

MULTIMODAL TRANSPORTATION COMMITTEE
Council of the County of Maui

M I N U T E S

Council Chamber

June 3, 2019

CONVENE: 9:03 a.m.

PRESENT: VOTING MEMBERS:

Councilmember Yuki Lei K. Sugimura, Chair
Councilmember Riki Hokama, Vice-Chair
Councilmember Tasha Kama
Councilmember Kelly T. King (in @ 9:30 a.m.)
Councilmember Alice L. Lee
Councilmember Tamara Paltin
Councilmember Shane M. Sinenci

STAFF: James Krueger, Legislative Analyst
John S. Rapacz, Legislative Attorney
Stacey Vinoray, Committee Secretary

Denise Fernandez, Council Aide, Lanai Council Office (via
telephone conference bridge)
Mavis Oliveira-Medeiros, Council Aide, Hana Council Office (via
telephone conference bridge)

Don Atay, Executive Assistant, Councilmember Shane Sinenci

ADMIN.: Michael J. Hopper, Deputy Corporation Counsel, Department of the
Corporation Counsel
Pamela Eaton, Planning Program Administrator, Department of
Planning
Lauren Armstrong, Director, Maui Metropolitan Planning
Organization
Nolly I. Yagin, Civil Engineer VI, Department of Public Works
Stephen M. Welling, Deputy Director, Department of Public Works

OTHERS: Lauren Loor, Coalition Coordinator, Healthy Eating Active Living
Coalition

PRESS: *Akaku Maui Community Television, Inc.*

CHAIR SUGIMURA: . . . *(gavel)* . . . Good morning, everyone, welcome to the Multimodal Transportation Committee. Today is June 3rd at 9:03 a.m. I'd like to welcome everybody. Please silence your noisemaking devices. My name is Yuki Lei Sugimura. I'd like to welcome our Vice-Chair Riki Hokama.

MULTIMODAL TRANSPORTATION COMMITTEE

Council of the County of Maui

June 3, 2019

VICE-CHAIR HOKAMA: Good morning.

CHAIR SUGIMURA: Good morning. Shane Sinenci from Hana.

COUNCILMEMBER SINENCI: Good morning, Chair.

CHAIR SUGIMURA: Good morning. Alice Lee from Wailuku.

COUNCILMEMBER LEE: *Bon dia.*

CHAIR SUGIMURA: Oh, good morning. Tamara Paltin from West Maui.

COUNCILMEMBER PALTIN: Good morning, Chair.

CHAIR SUGIMURA: Good morning. And Tasha Kama from...

COUNCILMEMBER KAMA: Aloha kakahiaka, Chair.

CHAIR SUGIMURA: Good morning. And look at your pretty roses you have on your desk.

COUNCILMEMBER KAMA: Thank you.

CHAIR SUGIMURA: Thank you for brightening our day. Today, we have one item on our agenda which is a presentation about...from...about the Walkable Action Institute and the walkability team will be doing the presentations. I also would like to welcome Michael Hopper which is from Corp. Counsel. And we have from the administrative team Pam Eaton.

MS. EATON: Good morning, Chair.

CHAIR SUGIMURA: Thank you. Nolly Yagin from Public Works, thanks for being here. Stephen Welling which is our Deputy Director, welcome, thank you for being here. And we have Lauren Armstrong which is...oh, she's the Executive Director of the Maui Metropolitan Planning Organization. And Lauren Loo, Coalition Coordinator for Healthy Eating Active Living Coalition, thank you for being here. Both of them are also on the Walkability Institute coordination team, so you have a special title with that organization also. Legislative Analyst James Krueger, thank you for being here. Stacey Vinoray, Committee Secretary, thank you very much. We had Nicole Siegel here earlier but I guess she's disappeared. Anybody else did I miss? I also want to thank *Akaku*. *Akaku* is actually doing something different, they're filming today...we're the first Committee meeting under these new circumstances for them, I guess their room is being cleaned and you had to relocate to Council Chamber, so thank you. And let us know if you need any help as we go along the way but thank you for your versatility.

MULTIMODAL TRANSPORTATION COMMITTEE

Council of the County of Maui

June 3, 2019

. . . BEGIN PUBLIC TESTIMONY . . .

CHAIR SUGIMURA: From our District Offices, Molokai District Office their phone lines are down, that's being repaired so we don't have any connection with them. Denise Fernandez from the Lanai Office, and Mavis Oliveira-Medeiros from the Hana Office is with us. For those...do we have any testifiers? We have...Mr. Krueger?

MR. KRUEGER: Chair, there are no testifiers signed up in the Chamber.

CHAIR SUGIMURA: And do we have testifiers in the District Office? We'll ask. District Offices, do you have any testifiers? Denise Fernandez from the Lanai Office.

MS. FERNANDEZ: Good morning, Chair. This is Denise Fernandez at the Lanai Office and there are no testifiers.

CHAIR SUGIMURA: Thank you. Mavis Oliveira-Medeiros, do you have any testifiers in the Lanai...Hana Office?

MS. OLIVEIRA-MEDEIROS: Good morning, Chair. This is Mavis Oliveira-Medeiros from the Hana Office, there's no one here waiting to testify.

. . . END OF PUBLIC TESTIMONY . . .

CHAIR SUGIMURA: Thank you. You want to...thanks. So, we have no testifiers in the Chamber and no testifiers in the District Office. So, at this time I'd like to close public testimony.

Note: Public testimony closed at 9:06 a.m.

COUNCILMEMBERS VOICED NO OBJECTIONS.

MT-22 WALKABILITY ACTION INSTITUTE

CHAIR SUGIMURA: Thank you. The one item we have on our agenda is MT-22, Walkability Action Institute. And the reason I put this on the Council agenda, my Committee to hear is because a group of Maui County policy people as well as community people were invited to participate in the Walkability Action Institute held April 22nd to the 26th. The Mayor also accompanied them and was there for the institute and contributed during that week. That was a heavy week for us Council, that was the last week of our Budget deliberations. And just kind of FYI, the institute invited Maui to participate and the panel will describe why. And in order for them to participate, they had to have an elected official. So, because I was going through or we were going through Budget deliberations, the Mayor stepped up to be there that duration of time. I'd like to thank him for providing that opportunity, if not, we would be excluded from having this opportunity to participate in the Action Institute, Walkability Action

MULTIMODAL TRANSPORTATION COMMITTEE

Council of the County of Maui

June 3, 2019

Institute. So, at this time, I'd like to ask Lauren Loor if...I'm sorry, Lauren Armstrong from Maui Metropolitan Planning Organization, if you could take the lead and then we have Pam Eaton. I guess you'll tell us who's going to be the next speakers right? Okay. Okay, good. So, Pam Eaton, Lauren Loor, Nolly Yagin, and Stephen Welling. So, thank you.

MS. ARMSTRONG: Okay.

CHAIR SUGIMURA: Thank you, Lauren.

. . . BEGIN PRESENTATION . . .

MS. ARMSTRONG: Thank you, Chair, and good morning, Councilmembers. So, our team is here this morning to share some of our experiences from the Walkability Action Institute and also some highlights from our team action plan that we put together while at the institute. And there are also...there's included in the action plan some ideas for policy updates here at Maui County that this body would be reviewing in the future. So, just wanted to give you a heads-up on what we discussed. So, the Maui team was among ten selected nationally for this competitive grants award so we did win funding from the National Association of Chronic Disease Directors and that covered the expenses for our team to attend this conference. It was a really excellent opportunity, there were experts in the field of public health, walkability, multimodal transportation, and so a lot of mornings we would spend in the classroom learning from the experts, and then in the afternoons we would go out into the field, do hands-on activities and really see places that had already implemented some of these policies and infrastructure and really made it successful. So, our team you can see featured up here was Nolly again from Department of Public Works, Pam Eaton from the Long-Range Planning Division in our Planning Department, Donna Clayton who's the head of Pukalani Community Association and also involved with Na Ala Hele Trails. She wanted to be here today but wasn't able. We also have Lauren Loor from the Health Eating Active Living Coalition, myself Lauren Armstrong with Maui Metropolitan Planning Organization, and last but not least Mayor Victorino who was as Chair mentioned required to attend in order for our team to be able to take advantage of this opportunity. So, we're very grateful to him for making that sacrifice to be there. So, the conference was from April 22nd to 25th in Decatur, Georgia, just a small suburb right outside of Atlanta. I want to invite Lauren Loor to share a few words about her experience.

MS. LOOR: Good morning, everyone. Thank you again so much for this opportunity. So, Lauren had asked us to kind of submit three pictures that we took while we were at the conference that really spoke to us and kind of connected with. So, the first picture is of the Martin Luther King Jr. Memorial which we were able to go to after...one activity for the conference was to do a scavenger hunt on the Atlanta Beltline which we'll talk a little bit more about later. But it was really awesome to kind of come off of this beltline which is a multiuse path for walking, biking, kind of any mode of transportation and to kind of come off and go into another neighborhood and be able to navigate to go to this memorial which I thought was just very beautiful, inspiring,

MULTIMODAL TRANSPORTATION COMMITTEE

Council of the County of Maui

June 3, 2019

considering that Atlanta was where Martin Luther King Jr. was born. There's a lot of history that we saw on the beltline but also kind of leading up to this it just connected really beautifully. And also one thing I wanted to touch on with the conference, they had asked us to sort of come up with a six-word, I guess, slogan or just kind of what we thought what we wanted to have as an outcome, something inspirational for our team. So, one that we kind of enjoyed was live healthy, explore safely, connect daily. And with this, kind of that day culminating and walking through the beltline and then walking through the neighborhood to get here, I think really it was one of those things where we felt completely safe the whole time and it was nice to be able to explore that part of Atlanta that...I'd been to Atlanta before and had never been there so it was a really wonderful experience. So, the next photo is, that's a bike rack that has a mural on it. This mural was also at the Atlanta Beltline so I thought it was...and it was completely, you know, far away from the beltline itself from that mural but I thought it was also a nice way to incorporate local artistry, to make a bike rack look kind of funky and cool. But also just kind of bringing life to neighborhoods with some of that, you know, street art but it's also functional in that it is a bike rack. And I think the biggest thing is for me was connecting public health to the built environment. A lot of the time it's still a little confusing, oh, what does the health of the public have to do sidewalks, bike lanes, bike racks even, but it's about accessibility. And if we do have sidewalks accessible in all neighborhoods, bike lanes accessible, walking paths through our parks, you know, bike racks so that people feel safety...safer to lock up their bikes, stuff like that. Having those be the default options for our planning when we look at neighborhoods that it really will create more health amongst our people. We are seeing the highest rates of diabetes and obesity, especially amongst our children. You know that it was projected that this generation of children they might not outlive their parents and that 35 percent of the current generation of children will be diagnosed with diabetes by the time they're 35 years old. So, these are projections but I think I've said this before just kind of wanting to prevent that from happening, prevent that sort of future and create a future that is going to be beneficial. So, this is a highway overpass and from...see, we're doing a...after the conference we kind of watched some presentations, got to do some activities, and then we were able to go out and walk around Decatur. And so, this is the view from public housing and the point for this picture was to just show that even within, you know, it was affordable public housing, it looked like any normal housing. It's unfortunately kind of stigmatized and stereotypical for public and affordable housing to look not as beautiful, for it to be a little drabby and it does really separate people. So, I thought it was really awesome that the housing itself which sorry is not pictured but was on the other side and looked just like any old apartment buildings within the neighborhood. They all look the same which I thought was awesome that they connected that with planning and architecture but also to have a view that would normally be an overpass, you know, for a highway to have it, you know, incorporate local art. There was also an art installation underneath the overpass as well that was the same design, and I just thought it was really awesome to have connection and to make some of those things look more appealing for all and created a lot of equity for people.

MS. EATON: Good morning. So, as the token planner in the group I thought I'd put up a cartoon. So, we can sort of...the analogy to mixed land use and it's basically putting

MULTIMODAL TRANSPORTATION COMMITTEE

Council of the County of Maui

June 3, 2019

things close together that are convenient. The one thing I do want to add about the Walkability Action Institute that was a huge bonus for the Maui team is that there were other teams from across the country that were there just doing amazing work from Portland, Oregon to Florida. It was really remarkable. They too had an MPO representative, DPW, planning, elected, and then a health so it was really great 'cause we learned a lot from them as well. So, basically what my role as a planner is and what this is trying to depict is this whole concept of complete communities. Basically with complete communities you're identifying transportation and transit corridors in areas where there's a density and opportunity for there to be a density of housing, housing types, jobs, services, and transit with a variety of multimodal, bike, ped, and so forth, the emphasis not being on vehicle-dependent communities. So, one word about the Atlanta Beltline, having been raised in the south I never...I didn't even know this existed but it is amazing. Right now it's a 22-mile loop around Atlanta and basically it is a multiuse trail, has over 2,000 acres of park. They're going to be adding another 11 miles by 2030. The cool thing about it is that it connects 45 in-town neighborhoods using trails, streetcars, rail, and buses. The other thing that just from a land use planner that I thought was amazing was it really supported and directly connected affordable and workforce housing, public health, lots of really cool public art. And it also supports environmental cleanups and historic preservation. The gentlemen you see there to the left, you guys, many of the Councilmembers have met, that's Mark Fenton who has come here to Hawaii to lead walk audits and so forth. And as you can see there's Donna Clayton, the Mayor, and Lauren Loor. This was an old retail building, huge old building that they gutted and turned it into a mixed use with residential, commercial services, retail, restaurant, and so forth which sits right on the beltline, Ponce City Market. The amazing thing also about the beltline is as you're going along the beltline, you can use roller skates, scooters, bicycles, and so forth. It's really incredible but right off the beltline there's like a huge large-scale grocery store, there's market, workforce and affordable housing, microbreweries, restaurants, ice cream shops, it's phenomenal. It's really a great opportunity. One of the things that I thought was my biggest takeaway from this incredible opportunity were the walk audits. Mark Fenton and also _____ introduced me to the whole concept of walk audits. We'd had one in West Maui, Lahaina, and Central Maui and they're really amazing, and I thought yeah, I kind of seen it, done it, whatever. Never been on a walk audit with someone who was physically impaired or visually impaired, and it really opened my eyes. It was tremendous and I got chicken skin right now just talking about it. But to me that's absolutely critical. We had amazing people that for every single group we had a, somebody participate with us and show us what it was truly like and what to think about as you're planning, you know, safe streets and access and so forth. So, to me that to me was really kind of the biggest thing. One of the things that the Mayor said and I echo his concern is we need to do a better job here on Maui in reaching out to physically and visually impaired groups and people. Also working families, I know it's really hard, God knows I have my share of evening meetings, but we need to figure out a way to really reach working families as we're doing all of this, 'cause quite frankly I think they're some of the most critically important users and very, very difficult to attend an evening meetings. So, I know that on behalf of the group that's one of the things we're really going to prioritize is how to really reach working families.

MULTIMODAL TRANSPORTATION COMMITTEE

Council of the County of Maui

June 3, 2019

MR. YAGIN: Good morning. So, my part is implementation of these projects. So, the Department, we basically put...construct these projects. The picture in front of you is in front of Decatur High School. So, the history of the area is it was actually a four-lane roadway at one point, two lanes in each direction. There was no turn lanes I believe, there was parking and there were shared with the travel lanes was actually...that's where they put the bikes. So, they were shared lane usage there as well. What they did was they did convert it into two travel lanes, a cycle track which you see here, and to the side there's a sidewalk, all separated by landscaping. And the important takeaway here is that basically when we design, there needs to be the feeling of safety considered. Typically when we have a roadway and we put a sidewalk right next to it, we satisfy the width requirements but we don't even really consider the feeling of safety. And that's what makes a sidewalk more useable. Other features here are like they call it low-impact development. So, stormwater is captured by these landscaping features on the side, not only to make things look good but it's also functional. Okay, so this next picture is one that was developed at the conference with...his name is Ian Lockwood, he's with Toole Design I believe. And so, the section before you is actually something that we came up with as a conceptual improvement for Lihikai School. If you look at Lihikai School right now, there's two lanes, people park along the shoulders. There's a minimal probably four-to-five-foot sidewalk on both sides. And what this does is we're looking at the possibilities in this right-of-way. There's a really wide right-of-way that's not really used very well, and improvements like this go a long way to make it a lot more friendly, more useable for pedestrians. If you look at here, the features that we have here are a physical separation between the users, a cycle track, a much wider sidewalk, and trees. Trees are a huge improvement to the area. One of the things that we did learn was that walking is influenced also by the temperature of the area. If it's hotter, people are less likely to walk. Landscaping does a good part in cooling the area. Again, a takeaway is that we need to look at the bigger picture. People don't feel safe, they won't use the facility. Cars, they're protected by...they're protected, so that...I mean it's easy to drive a car on a ten-foot lane, but when you give somebody a five-foot lane right next to traffic, that's a whole different story. Interesting enough, this picture, the first time we showed this picture to a group, I did ask the question where does this seem appropriate? And one of the neighborhoods that I did mention was Kehalani or someplace in Wailea. This is something that you would normally find in those areas. And then my next question was who found this appropriate in front of the housing area on Waiale Road between...right opposite McDonalds? And a lot of the hands went done. And the takeaway from that is that complete streets is for everybody, not just wherever you see people walking, it's for everyone, all ages, all abilities, and all income levels. One of the interesting facts that we did pick up there was that trees are an indication of the area's income level, and it should be, it should be for everybody. So, maybe one point, one more point that I wanted to make was especially if we look at the sidewalks here, sidewalks are not necessarily just for getting from one point...from point A to point B, walking is actually identified as the most common leisurely physical activity. And in a survey of Maui residents, a lot of them don't actually feel safe walking. And the reason may be close to traffic, not enough width, or possibly not even a sidewalk in their area. And when you don't provide those accommodations, basically these people are faced

MULTIMODAL TRANSPORTATION COMMITTEE

Council of the County of Maui

June 3, 2019

with a tough choice. Either they move forward with an unsafe lifestyle or what they feel is an unhealthy lifestyle and that's not what we want.

MS. ARMSTRONG: Thanks, Nolly. So, one of the stories that was shared by another group was using students to create safer crossings near their school. So, this group from Texas, they actually designed the crosswalk design and then put the paint down themselves. This was a really awesome way for the community to get involved and brought awareness to the need for safety especially near our schools. So, in Decatur where the conference was held, it was really pleasant to walk around. There was a transit station for their MARTA train and nearby were a lot of restaurants and shops, you know, businesses that really served the residents in that area. And so, I think, you know, using transit as an anchor for these gathering places where it's designed for people, that was a really nice takeaway from that area. We also saw an example of a bike lane that was protected by planter boxes, and this was originally just a temporary popup demonstration but had actually been in place for over a year and was really well received in the community. So, these are the type of low-cost solutions that, you know, helps people understand what a safe street feels and looks like, and you get to test it out before spending money to make it permanent. We also got to ride the bus one afternoon to get to the neighborhood we were visiting, and we saw this woman in a wheelchair getting on. And we're just really impressed by how courteous the driver was, how easy it was for her to get on the bus. And it just reminded all of us that everyone needs to get their appointments or to their job or to go to the park. So, you know, our transportation system really should support everyone being able to get around. So, now we want to talk a little bit about the action plan that our team put together. You can see us seated there at the conference center, and our team did spend quite a bit of time together, brainstorming ideas for how we can make Maui more walkable. And by walkable we're thinking of inclusive mobility so walking, biking, rolling your wheelchair, riding the bus. And I think a really valuable aspect too is getting feedback from the other teams. As Pam mentioned there were, you know, these multidisciplinary groups from all around the country who had also won the grant to attend. And so, at the end of the conference we got to present our action plan, got feedback from these other teams, and kind of talked through some common challenges that places face when they're trying to make this difference. So, our action plan had three main goals. The first was to bring voices of working families, youth, and people with disabilities to the table with decision makers to create mobile accessibility. So, this is what Pam was mentioning earlier about needing to find ways to engage people where they're at in the community and not rely on the traditional methods that, you know, we hear often from the same groups of people. The second goal is to update County and State policies to support inclusive mobility in new development, especially in affordable housing. And finally, the third goal is to create a Vision Zero action plan for safe streets to eliminate traffic deaths and serious injuries. And this is really goes to the equity piece where we find that a lot of our neighborhoods that are most dangerous for people walking are also the neighborhoods where they don't have access to cars all the time, where they might have a limited income. So, that's what the Vision Zero element will help. On May 13th when we got back from the Action Institute, we shared these ideas with people from other departments including Housing and Human Concerns, Parks, other members from

MULTIMODAL TRANSPORTATION COMMITTEE

Council of the County of Maui

June 3, 2019

Planning and Public Works, Managing Director's Office. Fortunately, Councilmember Sugimura could attend also and so it was a really good discussion for us to share what we learned in Decatur and also hear from the other departments about, you know, their input on the plan and what they saw as the key challenges. Okay. So, Nolly is going to share about goal number one.

MR. YAGIN: Okay. So, goal number one is to improve our method of outreach. So traditionally, it's basically show a project to the public, have them come into a public meeting, and provide their comments. And what happens with those comments are basically they go into another revision and then that's the cycle of how a project develops. So, what we wanted to do was make sure that the outreach improves, and so one of the ways to do this is to actually go out to where they are, churches, shopping centers. And for an example of one of the projects that we're doing, Onehee Avenue improvements, part of the outreach is to actually go door to door. And the reason for this is these people that live on this street, there's a good chance that a lot of them do not know about this project, will not even know that it's being funded, not even know that it's being worked on. And they'll wake up one day knowing that there's construction trucks appear...vehicles appearing in front of their homes. And so, we want to make sure that the people that get affected have at least some input. They get to say what they need, and that's all part of being a complete street. Complete street doesn't mean, doesn't necessarily mean let's put a bike lane, let's put a sidewalk. Complete streets means to accommodate all the uses of the street, so the people who actually live on the street, they need to have a part in these projects as well. And so, for an example...another example is community associations, they're usually the ones that come to the public meetings, but they don't necessarily represent the voices of everyone there. And so, we feel that it's important to make sure that the outreach goes to those families that work during the day, really can't come to these public meetings or maybe are just a little intimidated at appearing at those meetings. Thank you.

MS. EATON: So, our second goal is basically update County and State policies to support inclusive mobility in new development including affordable housing. So, some of the things that have been going on recently and it almost seems like the stars are aligning because there's a lot of very exciting policy, impending policy changes and some that have occurred. First of all is the Subdivision Code, Title 18 which is under the purview of DPW, because in the past Title 18 and then Title 19, the Zoning Code, there's been conflicts. They've been inconsistent in terms of really wanting to provide and make sure that there's multiuse paths, that there's sidewalks and so forth. So, I know Nolly can speak to Title 18, what's happening. With Title 19 we have select the consultant who will be doing that and that has started to rewrite the Title 19 Code which is 58 years old. Two oh one H affordable housing which is under the purview of the Department of Housing and Human Concerns, as you may recall that is trying to provide affordable housing with exemptions allowed with the streamlined process. Oftentimes what happens is sort of the first exemption if you will tends to be sidewalks and transit stops and really critical multimodal opportunities which, you know, quite honestly with one of the most vulnerable populations on the island, these are critically important for them. Then the traffic impact analysis as well so looking into that. The

MULTIMODAL TRANSPORTATION COMMITTEE

Council of the County of Maui

June 3, 2019

other thing too I wanted to add are the community plan land use designations have all been updated--next one--to basically have a mix of land uses to provide more opportunities for more housing types as well as close to transit, you know, close to multimodal opportunities. And it's trying to make that critical connection between people, jobs, housing, transportation, you know, retail services and so forth. This in front of you is an example, a small-town center which really one of the main differences between these mixed uses were that it's not vehicle dependent but quite frankly person dependent is to really retain the character. So, the changes or the differences really is based on intensity of density as well as really wanting to keep that neighborhood character and design. Okay. As I mentioned the Zoning Code update, one of the things that did happen, I guess last year it came out was the Title 19 audit, and in the Title 19 audit, one of their top-ten recommendations is needing these multi-mobility standards, needing to change community plan land use designations and our community planning so that it places an emphasis on people, pedestrian, and bikeability, needing better connectivity between our neighborhoods and within our neighborhoods, taking a look at parking standards, trying to really motivate, if you will, better and more often transit and transportation. And a critical part of all this and as Nolly showed you a picture is this design for stormwater, because it also provides lots of opportunities in terms of vegetated buffers, really providing that safety aspect of bike lanes and sidewalks in terms of putting in plantings and trying to capture a lot of the stormwater.

MR. YAGIN: Okay, so Subdivision Code, Title 18, the last update...just a little history. The last update that I was involved in here was regarding sidewalks so that was back in 2007. At that time, sidewalks were actually only required on one side of the street which really made the other half of the street not accessible. And so, that was the last one where we've made it...we required that it be on both sides and a wider five-foot width. As part of these updates, we look at things like reducing block lengths which should help in making subdivisions walkable, connectivity requirements, how they join up with streets. A lot of our streets are loaded with cul-de-sacs so you walk down 800 feet and you're stuck, turn around, got to walk back. What we also want to do is make sure that we have more flexibility in design. If we look at the urban, for example if we look at the urban area, one of the requirements are curb, gutter, and sidewalk. They don't say curb or gutter or sidewalk, and so what happens there is when an affordable housing project comes in, they ask for exemptions and one of the first exemptions to go is the sidewalks. I realize keeping costs down is important and once you put in a sidewalk, you put in a curb and a gutter, the next thing that you need are actually drainage structures. And once you start digging into the ground putting in these big structures, the project gets very expensive. What that flexibility that we're looking for is so that these developments can actually put in the sidewalk without having to put in a lot of the other hard infrastructure. As far as updating sidewalk standards, it's time to look at it like in walking is not, like I said this earlier, walking is really not just walking from one point to another point, sometimes it's a social activity and five-foot, our minimum five-foot width actually just allows really two children or two smaller adults, maybe an adult and a child to walk side by side. And if you've ever walked on a four or five-foot sidewalk, it's hard to walk with a friend. I mean you're always turning back. You'll get there but it's not the greatest experience. If you

MULTIMODAL TRANSPORTATION COMMITTEE

Council of the County of Maui

June 3, 2019

go to the next slide. So, all these updates to Title 18 all make Title 18 complete streets ready. So, the updates will go a long way to supporting the Council's 2012 complete streets resolution. It supports our 2018 Street Design Manual which is kind of our Department's guidelines at this point, and it would go a long way to supporting all the different uses on the street as well. Thank you. Sorry, one more. There is a...we're hoping to mark up, to have a first markup of Title 18 by summer of this year. We have started, we haven't gotten to it just yet, but that's our goal at this point.

MS. EATON: So, with regard to the stars aligning, a very exciting thing happened this year. We received \$500,000 from the State Leg to do a transit-oriented development corridor between Wailuku and Kahului. The hub if you will is the transit hub which needs to be moved, and last year from the TOD State Interagency Council which I serve on, we received 2½ million to basically build that hub. So, and I also want to say that in addition to the 500,000 and thank you, County Councilmembers, we received 100,000 so for a total of 600,000 we will be developing what will end up in a master plan. Essentially what you're looking at is a map with all the opportunities, and I think the things to note are for example that red line that you see is the, hopefully a transit corridor, whether it's the bus, biking, walking, and so forth. But there's really critical land uses, there's UH, there's health facilities, there's very dense neighborhoods, there's the high school, and again the transit hub connecting with the County seat, just an amazing and incredibly exciting formula. There's some really great parks. So, what we're looking to doing is we're already trying to look into meetings for the scope, basically having, you know, working with the consultant on the long-range transportation plan which is kind of nice for consistency, and a couple of other folks I know who have successfully created TOD districts to help us out in terms of starting to refine and put together a scope. There will be obviously a large amount of community engagement. We're hoping through that community engagement we can kind find a way to successfully reach working families. But ultimately the result will be a master plan looking at how we can try to take into all these concepts we've talked about during this presentation and applying it right here on Maui.

MS. ARMSTRONG: So, another policy update that can be looked at are the traffic impact analysis reports, and so these are the studies that developers are required to do to understand how their project will impact traffic in the area. So, traditionally they're required to look at the peak 15 minutes of traffic and this can often lead to overbuilding. So, designing the street so wide and so fast to accommodate only that peak 15 minutes, that some places are adopting a wider timeframe so looking at the peak two hours of traffic. And only, you know, looking to incorporate more of the multimodal improvements, so having a transit stop, having bicycle connections, walking connections. And there is some flexibility for local jurisdictions to adopt guidance regarding the traffic impact analysis. So, this is something that the MPO along with Public Works and Planning will be looking at in the coming months. And our third goal for the action plan is a Vision Zero effort. I think this Committee is familiar with the presentation I did a few weeks ago about Vision Zero, but again it's really about equity and when you look at the map of Kahului-Wailuku, there are all these complete streets projects leading to the transit corridor, and there's really a great opportunity to engage with the communities that live along these corridors to

MULTIMODAL TRANSPORTATION COMMITTEE

Council of the County of Maui

June 3, 2019

find out what would make them feel safer getting around not only in a car. So, you know, the Vision Zero plan is island-wide, it incorporates enforcement, education, and engineering, but there's a really great overlap with this work around walkability, transit-oriented development, and really just promoting healthy communities here on Maui. Do you want to go?

MS. EATON: So, what can be done now? One of the great things about the WAI, Walking [sic] Action Institute is everybody there knew all these different things, they weren't teaching us anything new. The emphasis was and we had a lot of homework and a lot of webinars was to make this happen in your community, and they even gave us a timeline. So, I think this...what you guys are seeing in front of you is basically our short list, but one of the things I also want to say in terms of what these other communities have done and done very successfully and I think it's one of the critical ingredients for success is bipartisan support. Minimal politics, meaning their administration and their county council were together on the same page and they had champions and leadership, and I think that's really going to be absolutely critical and I'm grateful because I think from both the County Council as well as the Administration we have that and we can really make this happen. So, on our short list is basically we've got a complete streets policy, I think we need to push it forward into an ordinance so that when we have future growth and development, you know, there's no scoot-around if you will. I think that's going to be really important. We...Nolly and I have both mentioned, you know, the County Subdivision Code and Zoning Code, I think that'll be great to try to realign those if you will. And I think it's going to be very important to make sure we're reaching out to all the communities, working families as I keep mentioning, physically challenged and so forth. We are starting the work on the scope for the TOD corridor study which granted it's in Wailuku and Kahului, but as far as I'm concerned that's a model for West Maui and South Maui as well. And then the really cool thing that's sort of not quite out of the bag if you will yet is there are so many multimodal things that are happening. The Central Maui Corridor Study, the TOD study, you know, all kinds of opportunities, so we are establishing a framework and it's a framework with all a variety of departments. Housing is a critical part of that, and Parks they're tied up right now, but to really catch these opportunities, integrate them, and work together. And there'll be more on that later, but, you know, kind of like a healthy communities initiative, but we're trying to create this framework to make sure that we can all kind of collaborate and actually make this happen.

MS. ARMSTRONG: Alright, thank you very much. We can take questions if you want.

. . . END PRESENTATION . . .

CHAIR SUGIMURA: Thank you for the presentations. I appreciate all the departments coming together to work on this. I wondered if Steve Welling do you have any comments that you would like to make from Public Works also?

MULTIMODAL TRANSPORTATION COMMITTEE

Council of the County of Maui

June 3, 2019

MR. WELLING: Thank you. I just wanted to say that I think this is a great initiative and really excited about it and happy to put in as much effort as I can to support it, and same goes for Rowena.

CHAIR SUGIMURA: Thank you. Thank you, Councilmember King, for being here. You came in the middle of the presentation.

COUNCILMEMBER KING: Yes, thank you for acknowledging me. I was at a medical appointment this morning.

CHAIR SUGIMURA: Oh. Thank you. So at this time, I will take questions from the Councilmembers, and I look forward to hearing how you're going to pull this all together, because there's a lot of good things happening with things that you mentioned, you know, with the Subdivision Code update, the Orion consultant, I think June 30th is when the RFP is going to be issued to do a three-and-a-half year contract. The contract will be for three-and-a-half years to update the Zoning Code which is Title 19, and it all kind of ties into this as well as the Complete Street Ordinance. So, I look forward to hearing more as to how the Council can help you as you take your next steps forward. Do you have any comments regarding that, any one of you?

UNIDENTIFIED SPEAKER: You said it all.

CHAIR SUGIMURA: I said it all?

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

CHAIR SUGIMURA: Okay. At this time I'll take from Tasha Kama, do you have any questions?

COUNCILMEMBER KAMA: Yes, thank you, Chair. So, I just wanted to know, this things don't happen overnight, right? I mean when I think about how old the state of Georgia is and how young the state of Hawaii is and where we had to go from then till today and them also but I mean the state of Georgia and wherever the other teams came from. So, what...in looking at that, what timeline are you all looking at in terms of getting your goals accomplished?

MS. ARMSTRONG: That's a great question. So, you're right this does take time, but the good news is we have kind of interim actions that we can take to help us get there. So, our action plan does identify a timeline, and we know that the Zoning Code update is beginning this summer and should take three-and-a-half years to complete, and I'm sure that Council will be engaged in that process. Regarding Subdivision Code update, I know that Public Works has some draft changes and that would be circulated to the other departments. I don't want to speak for the Department but I think that's something that could be accomplished in the next two years, does that seem right? And, you know, regarding the engagement strategies, these are things that we're currently working on through the MPO planning process, through the Planning Department community plan process, and I think having Mayor there in

MULTIMODAL TRANSPORTATION COMMITTEE

Council of the County of Maui

June 3, 2019

Atlanta really brought some focus to that effort in terms of making sure we're reaching working families, people with disabilities, and our young people. So, I would say on those fronts, it's an ongoing effort, you know, as we build up the education in our community about these strategies and, you know, supporting their implementation. Do other members want to add anything?

MS. EATON: Yeah, that's a great question. I will say one thing that's very, very different that we've never had before and that's funding. That \$600,000 to do a master plan is going to be tremendous. It's going to be tremendous in terms of having the opportunity to do resources, assessments, analysis, like what do we need to make this happen. You know really looking and getting the data, if you will, also to do some really intensive community engagement. So, just, I mean to have that come it is huge, it's a huge push. The timing of Title 19 and Title 18 is also a great, huge push, and the community plan land use designation updates I think are super supportive of exactly the goals of walkable, bikeable communities. So, that's great that we've got that now. We're already starting to do things in West Maui as we're updating the community plan, it'll be great going to South Maui and applying this, what a great community to do that, and then boom, we're into Central Maui. So, I think right now the timing of a lot of different things I think are really going to help us, that we just haven't had before.

CHAIR SUGIMURA: Thank you. Is that it? Member Kama, you're...any more questions?

COUNCILMEMBER KAMA: Yes, thank you. No.

CHAIR SUGIMURA: Thank you. I'm going to go to my Vice-Chair Riki Hokama for any questions. Sorry, I went out of order.

VICE-CHAIR HOKAMA: That was the test I guess. Thank you. Just a, maybe a few...so what you just shared with us this morning is more about future subdivisions and future projects, nothing to do with existing communities at all, is that a good understanding?

MS. ARMSTRONG: Chair?

CHAIR SUGIMURA: Yes.

MS. ARMSTRONG: Yes, that was the focus of the action plan, but I would say there are efforts the County is making when they repave existing streets to make them complete.

VICE-CHAIR HOKAMA: Okay, thank you for that. 'Cause I think the tax base is looking for something that can happen sooner or now than for some future unknown date. But saying that, I guess we have Nolly so that's great. What is the big changes in right-of-ways and minimum widths then, Nolly. I mean it looks pretty wide to me so it looks a lot wider than what we currently have for County standards.

MULTIMODAL TRANSPORTATION COMMITTEE

Council of the County of Maui

June 3, 2019

MR. YAGIN: Chair?

CHAIR SUGIMURA: Mr. Yagin?

MR. YAGIN: Yeah, thank you for that question. The big change is...well, if we look at our Code, what it really does is it promotes essentially the minimum of everything. If you look at sidewalks for instance, five foot in Single-Family, Apartment, that sort of thing, six foot in Business and all other zones. What it does, it also omits the requirement for sidewalks say in Heavy Industrial. What we hope to do is rewrite the Code so that essentially we're prescribing what is recommended out there. And if circumstances dictate the use of a minimum width, we want to make sure that we have that flexibility, but we want to push the preferred or the recommended, the healthy I guess improvements.

VICE-CHAIR HOKAMA: Yeah. So, what...so, you know, for us what is that then? We got to go what 20 feet wider? I mean what are we dealing with?

MR. YAGIN: That's something that we need to look at. It...I'm...I can't guarantee it but I'm pretty sure we're not looking at expanding our right-of-ways from say 60 feet to 100 feet. It may be that we need to give and take from the, each of the features in the right-of-way. For instance, if we look at our collector roads, it's 44 feet curb to curb, and so what that provides you is...I don't want to do math this early in the morning, but basically...

VICE-CHAIR HOKAMA: No, and again, yeah, I mean you don't have anything more specific yeah, but all I know is it looks a lot wider than what we ask for currently.

MR. YAGIN: Yeah, it...

VICE-CHAIR HOKAMA: So, I understand what you're trying to do, I'm just trying to figure out how much it's going to cost and who has to pay for it.

MR. YAGIN: Yeah, and that's something that we've got to factor into the equation too. When we did widen our sidewalks the first opposition letters that we did get were from developers and but it's worked out. It's five feet is accessible, it complies with Federal guidelines.

VICE-CHAIR HOKAMA: No, yeah.

MR. YAGIN: And...yeah.

VICE-CHAIR HOKAMA: No, I'm...

MR. YAGIN: There's some give and take here.

VICE-CHAIR HOKAMA: Yeah, they can...the developers can complain so much and, you know, we take so much of that into account, but at the end of the day once it

MULTIMODAL TRANSPORTATION COMMITTEE

Council of the County of Maui

June 3, 2019

...*(inaudible)*... and we accept it, I'm more concerned about what it means to the County's bill.

MR. YAGIN: Yeah, the maintenance portion.

VICE-CHAIR HOKAMA: Exactly.

MR. YAGIN: Yeah, and when...yeah, we hope to consider that as well.

VICE-CHAIR HOKAMA: 'Cause I find it interesting your comment about trees. What is the one biggest and things you see in subdivisions that people do? They cut the trees down that the subdivision is required to plant, right?

MR. YAGIN: Yeah.

VICE-CHAIR HOKAMA: Too much rubbish, blocking my wires, or whatever it is, right? So, I think you guys better go figure out what actually the community wants, because you guys telling us trees important but they cut down the trees.

MR. YAGIN: Yeah. Yeah, that's a really good point. I mean one of the issues with trees too is uplifting of everything around their...

VICE-CHAIR HOKAMA: The root system and everything.

MR. YAGIN: Yeah.

VICE-CHAIR HOKAMA: So, yeah, I mean we get it but no, I appreciate that because I think we really got to get our collector road system squared away. You know so --

MR. YAGIN: I agree.

VICE-CHAIR HOKAMA: --thank you for now.

MR. YAGIN: Thank you.

MS. EATON: I just want to add really quick, with existing communities, that's a great question. So, with the community plan process update obviously right now in West Maui, we are...it is a priority and we have identified and had a lot of community engagement in terms of identifying areas where there...connectivity between sidewalks is needed, bike paths are needed, and basically safe, you know, safer routes if you will. So, the reason why that's important and because there are opportunities out there now through the MPO, through HDOT, and other things to do pilot and popup projects. So, once they're identified and you sort of have them on the shelf then when it comes to funding, it's something you can easily pull and actually implement in existing communities.

CHAIR SUGIMURA: Thank you. Any other questions, Mr. Hokama?

MULTIMODAL TRANSPORTATION COMMITTEE

Council of the County of Maui

June 3, 2019

VICE-CHAIR HOKAMA: Happy to allow other Members to participate, Chair.

CHAIR SUGIMURA: Thank you. Member King?

COUNCILMEMBER KING: Thank you, Chair. So, I'm not going to...I'm trying not to repeat anything that I wasn't here for, but first of all, I was going to mention I think maybe it would be Member Lee's question is a little bit confusing with the WAI and our Water and Infrastructure Committee so that confused me at the end there. But no, my first question is throughout this conference you went to or as we're putting together these plans, I didn't see too much about climate change or sea level rise, and was that talked about at the conference as far as planning for complete streets?

MS. EATON: Yeah, that's a great question. It was talked about in terms of two aspects, one is where are you going to locate like for example bike trails, bike paths, all those sorts of things, and where road networks are, critical facilities and infrastructure, and taking into account climate change. Florida for example has been at this for a while, they have a climate adaption plan so they incorporate this. The other aspect is if you're looking at hazards and emergency management and you're looking at things such as bike paths and open space and parks, that's a great infrastructure to have with regard to flooding and so forth. And that's where the low-impact development comes in. So, rather than slapping down asphalt or cement or whatever, what other surface --

COUNCILMEMBER KING: Right.

MS. EATON: --could you put on, you know, that would take into account stormwater runoff and flooding and so forth. So, a lot of these communities--thank you for that question--have done some really cool things with regard to updating their pathways and parks looking at climate change.

COUNCILMEMBER KING: Okay. And also so that we're not investing a ton of money in an area that we may not have in 20 years even available to us. The second question I had was regarding peripheral ideas like, you know, parking, the Parking Code. You know we're increasing our Park Code to need more parking when really what we're trying to do is get cars off the road and not have so many cars on the island. So, you know, I would love to look at...be able to look at things in our Parking Code that would give, you know, like for instance the hotel is now, the Code is one parking space for every room. And if we could get exemptions in those codes for hotels that create an airport shuttle for instance, you know, get them to see the value of that. If we can...I just looked at a small apartment building for West Maui that was required to have two parking spaces per unit, and if we could do some kinds of exemptions for, you know, these developments that have...are within a certain walking distance to a bus line or something like that. You know if we can just focus on trying to get less cars accommodated, because that particular apartment building was also one that was being proposed without any Federal or State subsidy so this is somebody who could say, you know, I'm only going to rent to people who have one car instead of two cars

MULTIMODAL TRANSPORTATION COMMITTEE

Council of the County of Maui

June 3, 2019

per room. But, yeah, I just, is thinking kind of in a broader scope of how else...what other codes. And I love the fact that we have, you know, Planning and Public Works and MPO all working together on this. And I'm sure you would have had a couple of the Councilmembers on your...on this if it hadn't been smack dab in the middle of Budget Session. I'm sure...

MS. EATON: Actually, no, absolutely. I will tell you that there are a lot of really great models out there, because a lot of communities who are further along basically have reduced parking requirements when there are areas that are in close proximity to transit and dense housing. You know why add more parking spaces 'cause the point is to get cars off the road.

COUNCILMEMBER KING: Right.

MS. EATON: So yes, there's some great models out there in terms of people that are doing that and I'm hoping that we might have some of that creativity and flexibility as we update the Code.

COUNCILMEMBER KING: Okay, great. And then my last question is when you made the statement that you've already updated the community land use designations for all the communities, but aren't we doing that as we do these reviews? So, we don't want to take that ability for our communities to actually designate their land use in their own areas.

MS. EATON: Yeah, so the community plan land use designations have been updated to reflect, you know, mixes of land use and so forth but definitely to clarify. So, as for example we're getting ready to start the CPAC for West Maui, there will be charettes and workshops where the community selects the land use designation and puts it on the map.

COUNCILMEMBER KING: Okay.

MS. EATON: So, that...

COUNCILMEMBER KING: So, you're just expanding the option?

MS. EATON: Exactly.

COUNCILMEMBER KING: Okay.

MS. EATON: Yeah.

COUNCILMEMBER KING: Great. Alright, thank you. Thank you, Chair.

CHAIR SUGIMURA: Mr. Hopper?

MULTIMODAL TRANSPORTATION COMMITTEE

Council of the County of Maui

June 3, 2019

MR. HOPPER: I just wanted to add that the revised Parking Code, 19.36B in Subsection 110 does provide for parking modification reduction or deferral for existing parking requirement. So, if that's something that's of interest you could look at that and consider expanding that or modifying that, but that does allow the Director to reduce the required parking stalls in certain cases if they're met. So, that may be something that...it seemed to be discussed and may be of interest if...on this topic.

COUNCILMEMBER KING: Okay, great. Thank you, Mr. Hopper.

CHAIR SUGIMURA: Could you give us the Code again, Code number?

MR. HOPPER: Oh, it's 19.36B.110. One of the justifications is some employees commute via carpooling or vanpooling, and the employer provides transit passes to some employees is one of the factors to consider. So, I think that was part of the discussion and may be of interest to the Council.

COUNCILMEMBER KING: Yeah, that's excellent. Thank you.

CHAIR SUGIMURA: Thank you, Mr. Hopper. Ms. Paltin, do you have any questions?

COUNCILMEMBER PALTIN: Thank you, Chair. My question was is if you folks in collaborating with the other folks there, ran into people who had trouble with historic districts, with not being able to widen to this area and maybe like if one-way streets and things like that were discussed?

CHAIR SUGIMURA: Mr. Yagin, it sounds like your question.

MR. YAGIN: I was kind of trying to hide there. But well the beltline I believe did go through some neighborhoods where there was some processes like condemnation, purchasing of properties, that sort of thing. And so, yeah, that was one example. As far as converting of things like one-way streets, that hasn't...that didn't come to my attention at the conference, but it is something that we look at when we look at our existing streets. I guess interestingly enough you bring up the historic district. So, Lahaina to accommodate these, we're working with really narrow right-of-ways, right-of-ways that are pretty much more narrow than a lot of the other towns. And so, we're actually going to look at the possibility of how do we accommodate those uses in those narrow right-of-ways. One-way streets may be something that needs to be looked at, narrowing the travel lanes may be something that needs to be looked at, but it's something that we're looking at. I hope that helps.

COUNCILMEMBER PALTIN: And then when you mention curb, gutter, sidewalks, I'm not sure what is the difference between a curb and a sidewalk.

MR. YAGIN: Well, okay, so the way our Code is structured, when you put in a sidewalk in an urban area, you're required to have curb and gutter. So, if you look outside basically there's a curb face and a connected gutter. And so, what we want to do is rewrite the Code so that you can put those elements separately. The way the Code is written right

MULTIMODAL TRANSPORTATION COMMITTEE

Council of the County of Maui

June 3, 2019

now, it's basically you have it all. Some areas may actually not need the gutter and that takes away from the travel lane. Some areas may not need curb and the gutter, and you just need the sidewalk. And with the narrow right-of-ways we have we do want to make sure that the design is flexible enough that we can be practical and not have to just...yeah, to be flexible and practical.

COUNCILMEMBER PALTIN: And then if, you know, like how a lot of 201Hs aren't required to do maybe curb, gutter, sidewalks, would the County...are you guys suggesting the County step up and fill that gap?

MR. YAGIN: I actually...see the...when a development exempts or tries to get an exemption from sidewalk, what happens next...in the past what happens next is that the residents there eventually request a sidewalk, and the County has that role of trying to not only pay for it at a much higher cost but really trying to shoehorn it into that area and it costs a lot at that point. So, maybe there's a middle ground. Maybe the sidewalks can come in and the County can come in when it has future plans to do all the rest of the improvements. I know affordable housing is important and there needs to be a compromise. So, yeah, if the County needs to step in eventually or plan a way of coming in with their own improvements to support housing, that's a...I think we need to have those discussions now.

COUNCILMEMBER PALTIN: Thank you.

CHAIR SUGIMURA: Thank you. Ms. Lee?

COUNCILMEMBER LEE: Thank you, Madam Chair. Thank you for the presentation everyone. I too have concerns about the cost of implementation of some of these plans and enforcement. Our priority, the Council's priority, top priority is affordable housing, and so we wouldn't want to create sort of unfunded mandates on housing projects that are seriously needed at this time. So, if you do create these requirements on new developments then you'll probably have to accept the fact that the County is going to pay, you know, the County is going to have to subsidize these improvements in order for us to have affordable housing. Because as you know there are thousands of units that we approved over time that are residing in the graveyard of affordable houses mainly because the Council and other people in the departments imposed such daunting requirements on these projects that many of them could not move forward, and that's what happened. And so, you know, we have to be careful about how we add to our Code and how we add more requirements that may be extremely costly. See 'cause as a prior Housing Director, I had to deal with some very enthusiastic planners in the past and I certainly appreciate their role, but I was advocating at one time for a senior housing project in Kihei and we were trying to move this forward and I was before the Planning Commission and the planner there said oh, we want to add a condition to this project. Okay. What is it? And they said to finish the North-South Collector Road. See, so these things come up so I'm not making this up. These kinds of requirements are seriously tried, you know, people seriously try to add it to a project when number one, there's often...not oftentimes but sometimes there's no rational nexus. Two, you were to impose that on a project that

MULTIMODAL TRANSPORTATION COMMITTEE

Council of the County of Maui

June 3, 2019

whereby the seniors hardly drive so their impact is fairly minimal. And then the thing is you're trying to finish the North-South Collector Road because there's no other project that's going to do it. So, you know, these things do come up and affect housing projects that are not only for the general public but for senior citizens. So, these are the kinds of issues that I worry about, and I'm hoping that as you come up with your ideas to change the Code, to include, you know, some of these ideas, 'cause as you think about the reality of cost and the reality of rational nexus, and the reality that developers don't get together and say we're going to build in a contiguous fashion. It's all over the place, it's all...it's about private developers will build on their land, they're not going to build on somebody else's land, right? So, therefore there is no really rhyme or reason where development occurs sometimes, because this is done by private enterprise and they only build where they have property. So, the County has to perhaps initiate a master plan that involves some direct involvement from a new developer but also impact fees so that you can collect funding regionally and not just from that particular street or that particular district but regionally. So, those are the kinds of ideas that the Council would really appreciate, because we have to end up figuring out how to pay for all these ideas no matter how wonderful they may be. So, I just thought I'd share some thoughts with you and because we just finished the Budget and believe me it's not that easy. Thank you.

CHAIR SUGIMURA: Ms. Loor?

MS. LOOR: Thank you. Thank you, Councilmember Lee. I think when it comes to some of these...our...the ideas 'cause this is definitely not the first time that a lot of these ideas or concepts have come forward and they all kind of seem sort of up in the air, like where's the grounding factor, where's the reality of how much money they're going to cost or where...whose pockets it's going to come from. But I think the other side to that coin is that Hawaii as a State spends \$470 million on obesity per year, and we can look up how much maybe our County pays in obesity costs every year in medical costs. So, I think it's figuring out where the return on our investment would be. If we're investing now in some of these projects or in, you know, policy and codes that are going to lower that cost for the future, because the more obesity increases, the more diabetes increases, the more dialysis centers we will have. The money will be going to other places is what I'm trying to say. So, I think that we definitely need to have those discussions to figure out really where that money is going to benefit in the future, and it's hard when they're projections but they are projections that are found in fact, found in data. For our State right now, our rate of obesity amongst adults as of 2016, sorry I don't have data for this year but is 23.8 percent and for Maui County it is 24.3. And our teen obesity rate is 16.1. And amongst our indigenous, the adult populations the rate of obesity is 35 percent. So, I think that the other side of that coin is to just know that with these projects that's the really reason why a lot of us collaborate and come together is because we're seeing these numbers and seeing how much healthcare is going to cost. And if we can try to develop ways where that's not going to be 'cause as we know everything just increases with every year, right? Money, everything just goes up, rent, housing, food, so trying to figure out ways where maybe that won't be the case. But I think it's really figuring out okay, where can we get a concrete number of what we would see kind of coming back for our investment.

MULTIMODAL TRANSPORTATION COMMITTEE

Council of the County of Maui

June 3, 2019

CHAIR SUGIMURA: Thank you, Ms. Loor. Ms. Lee?

COUNCILMEMBER LEE: Thank you. I appreciate your comments. And yes, of course what you're saying is of major concern, but the reality is we have many, many competing issues, yeah, affordable...I mean you might have obesity, but where are you going to live? I mean, you know, there...lots of competition. Drugs, substance abuse, homelessness, there are many issues, so that's the reason why I implore you to come up with a realistic, you know, financial plan. But luckily for me my Committee is Water and Infrastructure. The Healthy Communities is with this guy, Councilmember Hokama, so, you know, we...most of us we're concerned with everything, but we're also kind of focused on our particular area. And Mr. Hokama has...is the guy that's going to solve your problem with regard to healthy communities. Thank you.

CHAIR SUGIMURA: Thank you, Ms. Lee.

MS. ARMSTRONG: Chair?

CHAIR SUGIMURA: Mister...oh.

MS. ARMSTRONG: Oh, could I make --

CHAIR SUGIMURA: Yes, Laurie.

MS. ARMSTRONG: --one more comment on that?

CHAIR SUGIMURA: Yes.

MS. ARMSTRONG: Thank you, Councilmember, for your excellent points about the need for a master plan and an impact fee study update, so I want to thank Council for providing funding to update the Planning Department's study that was done maybe five years ago. And I also wanted to mention that Maui MPO is updating our Long-Range Transportation Plan right now and that's gone through a technical process. It's gone through extensive public review, and so that actually identifies projects in a prioritization that would be part of this regional funding need. And so, that could...I think that these pieces together can help us get some clarity about how to really coordinate public and private investment so that we're as a County and using our Federal money helping to enable affordable housing and making sure that it's healthy and safe for residents.

CHAIR SUGIMURA: Thank you. Ms. Lee?

COUNCILMEMBER LEE: Thank you for that response. You may want to also consider because we are struggling with the issue of affordable housing, because it's so costly these days and it's really hard for any developer to try and cover all the costs involved. So, in your review and analysis going forward of, not only of communities but you may want to look at existing projects that are being planned or being...the early stages of

MULTIMODAL TRANSPORTATION COMMITTEE

Council of the County of Maui

June 3, 2019

construction. Because, you know, rather than reinvent the wheel, you already have communities coming up, how do you help improve them? You know like for instance, we have this Wailuku Country Town project in Waikapu, it's a huge project, Atherton's project. I'm personally looking at...I mean the Council may not like the idea but at some point I hope they change their minds and our hope...and are helpful in figuring out a way to help the developer provide the Waikapu Bypass as an example. How can we help move this project forward which has a lot of tremendous components including affordable housing, but it might be struggling to move forward because it can't provide that bypass? So, if that's the case what can we do, you know? Can we help him create a community facilities district whereby, you know, the new people in the project would pay for it over time? And so, it's those kinds of things that we...whatever kind of funding mechanisms are out there or how can we partner with private industry? How can we partner with projects that are trying to come forward, trying to move forward but can't for one reason or another? So, if you, you know, look...help us look at that, 'cause we're trying to look at everything globally too, you know, we're trying to take as much into consideration as possible. So, as you do your studies if you could do that too, it would be helpful to us. Thank you.

MS. EATON: You brought up something that I think could be a huge solution and that is community facilities districts. On Oahu, I mean granted it's Oahu and it's the rail but nonetheless the way they're dealing with transit for...transit-oriented development and locating income...low-income housing and workforce housing along the rail are, is using community facility districts as well as tax increment financing. And then the other thing is public-private partnerships. So, just like you're saying those are new and innovative...new to Hawaii solutions that you can't just tap a Council budget so that there's just...there's no other way that people are able to do this other than to do this sort of innovative combination of financing and revenue stream.

COUNCILMEMBER LEE: Thank you. We...this is not a new idea. I had proposed that 27 years ago and it passed in the last few years so progress is happening here. Yeah, I believe our Council is very aware of the various types of funding mechanisms, and, you know, we are, we're trying to leverage wherever and however we can County funds. Thank you.

CHAIR SUGIMURA: Thank you. So, before I take Mr. Sinenci, just so the Committee knows that one of my Committee meetings in the future, I will have is exactly this, to just talk about different funding opportunities including CFD tax abatement, and we'll add private partnerships but if you could be ready for that one. Mr. Sinenci?

COUNCILMEMBER SINENCI: Thank you, Chair. And thank you, panel, for that presentation. It sounds like it was a nice trip to Atlanta. I've never been there before. But I too when I get to travel, you know, we get to visit different places around the country and you see different areas like the main streets, the downtowns, the uptowns, the old towns, the coastal communities. And so...and also the suburban sprawl as well too, right, where you just see massive food, fast food establishments on a long street so I can understand you guys as planners. I too believe that the built environment can promote health and can promote identity. I think for me sometimes

MULTIMODAL TRANSPORTATION COMMITTEE

Council of the County of Maui

June 3, 2019

when you look at our community, we're at that cusp where we need...if we're going to be putting in some infrastructure, let's...and this might be missing in your guys' presentation is the identity. You know we get Upcountry, we get...well for us in Hana, rural communities, we have coastal communities. So, I think when you think about developing these complete streets that you look at the, our uniqueness throughout the island. And it might be that, you know, certain civic projects might include all of these things that you said today. My question was...and I might have asked this question before, can you build residential units in Light Industrial areas? For our planners.

CHAIR SUGIMURA: Pam? Pam Eaton, sounds like your question.

COUNCILMEMBER SINENCI: Like affordable units within...it just seems that we have a lot of Light Industrial areas...

MS. EATON: Right now you can build apartments according to --

COUNCILMEMBER SINENCI: You can build apartments.

MS. EATON: --Corp. Counsel here. Yes. It's in the Code.

COUNCILMEMBER SINENCI: It's in the Code.

CHAIR SUGIMURA: Mr. Hopper?

MR. HOPPER: It's in our County Code. It's one of the listed permitted uses, apartment units are a permitted use in the zoning for M-1 --

COUNCILMEMBER SINENCI: In Light Industrial?

MR. HOPPER: --Light Industrial.

COUNCILMEMBER SINENCI: Yes.

MR. HOPPER: For Light Industrial, yes.

COUNCILMEMBER SINENCI: Right. And I'm just thinking about that idea, because when you talk about, you know, increased density, walkability to shops, to stores, parking, less parking, you know, so these are the places if we're not going to promote more traffic throughout...across the island then maybe we should be looking at putting those densities within already the mixed-use areas. And I think if you, you know, that idea might include a lot of your...the things that you guys learned during this project. I support the transit corridor, I think that's a great project. It has all of our different public services along that corridor so I think that'll be a challenge, but I think you guys are a great team, you guys could come up with a great design that reinforces the transit corridor and supports all of our public services throughout that corridor. So, mahalo for your presentation. Thank you.

MULTIMODAL TRANSPORTATION COMMITTEE

Council of the County of Maui

June 3, 2019

CHAIR SUGIMURA: Thank you, Mr. Sinenci. Mr. Hopper, I see you're searching our Maui County Code, do you want to make any more statements?

MR. HOPPER: Oh, just the citation is Chapter 19.24, it's the M-1 Light Industrial District and apartment houses are a listed use. And I believe in Heavy Industrial it may be allowed also 'cause it's...yes, 'cause it incorporates the uses from M-1 Light Industrial. So, yes, Light and Heavy Industrial allow apartment houses but I do not believe allow single-family homes or anything other than apartment houses.

CHAIR SUGIMURA: Thank you.

COUNCILMEMBER SINENCI: Thank you, Mr. Hopper.

CHAIR SUGIMURA: Thank you, Mr. Hopper. Mister...are you done, Mr. Sinenci?

COUNCILMEMBER SINENCI: Yeah.

CHAIR SUGIMURA: Any more questions?

COUNCILMEMBER SINENCI: Thank you.

CHAIR SUGIMURA: Thank you. Members, any more questions? Ms. King?

COUNCILMEMBER KING: Thank you, Chair. I just wanted to point out on the...in the community plan for Kihei-Makena area, it does designate that Light Industrial must be mostly Light Industrial so the community has...I mean and this is obviously a 20-year-old plan so it's yet to be updated. But the community has, you know, kind of put its stamp on what it wants to see within that zoning district that, you know, yes, there's some mixed use allowed but it should be mostly which they're saying is 51 percent. The last comment I wanted to make was on the Wailuku-Kahului corridor that do we foresee and I don't know if you, you know, it would be nice to have Transportation here but increasing that, maybe the bus routes along those routes to get people back and forth quickly? And for some reason, I don't know if this is...I guess this is a Public Works issue but you go one direction and you can catch every green light, you go the other way and you catch every red light so what's up with the timing of those lights? But, you know, that always struck me as really odd and I don't know if it's fixable or if that's just the way it has to be, but...

CHAIR SUGIMURA: Sounds like a State DOT --

MS. ARMSTRONG: Yeah, so yeah --

CHAIR SUGIMURA: --concern.

MS. ARMSTRONG: --that is the...and what they've commented in the past is that if a pedestrian hits the walk signal that can throw off the timing. So, you know, in the

MULTIMODAL TRANSPORTATION COMMITTEE

Council of the County of Maui

June 3, 2019

spirit of promoting walkability, there is some compromise that has to be made for vehicular movement --

COUNCILMEMBER KING: Oh I know that --

MS. ARMSTRONG: --in that case but...

COUNCILMEMBER KING: --but I mean it just seems like it's, it just seems like it happens with more regularity than seeing pedestrians. But I would like to see that corridor. You know even for those of us who work in one area and need to go to the other side, be able to just take the bus back and forth if there were more frequent routes along that line.

MS. ARMSTRONG: Yeah, and part of the transit corridor study is to look at the demands from the different, you know, activity nodes, one being the new Vevau Street transit hub --

COUNCILMEMBER KING: Right.

MS. ARMSTRONG: --and all of the new housing going up there. But then also our civic seat here in Wailuku. And also to look at the uses along that Kaahumanu Avenue that Pam mentioned we have a major college, we have health centers, we have housing. And so, really finding the ideal location for bus stops along the route and which mode would be best. There's a variety of transit options that could be appropriate. Bus rapid transit has been used in some communities, and that would be, you know, still using buses so it's not a rail but really having that anchor, the land uses around it. So, knowing that that's a really convenient bus service with fixed stations, good amenities, something that you can plan for and that really helps with the private investment as well.

COUNCILMEMBER KING: Yeah, thank you for that. And also to look at express service so that you can get on your lunch hour, you know, down to Kahului and back before, you know, within a certain period of time so you're not, you know, spending half an hour getting there by stopping everywhere along the route. I know a lot of communities have those express routes so that it makes it more convenient for people who are just commuting short ways. So anyway, thank you for that and I'm really glad...the transit corridor funding that we got from the State which I'm really thrilled about that we're actually in a partnership with the State on this, but at what point did they...was that a requirement for us to put the 100,000? I just I remember testifying on it often and I don't remember seeing that share requirement in there so I was wondering when it came up.

CHAIR SUGIMURA: So, I can answer that.

COUNCILMEMBER KING: Okay.

MULTIMODAL TRANSPORTATION COMMITTEE

Council of the County of Maui

June 3, 2019

CHAIR SUGIMURA: So, the State thanks to...we're very fortunate because the Maui Legislators are on the Finance and Ways and Means so during that discussion it came out to have some kind of partnership with this so it's not only the State putting in money. So, kind of at the last minute they put in 500,000 into the budget and had the 100,000 from the County as a match and that kind of I think pushed everything forward --

COUNCILMEMBER KING: Okay.

CHAIR SUGIMURA: --showing our commitment that we do want to have this TOD funding. So, thanks to Kyle Yamashita and Senator Gil Agaran for fighting for us. And I want to commend 'cause day before Legislature there was a presentation done by Pam, Lauren, Marc Takamori was there, Nolly was there. Who am I missing? Was Lauren there?

UNIDENTIFIED SPEAKER: Dave Yamashita.

CHAIR SUGIMURA: Oh, Dave Yamashita. We got...Dave Yamashita is not here today. Yeah, that was a great presentation as we actually competed I would say before Kauai and Big Island for some additional funding of which Gil Agaran had put that particular workshop together to hear the presentation from us and then he fought for us to get the funding that we did.

COUNCILMEMBER KING: Okay. Well, I appreciate everything everybody did to get that State funding, and if we are looking at that in the future, you know, as far as HSAC and our Maui County legislative packages, we need to...we're going to try to get that done early this year so we can be advocating for those things. Because, you know, as Chair, all the testimony I gave on those kinds of issues had to be just individually because they weren't part of the package and it would be great if we can, you know, quantify those all together next time. Thank you.

CHAIR SUGIMURA: Yeah, thank you. Mr. Hokama, did you have another comment?

VICE-CHAIR HOKAMA: I was going to ask you if you had some type of thoughts or recommendations? 'Cause I think you have an opportunity right now to move us forward with some direction. It's good to have money, we need one plan if we're going to spend the money, so I think coming up with something short term is, would be valid. We've got great opportunities. We've got the Tropical Plantation zoning, we've got the ability of Kamehameha Avenue expansion, we've got Waiale Road consideration. Regional planning can start right now, Chair, there's no need to wait for anything. We've got a lot of pieces that should be part of a greater regional parameter frame of seeing what we want to do and now is the right time. So, I would say if I...I would ask you to move something forward, because I rather us stop talking about it and start doing something about it.

CHAIR SUGIMURA: Perfect. Thank you. So, what I'm going to be doing with this item of course is defer it today 'cause there's more to be discussed. And in subsequent

MULTIMODAL TRANSPORTATION COMMITTEE

Council of the County of Maui

June 3, 2019

meetings, I...we're going to get an update. I think what we're getting at and what I hear Member Hokama talking about is there's so many studies out there and how do we pull it all together as well as looking at what is existing. And I'll look towards you from Planning and multimodal...this Walkability Initiative to pull this together and if we could have like a future presentation to dig into the weeds so to speak and to see where we are today without only talking about the future. I think that's what we're hearing Mr. Hokama talk about. I do want to have a meeting just to talk about the, as Ms. Lee talked about the funding opportunities that are out there as a County which was the community facilities district as well as the tax incremental financing and public-private partnerships. And then to look at what is existing and I think it's Mr. Yagin who would know. I see Rowena Dagdag in the audience there also and she probably has a lot input in terms of what currently is happening, but I think that's a subsequent meeting and what I hear the Committee talking about. So, besides having the big job of pulling together all these various studies, one of the terminologies I heard you say and I want to hear more about it is Healthy Communities Initiative. And I think that sounds like you all use it in a way that Mr. Hokama is in terms of an umbrella of these different studies that are happening in the...studies in the future but also to pull in what is going on today with your work. So, if I could ask you to come back and talk to us on that. Yes, do you have any comments?

MS. EATON: Yeah, that'd be perfect because three people who are missing today who have been an integral part of this, one is Marc Takamori, Department of Transportation. He is on...actually out the country, but he was a critical part and he was also part of that legislative briefing. Also, Dave Yamashita from Parks and Linda Munsell from Housing, and they are all heavily incorporated into the Healthy Communities Initiative.

CHAIR SUGIMURA: Thank you. So, I hope when we present again if you could look at it from today and then the future, 'cause I know this is all huge studies happening simultaneously. So, I appreciate that. Members, any more questions? Seeing none, at this time I am going to defer this item

COUNCILMEMBERS VOICED NO OBJECTIONS.

ACTION: DEFER pending further discussion.

MULTIMODAL TRANSPORTATION COMMITTEE

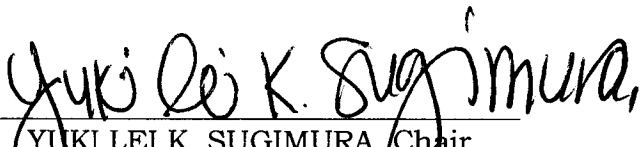
Council of the County of Maui

June 3, 2019

CHAIR SUGIMURA: Thank you. And adjourn this meeting. . . . (gavel) . . .

ADJOURN: 10:36 a.m.

APPROVED BY:



YUKI LEI K. SUGIMURA, Chair
Multimodal Transportation Committee

mt:min:190603:ds

Transcribed by: Daniel Schoenbeck

MULTIMODAL TRANSPORTATION COMMITTEE

Council of the County of Maui

June 3, 2019

CERTIFICATE

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

DATED the 7th day of June, 2019, in Kula, Hawaii

A handwritten signature in cursive script, reading "Daniel Schoenbeck", is written over a horizontal line.

Daniel Schoenbeck