#### PROMOTING COMMUNITY HEALTH THROUGH THE BUILT ENVIRONMENT

February 20, 2019

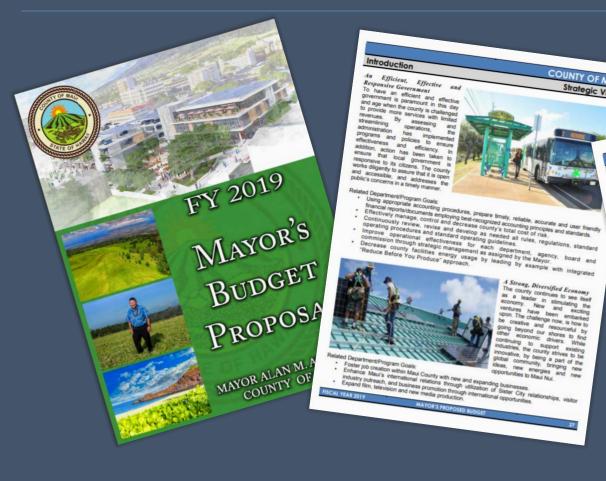
Rowena M. Dagdag-Andaya Deputy Director of Public Works County of Maui

#### Built Environment





### COUNTYWIDE OUTCOMES



COUNTY OF MAU Strategic Vision Introduction Performent/Program Goalds: Tomology produce the highest W goald watch the needs of the uniterial state and federal water quality standards in all quartery to make the needs of the uniterial. To ensure that our outschools frammation at processing infrastructure in an excert to ensure that our outschools receive the maximum useful life from their facility of the maximum outschools receive the maximum useful life from their facility air, land and water through and sustainable sustainable waste nent. Facilities meet subre needs. Umely maintenance of facilities and equipment for long-term efficiency. Island Plan and the community plans. implementation A Strong, Diversified Economy Provide sinely measurements in the second sec and man and one community pane. neourage, develop and support the next generation of farmers. The county continues to see itself as a leader in stimulating the next generation of farmers. Protect the safety of the public and the environment through the collection, processing, and dipod and abandoned verticles, white goods, scrap metals, and related materials throughout the county New and exciting ventures have been embarked upon. The challenge now, is how to or treative and resourceful by bing beyond our shores to find ther economic drivers. While to support existing the county strives to be ovative, by being a part of the ovative, by being a part of the bal community, bringing new eas, new energies and new howfurthing to March 19 NAYOR'S PROPOSE 18CAL YEAR 2019 MAYOR 3 PROPOSED NUDGET



## COUNTYWIDE OUTCOMES

The Department of Public Works supports the following countywide outcome(s):

- An Efficient, Effective and Responsive Government
- A Strong Diversified Economy
- Suitable Public Infrastructure
- A Prepared, Safe and Livable County
- A Healthy and Sustainable Community

# COMPLETE STREETS ON MAUI

#### VISION

The County of Maui envisions a safe transportation system that is sensitive to community identity and accommodates efficient access and mobility for all users including pedestrians, bicyclists, transit users, motorists, and persons of all ages and ability.

We envision a county where residents and visitors have access to a variety of transportation options and be able to live in safe and healthy communities.



County of Maui treet Design Manual

County of Maui Department of Public Works Street Design Manual December 2018

## BENEFITS

- Increase safety
- Improved personal health
- Improved transportation choices
- Ability for kupuna to live independently
- Ability for keiki to walk independently
- Improved access for people with disabilities
- Reduced per capita health and transportation costs
- Strengthened neighborhoods through enhanced socialization

Benefits of a Complete Streets Approach In the past, streets have been designed for primarily one user: the automobile driver. With such in the puss, streets have been designed for primarily one user, the automotion onver, with such an approach, common complaints and concerns received from other users such as pedestrians and approach common complaints and concerns received from other users such as pedestrians and approach common complaints and concerns received from other users such as pedestrians and approach common complaints and concerns received from other users such as pedestrians and approach common complaints and concerns received from other users such as pedestrians and approach common complaints and concerns received from other users such as pedestrians and approach common complaints and concerns received from other users such as pedestrians and approach common complaints and concerns received from other users such as pedestrians and approach common complaints and concerns received from other users such as pedestrians and approach common complaints and concerns received from other users such as pedestrians and approach common complaints and concerns received from other users such as pedestrians and approach common complaints and concerns received from other users such as pedestrians and approach common complaints and concerns received from other users such as pedestrians and approach common complaints and concerns received from other users such as pedestrians and approach common complaints and concerns received from other users such as pedestrians and approach common complaints and concerns received from other users such as pedestrians and approach common complaints and concerns received from other users such as pedestrians and approach common complaints and concerns received from other users such as pedestrians and approach common complaints and concerns received from other users are approach as a pedestrians and approach common complaints and concerns received from other users are approach as a pedestrians and approach as a pedestrians and approach approach as a pedestrians and approach approach as a pedestrians an approach, contrato complating and concerns received iron other users such as pedestrial and bicyclists, are that streets feel unsafe or uninviting. Complete Streets takes a different and unigrates, are that breats new unsare or uninverse. Compare outers takes a universe approach, emphasizing that streets are an important element of our public realm, and that attends are to assume the outer should be designed for all uneverse and models includes and the approach, emphasizing that streets are an imponant element or our public realm, and that streets are for everyone. Streets should be designed for all users and modes, including autos, streets are for everyone. success are not everyone. Success should be designed in all users and modes, including autos, freight, emergency and service vehicles, transit, bicyclists and pedestrians. The many benefits of complete streets have been demonstrated, and include the following: Increased safety for an users, Improved personal health by encouraging "active" transportation, such as walking and Improved transportation choice for all segments of the population, especially keiki and Ability for kupuna to live independently even when driving is no longer an option. Ability for keiki to walk independently to school and safely explore their neighborhoods. Reduced per capita transportation costs. Strengthened neighborhoods through enhanced socialization. Vitalized town centers and commercial districts. Reduced public health costs through reductions in disease. Reduced long-term public capital costs through reductions in expensive widening projects. Enhanced environmental quality through alternative storm water management and Support of community history, culture and character. A complete streets approach does not require or mandate that people change their modes of A complete strets approach uses not require or manually take people change men mouses or transportation. Rather, it offers transportation choices for everyone, and increases access for Complete streets is not a "one-size fits all" or "cookie cutter" approach. Rather, streets are designed for their environmental, cultural, and historic context. Complete streets support and

enhance local community character. (See Chapter 8 for the Community Involvement process.)

# CHALLENGES



- Retrofitting old infrastructure takes time and money
- Conflicting priorities
- Paradigm shift for an autocentric society
- Outdated Design Standards
- Support for staff

## CRUCIAL STEPS

- Share the vision
- Create Partnerships
- Build Capacity
- Improve the Process
- Change the culture
- Implement goals, objectives, and policies







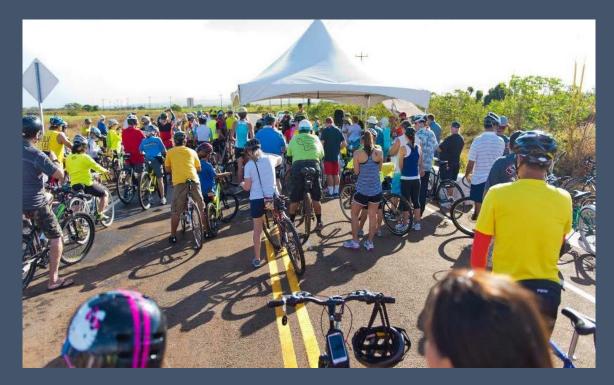








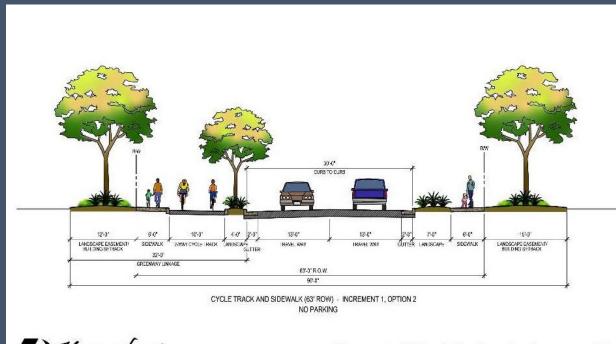






#### KAMALANI COMMUNITY IN KIHEI







Conceptual Road Section A - Increment 1

January 4, 2016





## MAUI LANI ROUNDABOUT



Roundabout Proposed at Maui Lani Parkway

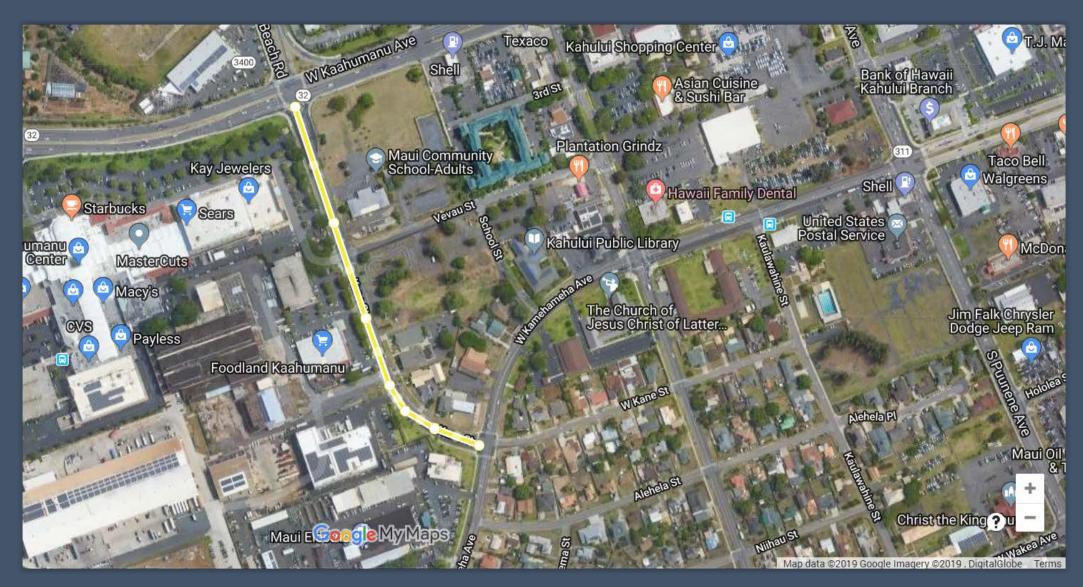


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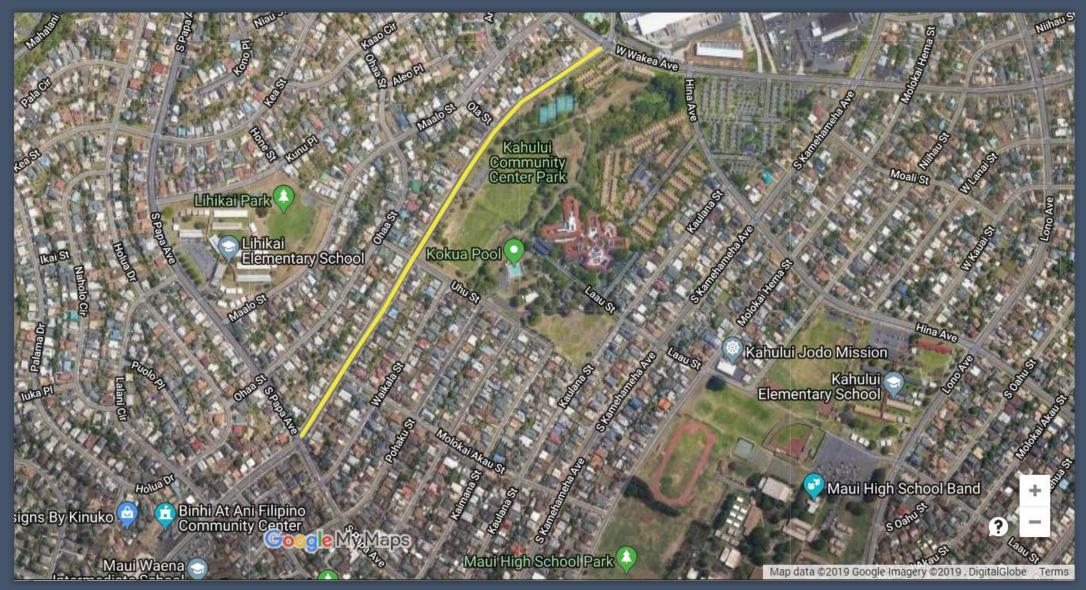


#### KANE STREET COMPLETE STREETS MAKEOVER





#### ONEHEE STREET RECONSTRUCTION

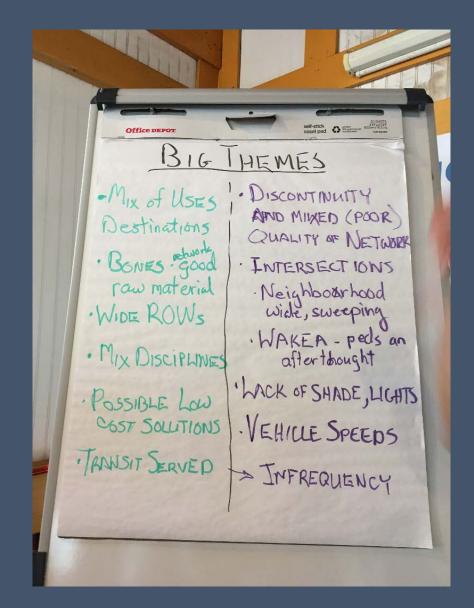






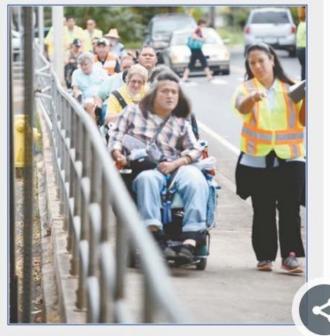






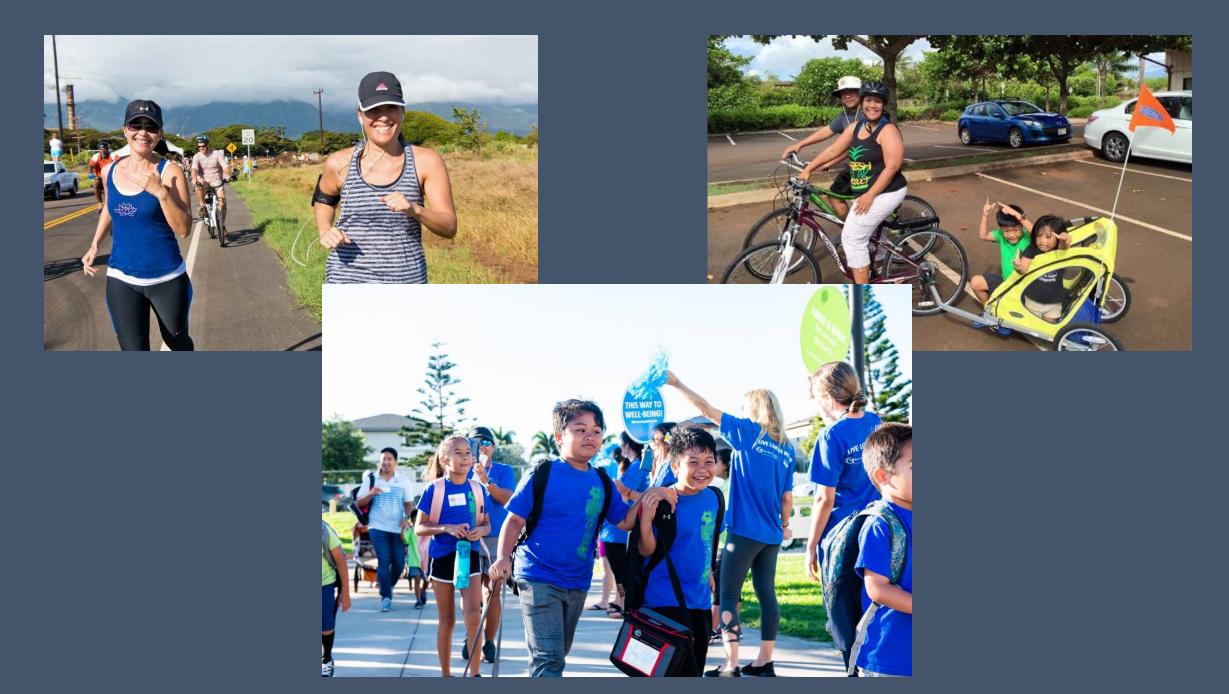
SECOND PHOTO: Oliver Caberto (left) and Public Works Deputy Director Rowena Dagdag-Andaya lead the way along High Street. Dagdag-Andaya said that the narrow sidewalk along High Street and turn on to Wells Street were among the more challenging areas on the tour. "We're getting a feel for what it is like to go around town in a scooter, to see what we can change," Dagdag-Andaya said while navigating the North Market Street sidewalk near Iao Theater.

#### **Article Photos**









# For more information

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