. So Members, I...I hear Tamara Paltin suggesting maybe going...asking the Department to put in raised crosswalks. Their cost is 6 to \$8,000. I think, you know, if the Department doesn't see a need for a stop sign, I wonder if that might be another alternative. And then did...did the no parking sign already go up at NUKA's with the pictures...the Department, I think they already did that. Did you? Mr. Molina?

MR. MOLINA: Madam Chair, the...the no parking was specifically by the Fukushima side of the store.

CHAIR SUGIMURA: Oh, other side.

MR. MOLINA: That one typically has overflow parking occurring.

CHAIR SUGIMURA: Okay. So you would be open to putting in that no parking sign at NUKA's? And they said...I think Mr. Wolfe...or I'm not sure too sure, Mr. Molina said that NUKA's would be amendable to that happening. So we may need to double check, but it sounds like they've already agreed for that to happen. Ms. Paltin?

COUNCILMEMBER PALTIN: I'd like to take Member Molina up on his offer of a site visit. Did you want us to do that individually or as a Committee?

CHAIR SUGIMURA: Yeah. I would do that. In fact, that was one of the questions I asked him, I said you want us to do a site visit? And he says up to you, Chair, up to you, Chair. And I just said okay, because I knew the Department was going to give us pictures. But let's go do a site visit.

COUNCILMEMBER LEE: Yeah, as a Committee.

CHAIR SUGIMURA: Yeah.

COUNCILMEMBER MOLINA: Peak time, peak time.

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CHAIR SUGIMURA: Yeah. I would like to do that.

COUNCILMEMBER PALTIN: Sometimes you got to see, you know. And then Member Molina can pick the day and time because, you know...

CHAIR SUGIMURA: Yeah, yeah.

COUNCILMEMBER MOLINA: Yeah. Maybe we collaborate with the association and the Department and we can all have a visit. And that way everybody can view the conditions. And then also, you can take testimony right at the site --

CHAIR SUGIMURA: Yeah.

COUNCILMEMBER MOLINA: -- wherever we...you know, maybe we can find a parking lot and the public can testify at the site...site visit as well.

CHAIR SUGIMURA: Yeah.

COUNCILMEMBER PALTIN: And then go eat lunch after at NUKA's.

CHAIR SUGIMURA: Yeah, and go eat hotdog at Fukushima Store, so...

COUNCILMEMBER MOLINA: Plate lunch, yeah.

CHAIR SUGIMURA: Yeah.

COUNCILMEMBER MOLINA: Your treat, your treat. Nah, just kidding.

CHAIR SUGIMURA: Yeah, yeah, yeah, yeah, yeah. Oh, we take up on all the times Mr. Molina *(audio interference)* --

COUNCILMEMBER MOLINA: The area rep...falls on the area rep.

CHAIR SUGIMURA: -- committee, right, and he said he was going to buy us lunch. We go take him up on that.

COUNCILMEMBER PALTIN: But it's not quid pro quo.

CHAIR SUGIMURA: Yeah. Okay. Ms. King? I like this idea, let's do this.

COUNCILMEMBER KING: Okay. Well, I'm not even sure they're open for lunch because I've only been there for dinner. But they're not cheap, just to let you know, so...

CHAIR SUGIMURA: That's okay. It'll be worth it.

COUNCILMEMBER KING: I think we have to each buy our own lunch. We do need to do a

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report afterwards. But I just wanted to circle back to something I heard earlier about possibly putting up a temporary solution, and is there such thing as a...as a temporary stop sign? Or you know, I mean, I know they have those ones that are set into blocks that you could set up, but is that what you were...is that what...I don't know who, if it was Mister...if it was Director Molina that was talking about that. But...

CHAIR SUGIMURA: Mr. Molina? Director Molina?

COUNCILMEMBER KING: Yeah. How much would it cost to do something like that? I mean obviously if it's...if it's moveable, then you can just take it away afterwards, but is that what you're thinking about when you said a temporary...test a temporary solution?

MR. MOLINA: Madam Chair and Member King, I believe that may have been Member Paltin recommending the temporary trial. Or no, maybe...oh.

COUNCILMEMBER KING: No, I think she was talking about the temporary raised sidewalk, but I was...I was thinking about a temporary stop sign, if you could put one...you know, put them in those big cement blocks and stick it up there and see if that makes a difference. Oh, it was Chair Lee, I see Member Rawlins-Fernandez just put in the chat box. And how much does that cost? How much does it cost to...to do something like that? And how much does it cost to put in a permanent stop sign?

MR. MOLINA: Signage is a lot cheaper to do, so we would probably just put in a permanent sign and...that's not as problematic as removing a speed hump across an entire roadway.

COUNCILMEMBER KING: No, that's...how much does it cost to put in a temporary stop sign like a...one that would be removable if it didn't seem to be working? *(audio interference)*

MR. MOLINA: Probably less than \$500 for materials and crew time.

COUNCILMEMBER KING: Okay.

MR. MOLINA: I guess my concern would be our authority to establish a temporary stop without Code amendment.

COUNCILMEMBER KING: Without what?

MR. MOLINA: Without the Code amendment to authorize it. I guess another question is regarding evaluating the efficacy of a temporary stop because part of the challenge here is that the evaluation to determine if the stop was needed is in question. There's disagreement on that so what would be the basis for evaluating whether the temporary stop worked or not.

COUNCILMEMBER KING: Probably the number of complaints that you either get about it or not. But...so you're saying there's nothing in the Code that would let us do something like that on a temporary basis?

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MR. MOLINA: I would have to dig further and talk with Corp. Counsel.

COUNCILMEMBER KING: That sounded like a better...like a more viable alternative than a temporary sidewalk...raised sidewalk.

CHAIR SUGIMURA: Okay. Members...

COUNCILMEMBER KING: I'm open to doing the...the site visit. I kind of think we...we should also pick a time of day where the, you know, the traffic is there that we're trying to evaluate.

CHAIR SUGIMURA: So we'll work on that. I love this idea. Thank you very much, Members. So at this time we're going to gather this and establish a date, a future date that we can do a site visit and see this very interesting intersection. And then I'm going to defer this item and take it up at another time. So thank you, Members. With your permission I'm going to defer this item.

ACTION: DEFER PENDING FURTHER DISCUSSION.

CHAIR SUGIMURA: And you want to take a break? We'll take a break and then we'll go to the next item, which is...it's now 2:58...oh, yes, Ms. Paltin?

COUNCILMEMBER PALTIN: Oh, I just had a request if we can not do the site visit between August 31st and September 9th.

CHAIR SUGIMURA: Oh, because you're going to be gone. Yes.

COUNCILMEMBER PALTIN: Because I...I'd love --

COUNCILMEMBER LEE: Oui, oui.

COUNCILMEMBER PALTIN: -- to see that area.

COUNCILMEMBER KING: I thought we were going to do it for the next IT meeting.

COUNCILMEMBER PALTIN: Oh, okay. That works.

CHAIR SUGIMURA: Okay. So Members, I'm going to defer this item, and then I'm going to take a ten-minute break. It is now 2:58, and see you back here at 3:10. Let's see, where's my gavel? Okay. Members, good discussion. . . .(gavel). . .

RECESS: 2:59 p.m.

RECONVENE: 3:14 p.m.

CHAIR SUGIMURA: . . .(gavel). . . This meeting is now called back to order. That is really fun

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when we have fun conversations like that, Kelly King. I'm going to see if you would do the deer impersonations for the task force.

COUNCILMEMBER KING: Oh, it's just because they...they run around the sunflowers and they think if they can't see you, you can't see them, but their antlers are sticking up over the sunflowers so, you know, *(audio interference)*

CHAIR SUGIMURA: Okay. We're going to take you up on the venison.

IT-10 WAIALE ROAD EXTENSION PROJECT (WAILUKU) (MISC)

CHAIR SUGIMURA: Thank you, Members, for coming back. And the second item on our agenda is one of the things that I said when we started off this term that I wanted to see us through, which is the Waiale Road extension. So this is Item number IT-10, which all you...all of you know it's a road in Wailuku. And this...we'll hear a presentation from the Department of Public Works on this. There's no legislative action, so we'll defer it after. But the purpose of us hearing this is just to keep us up to date on what's happening with this road project because all of you know that it has implications for us to the Atherton project, you know, for housing, which we have a big housing shortage. So this road is important in terms of how it can provide additional housing. And I think in that project, it also has an elementary school and an intermediate school, so it has like a dual education purpose too, as we proceed with that development project. So anyway, Mr. Jordan Molina, you have the show again. Thank you.

MR. MOLINA: Let me set up this share screen.

CHAIR SUGIMURA: Thank you.

COUNCILMEMBER LEE: Jordan, you have to smile a little bit more. You look like you going come in for a vaccination or something.

CHAIR SUGIMURA: Serious, huh.

MR. MOLINA: *(Audio interference)* All right. Are you guys seeing the presentation? All right. I got a thumbs-up.

CHAIR SUGIMURA: Yeah.

MR. MOLINA: Okay. So yeah, going to provide you guys with a relatively brief overview of the Waiale Road extension. So today I'll kind of talk on some of the master plan, some history on the project, the scope of the project, what the current cost estimates are looking like, where we are with the status, and what the project schedule looks like going forward. So just to get you guys situated with what we're talking about, our Waiale Road extension is this darker shade here. It's planning to extend the current Waiale Road from Waiko Road all the way past the Tropical Plantation to one of the old roads, what's called...referenced as Old Quarry Road a bit past the Tropical Plantation. In

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this...so this image here is taken from the 2014 EIS. At this time we are not including the East Waiko Road improvement, just doing Waiale extension is enough. So the road extension first identified in the 1997 Long-Range Transportation Plan commissioned by the State DOT, again recognizing the DOT's 2035 plan, also recognizing our Hele Mai Maui transportation plans. Lastly, the two major project districts, Kehalani and Waikapu Town, are also...have contributed and still need to contribute to this road extension to support the development and traffic impacts from those project. So...and some detail, Kehalani has a requirement to cost share their pro rata share of the...the need for the road. Over the years they've provided land and the various improvements to bring Waiale Road to what it is currently. We are currently reviewing, you know, the whole history of...of their improvements and trying to help them close out their obligations on this roadway, as well as the rest of their obligations because that project is almost completely built out at this point. Waikapu Town project district is also required to cost share on the roadway. We are currently working to execute a traffic memorandum of agreement, which will identify the scope and the phasing of the traffic improvements, and detail out the developer's contributions. The traffic MOA is a significant milestone because the State Land Use Commission conditioned the project that this MOA got to be done before subdivisions can even be (*audio interference*). So that is a critical thing we're working on right now to try and get the project to the next stage. So now the scope, here's...this was taken also from the 2014 EA. This is a typical section of the roadway of what we anticipated at the time would be the improvements. So on the left we have a proposed shared use bike and pedestrian path, which would be on the mauka side of the road along a future development. Bordering the roadway itself would be grass swales for the drainage purposes. Then of course you have the pavement structure. And then the makai side is just open space at this point for future expansion of the road. This road is intended to be a full, major urban collector, which is the largest class of roadway that the Public Works manages as reflected by the 80-foot right-of-way for the roadway. Real briefly, the project...some of the items that the project will do is intersection improvements both at the...basically at both ends of the project, at Honoapi'ilani Highway and at Waiko Road. We also need to cross Waikapu Stream near the Waiko Road intersection so the bridge construction will be required. We'll have to extend the utility systems from both the highway and Waiale Road and Waiko Road out heading towards Mā'alaea. Of course, the roadway pavement structure itself is substantial because it's such a long road. And then some of the complete streets improvements with the pedestrian and bike facility. This is our most current cost estimates for the project, totaling approximately \$38 million for everything I just previously mentioned. The bulk of it, of course, is the construction cost. So currently, FY 2021 Council approved the budget, \$500,000, to begin land acquisition, planning, and design. With this funding, we've solicited design consultants to begin the project, but we are currently executing contracts with our selected consultant and hopefully will be completed by the end of next month. The initial funding we have will allow us to start the preliminary design and the environmental review process. And we do anticipate submitting for additional funding to fully fund the design and permitting for the project later this year. One thing to note is that the Department did submit for a RAISE grant to the United States Department of Transportation. The RAISE grants are for...you know, support infrastructure improvements. The maximum awards that are offered is \$25 million. And so we will know in November whether we were good enough

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to...our project was justified enough to get a...be awarded. So that will help manage the cost in this project. So lastly, this brief project schedule, September of this year we will begin design and permitting...design and environmental review, excuse me. It'll take about over two years to get everything reviewed, designed, permitted, approved, and ready for construction, and so at this point, we're anticipating beginning construction, barring any unforeseen situations, in December of 2023. Approximately one year is anticipated to take to finish building out the road. And yeah, real quick, short and sweet, and open to any questions you guys may have. Thank you, Chair.

CHAIR SUGIMURA: Good job, Mister...Mr. Molina. I'm glad that you did this update. I'm grateful to hear that the County applied for that RAISE grant, which is a State...I'm sorry, Federal DOT. And is that the maximum then we applied for, the 25 million?

MR. MOLINA: Correct.

CHAIR SUGIMURA: Very good. Okay. Members, questions? Ms. Paltin?

COUNCILMEMBER PALTIN: Thanks. I...I just was wondering, I know the State also applied for a RAISE grant for Honoapi'ilani Highway. Can the County and the State both get awarded, or is it like...you know, is there...how many...how many \$25 million grants are there, a lot?

CHAIR SUGIMURA: Hopefully. Do you know that answer, Mr. Molina?

COUNCILMEMBER PALTIN: Like are we competing with each other or ourselves?

CHAIR SUGIMURA: Yeah, we are.

MR. MOLINA: We are competing with ourselves.

COUNCILMEMBER PALTIN: Oh, okay.

CHAIR SUGIMURA: And with the rest of the nation, right?

MR. MOLINA: And with the rest of the nation.

COUNCILMEMBER PALTIN: And then my other question is, has Dr. Six...like do you have a rough idea of where the road is going to go, and have you consulted with Dr. Six and her HICRIS thing which blocks and the sensitive areas? And was the environmental permitting including AIS studies?

MR. MOLINA: Yeah. So fortunately, there's been several archaeological studies done over the years. We did one in 2014 with our EA. The Waikapu Town did theirs, I believe, in 2016 or between 2018 sometime for their project. As part of that study, they actually went and did test pits along the whole road alignment every, I think, 200 feet or so, which was good to see that, you know, they put in that effort already. One fortunate thing is their test pits showed that they were mostly out of the sand, mostly just the

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clay dirt which is associated with the mauka lands. So that's kind of a good indicator that we...chances are...less likely to hit burials through that area. So yeah, as part of the...our current NEPA process, we will be engaging with Dr. Six and taking into account the current climate on archaeological resources and burials.

COUNCILMEMBER PALTIN: So...but you haven't collaborated with her yet?

MR. MOLINA: Not yet. We're still assembling our project team, and so that will be part of their scope to make sure we vet the archaeological . . . *(inaudible)*. . . --

COUNCILMEMBER PALTIN: Okay.

MR. MOLINA: -- thoroughly.

COUNCILMEMBER PALTIN: And then the funding source, like if we don't get the RAISE grant or even if we do get the full amount, we would then like try bond the project and we would have to pay it back out of the highway funds, or would it be...would...could we do like a community facilities district with Atherton or...if...if we don't get the RAISE money? Or I know like the last budget, there was a lot of talk about ARPA money. Is that still a thing or...just wondering our options.

MR. MOLINA: Yeah. So at this point, all those options are on the table.

COUNCILMEMBER PALTIN: Okay. Thanks.

MR. MOLINA: I guess just little more detail about CFD is it's kind of...probably need further discussion with the developer on managing the cost of getting a CFD. But yeah, so part of the traffic MOA is to kind of clarify who owes what, and then from there we can figure out how to pay for it. But generally speaking, because the County is the majority, I guess, stakeholder in this road, we are going to be fronting all the money to get the road *(audio interference)* then collecting from everybody *(audio interference)* be able to get the road to proceed.

CHAIR SUGIMURA: Thank you. As well as the State, right, State DOT. So...okay, next I see Kelly King, you had a question?

COUNCILMEMBER KING: Yeah, I have a couple questions. So that...so Waiale Road is...that's a County road though, right, that's not a State road? It's not part of the State highway.

MR. MOLINA: No, it's not.

COUNCILMEMBER KING: All right. Okay. So my understanding was that the talk that...and I...in talking to Mike Atherton that when he was talking about the CFD was more for wastewater treatment than for roads. But just wanted to make sure that there's nothing about the start date of this road that will hold that housing development up. Because I heard you say that they have to do the traffic study first, traffic impact, but can they...they don't have to wait for the road to start to start their project, do they...the

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road to start construction to start their project, do they?

MR. MOLINA: No, the road is not necessary for them to begin.

COUNCILMEMBER KING: Okay.

MR. MOLINA: The...the agreement is the critical document that they need to be creating the large lots and putting in the back road infrastructure.

COUNCILMEMBER KING: Okay. Yeah. And I think the wastewater treatment was...was a requirement too. But what...and then the other question I had was have you...have the engineers considered looking at a prefab bridge? They were looking at that for Kīhei, you know, the Kīhei Community Association has had a couple of architects on it, and Linda Berry, when she was with the KCA, had done a lot of research into the prefab bridge. And it was something like less than \$2 million as opposed to over 8 million to actually build it. And it also could be installed in a matter of months versus years. So just wondered if you guys are doing any...looking into that possibility for the Waikapu Stream bridge?

MR. MOLINA: Yeah, we're going to consider all those alternatives for the *(audio interference)* been trying to avoid working in the stream, triggering additional permits that that results in.

COUNCILMEMBER KING: Right. Right. Because I think when we were...when they were talking about for the Kulanihakoi area bridge, they were...they were talking about years of building that bridge, and then they were going to have to build a road that goes around the area in those two years so you could continue. But the prefab bridge was...was something that could be installed in a matter of months. So just wanted to make sure that that was kind of, you know, in...in the...something to look at anyway because it could save us money and a lot of time. Okay. That's all the questions I have. Thank you, Deputy Director.

CHAIR SUGIMURA: Thank you very much, Member King. Anybody else? Alice, you have a question, or Keani?

COUNCILMEMBER LEE: No, no, thank you. This is a long project.

CHAIR SUGIMURA: You have a lot to ask later. Keani, you don't have any questions? Mr. Molina, you have any more last words before we defer this?

MR. MOLINA: Nothing further, Chair. Thank you.

CHAIR SUGIMURA: Okay. Thanks for bringing this up. And we look forward to you keeping us updated. Oh, Tamara Paltin?

COUNCILMEMBER PALTIN: Sorry, just one last question. In the land...land acquisition portion of it, who do we need to acquire the road from?

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MR. MOLINA: So there's three --

COUNCILMEMBER PALTIN: Or the property.

MR. MOLINA: -- there's three property owners. The Waikapu Town project, which that will be easy because they're obligated to give up that right-of-way, and there's an existing easement that cuts it out. The two other property owners is...one is the stream itself, which has no ownership at this point. So we have to likely do a condemnation action to resolve the title for that crossing we need. And then lastly, there is a private property owner between the stream and Waiko Road that we need to acquire land from to cross over as well.

COUNCILMEMBER PALTIN: And sorry, how many linear feet is the entire road expected to be? Or whatever measure that you use, sorry, not necessarily linear feet.

MR. MOLINA: No, linear feet is typically how we measure, and it's 8,600.

COUNCILMEMBER PALTIN: Okay. Thanks. Sorry, sorry for the hold up. Those are my questions.

CHAIR SUGIMURA: Very good. Ms. King?

COUNCILMEMBER KING: Thank you, Chair. This brought up another question. But is the...there was a Waiale Road extension road dedication we were working on in our first term. I think Yuki might remember this too. And it was Stanford Carr who was dedicated by that road. Is that the part that is coming from Atherton, or is that the other owner you were talking about?

MR. MOLINA: No, that would be within the existing Waiale Road.

COUNCILMEMBER KING: Okay. Okay. That was...and that's all been resolved?

MR. MOLINA: There's some outstanding issues with the Stanford Carr property still that we're working (*audio interference*).

COUNCILMEMBER KING: Okay. But that's going to happen, in your opinion?

MR. MOLINA: Yeah. And it...it won't affect the...our ability to move forward with (*audio interference*).

COUNCILMEMBER KING: Okay. Yeah, the other thing I wanted to say to you was that I really appreciate getting to the point of...with Kehalani of, you know, the end of their conditions, because I haven't seen that happen before where we actually monitor someone getting to the end of their conditions and doing everything they're supposed to do. And so we can...we can...we can close the books on that. A lot of times we're just trying to catch up and figure out why someone hasn't met certain conditions. So it's

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nice to hear that they're...you know, you guys are following that and tracking it, and you're going to be able to say, okay, their...all their conditions have been met. I just wanted to throw that in there because we should do that more often. And we talked about that in the PSLU Committee of doing more monitoring of those kinds of conditions. Thank you, Chair.

CHAIR SUGIMURA: Very good. Okay. Good discussion. You're right, Ms. Lee, we're going to...this is going to come up again, and hopefully often. And so you were saying that you're going to do a budget amendment in the future, Mr. Molina?

MR. MOLINA: That's correct. So the initial funding was just kind of a placeholder to get started. Now that we have a better grasp of the total cost, which . . .*(inaudible)*. . . is roughly about \$3 million at this point for all the environmental review, permitting, and design. So we'll be seeking the balance of that because we expect that work to commence early next year --

CHAIR SUGIMURA: Okay.

COUNCILMEMBER MOLINA: -- to go through the initial preliminary or conceptual design and the initial evaluations for the *(audio interference)*.

CHAIR SUGIMURA: Okay. Very good. So I guess, Keani Rawlins-Fernandez, will...will look forward to your budget amendment. It'll come to your Committee for that \$3 million, I suppose. And then the time schedule to start this, you've already started, but when do you anticipate?

MR. MOLINA: Yeah, so we've already selected our consultant. We are in the process of contracting with them. They will hit the ground running hopefully beginning of September to start --

CHAIR SUGIMURA: Okay.

MR. MOLINA: -- all the initial investigations.

CHAIR SUGIMURA: Okay. Thank you very much. I have no further question, Members. Seeing none, so we look forward to hearing more and update later. And so at this time I'm going to defer this item so we can take it up again when you're ready, Department, and appreciate everybody. The meeting is now adjourned. . . .*(gavel)*. . .

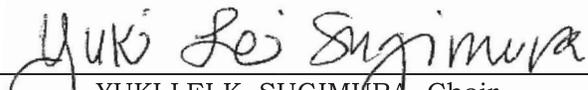
ACTION: DEFER PENDING FURTHER DISCUSSION.

ADJOURN: 3:37 p.m.

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APPROVED:



YUKI LEI K. SUGIMURA, Chair
Infrastructure and Transportation Committee

it:min:210805

Transcribed by: Jaylene K. Hamilton &
Daniel Schoenbeck

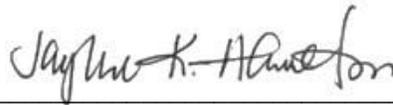
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CERTIFICATIONS

I, Jaylene K. Hamilton, hereby certify that pages 1 through 10 of 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 13th day of September 2021, in Wailuku, Hawai'i



Jaylene K. Hamilton

I, Daniel Schoenbeck, hereby certify that pages 10 through 38 of 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 13th day of September 2021, in Kula, Hawai'i



Daniel Schoenbeck