



## **MANOA NEIGHBORHOOD BOARD NO. 7**

c/o NEIGHBORHOOD COMMISSION • 530 SOUTH KING STREET ROOM 406 • HONOLULU, HAWAII, 96813  
PHONE (808) 527-5749 • FAX (808) 527-5760 • INTERNET: <http://www.honolulu.gov>

### **MINUTES OF REGULAR MEETING WEDNESDAY, FEBRUARY 7, 2007 NOELANI ELEMENTARY SCHOOL CAFETERIA**

**CALL TO ORDER:** Chair Nishioka called the meeting to order at 7:05 p.m. with nine members present.

**MEMBERS PRESENT:** Gary Andersen, Hank Chapin, Dwight Jackson, Tom Heinrich (appointed at meeting), Paul Holtrop, Jim Harwood, Brandon Mitsuda, George Nakano, Nadine Nishioka, Chuck Pearson (two vacancies/quorum is nine members).

**MEMBERS ABSENT:** Brian Kessler, Salvatore Lanzilotti, Rose Niimoto, Chris Niemzyck, Milton Ragsdale, and Taylor Rock.

**GUESTS:** Mike Wilcox (SORT); Hubert Minn (Mayor's Representative); Councilmember Ann Kobayashi, Lt. Ahlo, Sgt. Numasaki, Captain Kilantang, Det. Enoka, and Officer Hendricks (Honolulu Police Department); Captain Clyde Shimabukuro (Honolulu Fire Department); Bob Farrell and Ivonne Cardenas (Makakilo.com); Randy Leong, Dennis Callan, and Panos Prevedouros (honolulutraffic.com); Jim Manke (UH Manoa); Manoa Chancellor Denise Konan (UH Manoa); Anthony Len; Pat Lee (Consultants for Honolulu Alternative Mass Transit); Bryan Mick (Neighborhood Commission Office staff).

#### **PUBLIC SAFETY INPUT:**

**HONOLULU FIRE DEPARTMENT (HFD)** –Captain Shimabukuro reported that for the month of January there were three minor structure fires, 25 medical emergencies, and four miscellaneous calls.

**Fire tip of the month:** Every home should have a working smoke detector installed near each sleeping area and on every level. Since cooking vapors and steam can set off a smoke detector, the detector should be located away from the kitchen or bathroom. Wall-mounted detectors should be positioned 4 to 12 inches below the ceiling and away from air vents.

Questions, answers, and comments:

Mitsuda commented that a neighbor of his wanted to know that when HFD is responding to a call, do they always turn their sirens on or only for certain types of calls. Captain Shimabukuro explained that the policy is to always have the siren on when responding to a call, but sometimes the fire engine will try and be courteous if they are on a late night call by holding off activating their siren until they encounter traffic.

**HONOLULU POLICE DEPARTMENT (HPD)** –Lt. Ahlo introduced Sgt. Numasaki, Captain Kilantang, Det. Enoka, and Officer Hendricks; and distributed a handout of monthly statistics for January as well as a brochure on the revised child booster seat law. For the month of January, Beat 750 (upper Manoa Ewa) saw burglaries (+2), thefts (+7), and unauthorized entry into motor vehicles (UEMV) (+1) increase, while Beat 751 (Upper Manoa Diamond Head) saw burglaries remain constant while thefts (-5) and UEMV's (-1) decreased, and Beat 752 (lower Manoa) saw burglaries remain constant, thefts decrease (-3), and a rise in UEMVs (+9). Lt. Ahlo mentioned that there was a handout attached to the back of the reports detailing how residents can help combat drug use in their communities, especially the presence of clandestine drug laboratories (clan labs). He also encourages people to take the booster seat law pamphlets.

Questions, answers, and comments:

- 1) Andersen inquired about a news report he saw that said there was now candy flavored meth being sold on the streets. He also wanted to know HPD's stance on the proposed bill to have the State post online the names of people convicted of selling drugs to children. Lt. Ahlo responded he would have to check on both those items and report back to the Board.
- 2) Mitsuda asked who was paying the Police officer who is directing traffic in front of Punahou School in the morning. Pearson explained that a joint meeting between Councilperson Kobayashi, Representative Caldwell, and the President of Punahou School resulted in the School agreeing to hire an officer to assist in the morning commute. Mitsuda commented that it really helps the traffic situation, and wanted to thank everyone for their efforts.
- 3) Nakano asked about the basic guidelines sections of the booster seat law pamphlet. He reads it as saying that the shoulder belt should not cross a child's face or neck, nor be placed behind a child's back or under their arm. He wondered where exactly should the belt go, as it seems all the usual places have been eliminated. The booster seat law raised the age limit from 4 to 9, with a height expectation for any child over 4'9." Nakano asked about where the belt should go. Lt. Ahlo explained that it should go across the chest without going underneath the arm.
- 4) The Chair asked if there were any statistics for how many UH students get ticketed or towed from Manoa Valley. Lt. Ahlo responded he would have to see if they have that type of breakdown. The Chair inquired if vehicles get towed 24 hours after they receive a citation. Lt. Ahlo replied that was the proper procedure

**FILLING IN OF BOARD VACANCY IN SUBDISTRICTS II AND IV** – The Chair asked if there were any residents from subdistricts II or IV who wished to serve on the Board for the remainder of the term which ends May 30, 2007. Resident Tom Heinrich announced he was interested in filling the vacancy in Subdistrict IV. He added that he was a former Manoa Board member who resigned when he was appointed to finish a Commissioner's term on the Neighborhood Commission. He has been very active in the attempt to revise the Neighborhood Plan, now before Corporation Counsel, and has lived in Manoa for over forty years. He wanted to disclose that he is an unopposed candidate for the 2007 Manoa Neighborhood Board election and currently works for Senator Brian Tanaguchi. Pearson asked when the Board will see some Commission recommendations about how to improve the Board system in response to the recent audit. Heinrich explained that issue is being reviewed by a Neighborhood Board system task force, and the Manoa Board should take it up in the near future. **Tom Heinrich was appointed to the Manoa Board, Subdistrict IV by a unanimous vote, 9-0-0. (Aye: Andersen, Chapin, Jackson, Holtrop, Harwood, Mitsuda, Nakano, Nishioka, and Pearson.)**

The Board took a short recess at 7:20 p.m. so that Heinrich could be sworn in.

The meeting resumed at 7:21 p.m. with ten members present.

#### **COMMUNITY INPUT:**

**UNIVERSITY OF HAWAII** – Denise Konan, Interim Chancellor of the UH Manoa campus, introduced herself. She wanted to acknowledge the great liaison work with the Board done by Jim Manke, who has now semi-retired. UH Manoa recently kicked off its 18 month long Centennial Celebration. This is a time to remember those who have contributed to the University over the past century, the University's contributions to our State, as well as a chance to give back to the community. A Centennial brochure is available tonight that lists many of the upcoming events. These include February 14, a day of volunteering across the State. One project will involve around 150 people cleaning Manoa Valley, including painting over some of the graffiti. They will be assembling at Hawaii Hall. Another event is on Charter Day, March 25, on the lawn of Hawaii Hall. This will be high tea and feature the Royal Hawaiian Band. People are encouraged to dress in period appropriate costume for this event. The first graduating class was five students, and the faculty consisted of 12 people. The Long Range Development Plan (LRDP) is currently being updated. This will include plans for new buildings to be built in the next five to

ten years. Please give us input into the LRDP. Another part of the LRDP will serve as a permitting guide for various projects. One of the goals is for UH Manoa to be more integrated into the community.

Questions, answers, and comments:

- 1) Mitsuda mentioned that the news recently reported that there was now a shortage of dorm space for Manoa students. He would like to know what the University is doing to help students find housing. Konan replied that UH recognizes there has been a shift in student needs with regard to on-campus housing. Manoa has primarily been a commuter campus, with most students content to live off campus. Recently however, more students have expressed a desire to live on or near campus. Studies have shown that students who do so are more likely to participate in campus activities, perform better, are more likely to graduate, and enjoy their college years to a greater degree. A renovated Freer Hall will soon open, adding 800 beds to the inventory. Upgrades to the other dorms are in the works as well. The Board of Regents authorized the use of bonds to fund these improvements, which was an important step. Over the next few years, \$40 million dollars will be invested in the dorms. A proactive search is still on for housing, especially when it comes to graduate students, international students and faculty - all groups who do not have the option of living with relatives. UH wants more autonomy, and bond freedom is part of this. The LRDP will reflect this goal of engaging students and faculty into the college environment. This means not just more beds, but more dining, entertainment, and gathering places. The students want to expand Campus Center. Campus Center was originally built using student fees, and the current students are lobbying to raise their student fees in order to help fund this. They would like to see some fitness options, coffee shops, and gathering places added to the Center. UH is also looking to the State to provide some Capital improvement money to help in this effort. Manoa must become a more attractive educational choice in order to prosper. There is a need to retain qualified students from Hawaii, they are much more likely to settle in Hawaii and become contributor to and leaders of our community if they do not have to go away for college.
- 2) Andersen inquired what the bed to student parking stall ratio was, and if there was some sort of reduced or free bus pass option for Manoa students. Konan explained there are 3000 beds on campus which is enough for 15 percent of the student body. The long term goal is to raise this number to 25 percent of the student body. Currently, 20 percent of the dorm residents have parking, so that would equal 600 stalls. Shuttle service is also provided on the UH Manoa campus including the dorm area and into outlying destinations. Walkways and bike paths on and around the campus will be added/improved upon in the future. The residents of Manoa Valley should participate in this discussion as the parking issues have a great impact on them. Andersen asked if students can get bus passes as part of their tuition. Konan said students are being surveyed to see if it is worth pursuing the idea of a reduced student bus pass. The students have been very active in pushing for rail to come to the University, and students seem a likely group to take advantage of alternative forms of transportation.
- 3) Heinrich expressed his thanks to Jim Manke and to the University for putting on the Centennial celebration. He wanted to add that the Ala Wai Watershed association will be participating in the February 14 clean up as part of the School of Ocean Earth Science and Technology (SOEST). He agrees that the Board should be active in the LRDP, and will produce a history of the Board's previous involvement with the LRDP. He asked how the Board can become informed as to what UH's position on rail is. Konan replied that some of the preliminary ideas in the LRDP should be shared with the Board for their feedback. UH does not have a formal position, but Konan feels that if rail is to be built, it ought to serve the Manoa campus.
- 4) Harwood inquired about the new parking structure. In 2004 he was a member of the LRDP committee. Francis Oda from Group 70 International gave us a great long range plan, which included the idea to deemphasize cars. Doesn't the proposed parking structure go against this? Konan said she also shares the idea of getting cars out of the middle of campus, especially

Varney Circle, and make the campus more people friendly. Cars are part of life now, but the long term future may be different.

- 5) Holtrop commented that he had read the State Auditor's report, and thinks the administration ought to be concerned. He asked if they had formulated a response and/or a plan of action yet. Konan explained that there had been two audits of the housing conducted recently, a management review and the State Auditors report on student housing. The former was done by outside consultants, and included lots of recommendations. Konan said she agrees and disagrees with various parts of the State audit done by Marion Higa. The administration does place importance on student housing, and we are investing in it. We are currently recruiting new student housing leaders, and increasing staffing levels. The housing facilities are safe.
- 6) Pearson commented that there are two representatives from Manoa Neighborhood Board on the LRDP committee, as well as representatives from the McCully-Moilili Neighborhood Board and the Diamond Head/Kapahulu/ St. Louis Heights Neighborhood Board. He asked how many people live in the faculty housing, and how many are faculty members. Konan was not sure of the exact numbers, but explained that staff and graduate students have been allowed to move in, and the time limit for people to stay has also been increased. It is hard for faculty who have lived there for a long time to move out, and yet it's important to have room for incoming faculty. Pearson pointed out that it was built for faculty. He added that at one time there was a plan to purchase the condos and add to the faculty housing inventory. Konan said that most of those units have been bought by the University.
- 7) The Chair asked what time the February 14 graffiti clean up is going to start at. Konan replied 9:00 a.m. till noon, and added that storm drain stenciling would also be done. She asked people to e-mail [avis@hawaii.edu](mailto:avis@hawaii.edu) if they are planning on coming. She wanted to add that this is just one of two dozen projects across the State. The Chair asked if they would be shuttling people into the valley from Hawaii Hall. Konan said they would. The Chair said she had a resident ask her if anyone can ride the UH shuttles. Manke replied that depends on the driver, theoretically only UH students are supposed to ride it. The Chair asked if that policy was fair since State taxpayers are paying for it. Manke explained that the shuttles are paid for by student parking fees, so the policy is okay. The Chair mentioned that she has seen the shuttle downtown. Konan said it goes where the students want it to, including Waikiki, but there is a \$20 dollar semester fee for that service.

**COUNCILMEMBER ANN KOBAYASHI** – Councilperson Kobayashi distributed her report and also mentioned that the City has contracted out to the UH Department of Urban Planning to look at Kakaako to UH's population density and the impact that rail will have. The study begins in a month, UH will be sub-contracting out to one non-profit. She also reported that the street ownership issue has not been resolved in regards to the stretch from Waakaula to the Arboretum. Kamehameha Schools claims they deeded that stretch over to the City, but as it is a substandard road it is unlikely the City would have accepted it. Kamehameha says if they still own it, then they can close it. No one is maintaining it right now, and the trees are in dire need of some trimming. Hopefully, some sort of cost sharing arraignment can be worked out. She also mentioned that she has introduced legislation to create a homeowners exemption – perhaps with a maximum income of \$70,000 or \$80,000. Home prices are stabilizing. The biggest increase last year in property taxes was in Waianae, due to the building of luxury homes.

Questions, answers, and comments:

- 1) Andersen mentioned that he had contacted the Councilperson's office with an idea regarding vehicle registration. He thinks car registration fees should be higher for cars that are heavier and that use the roads more – some sort of formula.. Andersen thinks technology would allow for easy tracking of the odometer reading on cars and that would allow for annual mileage driven to be factored in. Councilperson Kobayashi replied her office was looking into this proposal still, and mentioned that right now it's strictly based on vehicle weight, not road usage. The Council is also looking to make it easier to re-register driver's licenses. Andersen explained he thinks computers

and the internet should allow us to adjust registration fees based on miles driven. Senior citizens for example, often drive very little, but right now they pay the same as everyone else. She added that Andersen's idea is similar to idea that people should pay at the pump for insurance – the more gas you use the more you are likely to be driving. Andersen said that gas purchased is not necessarily used in a particular vehicle, and therefore not a great measure of how far a car has drove on our roads.

- 2) Harwood asked that in light of the Charter Amendment approved last election, what is happening on the recycling front. Councilperson Kobayashi replied that curbside green waste recycling is occurring. We have to ship other recyclable material to China, which is costly. People ask if high quality office paper should be burned at H-Power instead of shipped out, which would at least generate electricity. Some think we ought to charge for curbside recycling like Maui does. Harwood replied there is a cost to having an expanding landfill, but the image of us shipping waste to Washington state is a bad one. Councilperson Kobayashi countered that Washington state wants our garbage, its big business for them up there. She added that hopefully a request for Proposals (RFP) will be issued for a new H-Power facility. The current one is currently 20 years old and often shuts down for repairs, diverting all trash into the landfill. Harwood countered that 75 percent of Oahu residents want curbside recycling. He added that Roll-Off's bid was squashed by the Mayor. Councilperson Kobayashi responded that Roll Off actually withdrew their bid when they found out the actual costs. The bottle bill would now mean the City is competing with private charities. She also pointed out that Kidney Clothes will pick up your recyclables from your house if you contact them. They dump the paper into H-Power, but make money off the cans and bottles. Andersen asked if we pay China to recycle our stuff that gets shipped out. Councilperson Kobayashi explained that they pay us for the material, but we have to cover the shipping costs. Andersen asked what the net profit/loss of this arraignment is. Councilperson Kobayashi replied we make \$165 per ton off metals, and the City makes a little bit of money off this. Andersen followed up by asking if computers are shipped there whole, or are the precious metals removed first so we can make money off those. Councilperson Kobayashi said we send the computers whole, and China uses prisoners to disassemble them and get to the valuable metal parts. Andersen said taking apart a computer is a great way to learn how they work, and maybe our prisoners should do this. Pearson asked what the annual City budget for waste disposal is. Councilperson Kobayashi was not sure, but knows H-Power's budget is \$23 million. She suspects the total cost is over \$100 million. Pearson pointed out that recycling could cut into that cost. Councilperson Kobayashi pointed out that private waste disposal companies pay a tipping fee of \$92 dollars a ton to use H-Power or the landfill.
- 3) Heinrich mentioned that Alaula Way, between Oahu and Pahoa Street, is deteriorating badly. He also mentioned that many street name signs are missing, in many cases the pole is there by itself. He wondered why the Department of Facility Maintenance (DFM) only has two crews to service Oahu street signs when they used to have four crews.
- 4) Nishioka commented that the State legislators were in session tonight, but that their reports were available on the front table. She had received an e-mail mentioning that people are driving on the wrong side of Lowery Avenue in the morning to avoid the potholes. The warranty on the pipes expired, so the City was waiting for March to fix Lowery Avenue, so will it happen next month. Councilperson Kobayashi replied she has met with Senator Tanaguchi and Representative Caldwell on this, hopefully people have been complaining to the Mayor's office and something will be done soon.
- 5) Nishioka also relayed an e-mail from someone who lives along the stream and whose house has flooded. The person would like to know the status of the Manoa Stream Project, and is worried about the City ordinance requiring homeowners to maintain the stream. Councilperson Kobayashi explained the City only owns short sections of the stream, and homeowners along the stream are required to maintain the sections abutting their property if they do own the section. DFM does dredge a lot of streams to try and prevent flooding, and they have spent time in Manoa.

- 6) Nakano commented that \$1 million had been spent on a crosswalk study, and he wanted to know if anything substantive had come out of that study. Councilperson Kobayashi knows that City has studied crosswalks, especially mid-block crosswalks, as part of the study on bus stops. But she is not sure it cost \$1 million. The State is looking at pedestrian safety, so perhaps their costs that much.
- 7) Heinrich said that the US Army Corps of Engineers is trying to pull together various agencies to do an outreach program to the private owners of stream sections. Unfortunately, no matter what solutions we are talking about, it appears that nothing will be done for a few years. Councilperson Kobayashi added that the short term study with solutions has been completed. She is trying to get the City and State to implement its recommendations, but the City has been hesitant to spend any money on a short term solution.
- 8) Resident Grace Furukawa mentioned that as she walks the valley she observes trees and bushes clogging the stream. Who should she contact? Councilperson Kobayashi said she could contact her office at 547-7005 or e-mail [akobayashi@honolulu.gov](mailto:akobayashi@honolulu.gov)

**GOVERNOR'S REPORT** – Nishioka explained that Larry Reifurth was not able to attend tonight, but the Governor's report was available tonight and there was someone here who could take the any concerns back to him.

Questions and comments:

- 1) Harwood asked if the Department of Land and Natural Resources (DLNR) could attend a future meeting to discuss pig hunting. He thinks an effort to reduce the high pig population in the forest is needed. He would like to hear a cost projection for a best case scenario, and would like the perspective of the hunters to be considered as well.
- 2) Andersen wanted to know what rules/laws exist when it comes to social distancing, isolation, and quarantining of people when it comes to the Avian Bird Flu. If not, are there templates for those laws.

**MAYOR'S REPORT-** Hubert Minn, Special Advisor, Customer Services Department (CSD), distributed Mayor Hannemann's newsletter, as well as Chinatown packets. These include a 32 page guidebook on month long events connected to the Chinese New Year. Also included is a Chinatown ribbon. Patrons wearing this ribbon will get a 10% discount at participating stores. More information can be obtained by calling 948-2007 or visiting [www.chinatownhi.com](http://www.chinatownhi.com). Minn promised to talk to the chief of his complaints bureau tomorrow regarding Ms. Furukawa's issue, and to his Motor vehicle division people about Mr. Andersen's idea. He wanted to mention that CSD has been getting many people calling up with complaints recently. Last month Harwood had asked about obstacles along Metcalf and Wilder Streets and if the City can order property owners to clean up sidewalks fronting their property. DPP got the weeds along the street to be cleaned up, and issued a Notice of Violation to another owner to remove concrete obstructions. Pearson previously asked about the Charter Commission and what department does it come under. That Commission is independent, but technically is under the City Council. More information can be found at [www.honolulu.gov/chc/](http://www.honolulu.gov/chc/). Kessler has asked to be provided with all information regarding the City Council's allocation of funds regarding the elephant enclosure, as well as the Zoo's actual expenditure of these funds. This information can be found by at [www.honolulu.gov](http://www.honolulu.gov), click on 'City Council,' than on 'Ord 2006, CIP Budget -00632.' Kessler had also asked about what laws contain the obligations for property owners to maintain their real property. This list consists of Revised Ordinances of Honolulu: Housing Code Chapter 27, Litter Ordinance 29, Vacant Lot Chapter 41, and Uniform Building Code Chapter 16. These can be found on the City website as well.

Questions, answers, and comments:

- 1) Mitsuda would like to find out when the side streets along Lowery Avenue will be repaved, especially Kahawai.

- 2) Andersen had several questions/concerns which he would provide in writing. These consisted of
  - a) A dog has come down with leptospirosis from playing in Kaahumanu Stream which runs thru the Manoa Valley District Park (MVDP). Warning signs still need to be placed along the stream.
  - b) The new gym at MVDP is being utilized by groups without any public notice.
  - c) Graffiti despoils many of the MVDP buildings.
  - d) Why are the soda machines outside the buildings \$1.25 while the ones inside the building cost \$.75?
  - e) Mimosa pudica is still spreading inside park, preventing kids from going barefoot. Makai of basketball courts, mauka of old soccer field, along third baseline of baseball field.
  - f) There is drinking occurring in the park, as well as basketball and skateboarding after hours. Minn said that Andersen can always e-mail him questions as they come up, rather than waiting for the monthly meeting. Andersen replied he could do that, but he also wanted to share his concerns with the public. Nishioka commented the price difference in the sodas is probably due to the outside ones selling larger bottles, while the inside ones are cans. Andersen said if that's so, why are the cans only available inside.
  
- 3) Harwood thanked Minn for the City's Chinatown packets, and for the swift action on Metcalf Street. He commented that the Sierra Club recently published its Hall of Fame for sustainable cities, which listed those cities accomplishments. Examples were Chicago, the first city to charge higher vehicle registration fees for S.U.V.'s, NYC, where 2/3's of the population get to work without using a car, Portland who produces less greenhouse gases than they did 15 years ago, San Francisco who invested \$100 million in solar power and is studying wave energy, and Seattle who's city-owned electric utility has become the first in the country to reduce its net greenhouse gas emissions to zero. Harwood thinks Honolulu could do many of these things as well, and he would like to request a little blurb be written up by the City detailing Honolulu's accomplishments in the area of sustainability.

**UPDATE ON KAMANELE PARK** - Pearson commented that the Department of Parks and Recreation (DPR) and the Board of Water Supply (BWS) have not constructively responded to community concerns about the continued use of Kamanele Park as a construction base. An e-mail had not been responded to for over a month. If the project is delayed, Pearson thinks some sort of phased withdrawal from the Park is in order. On January 30, dump trucks brought in large pieces of asphalt, a backhoe bust the asphalt up, and hauled it away. Pearson would like know what exactly was going on.

**RESIDENTS AND OTHERS-** Mike Wilcox, from Save Oahu's Race Track (SORT), introduced himself and asked that his group be placed on the next agenda for a 10 minutes presentation. SORT wants an Oahu race track, which they feel will help get speeders and racers off our streets. A resolution on this is in front of the City Council, as well as a HB567 in the legislature.

**PRESENTATIONS:**

**PROPOSED PARKING STRUCTURE OF UH MANOA'S KENNEDY THEATRE** – Thomas Bingham, Dean of the College of Arts & Humanities, introduced himself. Andersen asked what happened to the College of Arts and Sciences. He explained his College is one of four in the College of Arts and Sciences. The plan is to expand Kennedy and build additional parking in the process. The College of Theatre moved into Kennedy in 1963. Although a great venue for performances, it has no teaching space. Therefore the department has always had to scramble for space and use whatever space they could find. The dance has office space in Kennedy, but classroom space is on lower campus. One of the programs offered is Asian Theater, and UH is the only US school to offer a degree in this. The purpose of the proposed structure is for teaching space next to Kennedy. The decision was made to place parking stalls below the teaching space. So the top three floors of this structure will be teaching rooms including a 300 seat stage, while the bottom three levels will be a 480 stall parking lot (126 current stalls will be lost, for a net gain of 354). So far, \$1 million has been appropriated for planning and \$2 million for design. UH is requesting \$3.6 million more to finish. The total cost estimate for construction is \$60 million. Revenue bonds can be used to finance the parking part, as parking produces revenue. General bonds can be used for the teaching portion, but there are also donor possibilities. This project is part of the LRDP, and

consistent with the goal to move cars out of the center of campus. Handouts with more details are available tonight.

Questions, answers, and comments:

- 1) Mitsuda asked if the stalls will be for students or faculty. Bingham said some will be for visitors; some will be for faculty, which will free up some student parking in zone 20 where both currently park. Mitsuda inquired how many stalls are allocated for each group. Bingham explained those numbers won't be set until the plan is finalized.
- 2) Heinrich commented that the LDRP does identify the area as suitable for parking; it is excellent that teaching space has been worked into the plans. He hopes that Leadership in Energy and Environmental Design (LEED) standards will be observed when building this structure. He commented that LEED standards were observed when the National Marine Fishery Services (NMFS) building was built on campus. Bingham said that the 1987 LRDP had the parking and classroom structures separate, but they thought three levels was enough. All new campus buildings must be at least meet LEED silver standards.
- 3) Pearson asked if there was any conceptual design yet. Bingham replied only a general design currently exists. Originally, there was concern that vibrations from the parking structure would travel into the teaching areas. But technology has improved to the point where that is not a concern. In Philadelphia, there has been a concert hall placed on top of a subway with no sound bleed problems.
- 4) Harwood commented that 360 new stalls means 360 new cars, and he wonders if the roads will be expanded to account for this increase. Bingham said road expansion is not part of this plan. Manke commented that as part of the Fear Hall renovation project UH must do a complete parking study. Harwood pointed out that the LRDP includes the notions of deemphasizing cars around the main campus and creating alternative ways for people to circulate.
- 5) Bob Farrell, Manoa Neighborhood Board's contract videographer, said that he was a former meteorologist. The area in question is near a flood zone, and he thinks that underground parking might be dangerous. Bingham pointed out its less dangerous than an underground theater. Mitsuda asked is the study says the structure will be flood proof. Bingham replied that you can never be 100 percent safe from flooding, but that the design will take into account Manoa's tendency for heavy rain and flooding. He also repeated that it is better to have the parking lot flood than the classrooms. Mitsuda agreed, but still worried about the safety of people in their cars and the cars themselves. Bingham promised to mention this to the architects again.
- 6) Nishioka asked if there will be security for the facility, and mentioned that Manoa Library is planning on building an elaborate rising wall to be used in flooding situations. Bingham replied that the College will be meeting with everyone on campus to discuss security issues. Other lots have cameras, and security will be consulted on this design.
- 7) Pearson asked if this project will be bringing more cars into the center of campus, which is the opposite of what the Chancellor Konan says. Manke explained that this area is not considered the center of campus. He added that the 1986 LRDP envisioned moving cars to the edge of campus.
- 8) Andersen asked what the flooding liability issues might be with this project. Bingham clarified that the structure will not hold water – the parking is below the classrooms but not below ground. If the parking was to go underground, a whole new set of parameters would have to be considered.

Nishioka yielded the gavel to Vice-Chair Harwood.

**CONCERNED CITIZENS FOR TRANSIT ALTERNATIVES** – Randy Leong, on behalf of the Concerned Citizens for Transit Alternatives, introduced two resolutions he hoped the Board would consider. He also

wants people to visit [www.honolulutraffic.com](http://www.honolulutraffic.com). The first resolution rejects rail as a transportation alternative, while the second one embraces High Occupancy toll (HOT) lanes as a viable solution to traffic issues. Dr. Panos Prevedouros introduced himself and apologized for missing the December meeting when he was supposed to do a presentation. He used to serve on another board which met on Thursdays, and failed to realize that Manoa meets on a Wednesday. He thinks rail is a bad idea for the following reasons: a) A 2006 US study showed that only 2 percent of commuters use rail. b) 60 percent of the rail use occurs in New York City. c) Only 3 percent of Oahu streets will be along the proposed rail route. d) Congestion is 8 percent over capacity along that corridor, that number will rise to 31 percent by 2030 if we do things other than rail, but with rail it will rise to 81 percent since no one will ride it. e) By 2030, all travel times by car between Aiea, Waikiki, and UH, will be faster than rail. f) Rail has too many stops and not enough riders. g) Oahu's population is too small to justify rail, only 850,000. The next smallest city with heavy rail is Cleveland at 2.5 million people. h) Rail will cost \$6.4 billion when inflation is accounted for. i) The Federal government has never given more than \$750 million to a rail project, so counting on \$1 billion from them is dangerous. j) Just to cover the \$2.7 billion estimate, a one percent raise in the General Excise Tax (GET) was sought. We need two full points on the GET tax to build the entire system. k) HOT lanes are better. Buses and vanpools can travel on them for free, and travel time from Kapolei to Iwilei is only 20 minutes. Dennis Callan introduced himself. He said he is president of the Hawaii Geographic Society and a former Manoa Neighborhood Board chairperson. Rail was an issue way back then too. He stressed that he is not a paid consultant. This is going to be the most important land use decision of our lifetime. He thinks the City is not giving us the whole story, and that the Alternative Analysis (AA) was flawed. HOT lanes have the greatest potential, as buses can circulate in a neighborhood and then get on the tollway. By having a toll system for individual cars, the system can help finance itself. The Council will select the mode soon. His group supports building a fixed guideway, just not putting rail on it.

Vice-Chair Harwood returned the gavel to Chair Nishioka.

Questions, answers, and comments:

- 1) Heinrich asked if HOT lanes are an intermediate step between Bus Rapid Transit (BRT) and rail. Callan said that kind of, but added that HOT lanes can carry the same or more amounts of people that rail can. HOT lanes will not take away existing lanes of traffic, as BRT would have.
- 2) Harwood said he has several concerns. The statement that no city our size has rail seems to ignore Portland. Rail is fundamentally different than roadways and rubber tires. Rail is a true alternative, as we will always encounter roadway congestion eventually. The idea of HOT lanes was tried coming in from Hawaii Kai, only buses were allowed in one lane. The public couldn't stand being stuck in congestion while an empty lane was next to them, and the outcry caused the project to be scuttled. The same will happen with HOT lanes, residents will pressure the authorities to open the HOT lanes up, they will fill up, and now we will have two congested roadways. Prevedouros replied that one HOT lane can handle 2000 buses, but an Oahu HOT lane system only needs 200 buses to work. We can fill up the open space with a variable toll which rises during peak use hours. Spending \$6 billion to service 3 percent of the population does not seem right. He just does not think you can people to break their car centered behavior. Leong added that Portland has a similar population, but a much large extended metro area. He added that our system will cost Oahu residents \$6,000 per capita, while Portland's cost was only \$725 per resident. Prevedouros commented that Portland has light rail, what Oahu is considering is heavy rail. Heavy rail costs 6 times more to build than light rail. Callan explained that heavy rail is good for large, high density places. Environmentalists support rail, but if there real goal is to get people out of their cars, than express buses are more effective. People are concerned with time savings primarily.
- 3) Pearson commented that rail works in Hong Kong because the people use it not for time savings, but for convenience. He asked if HOT lanes are basically a new highway requiring acquisition of new land. Prevedouros said that was his preference. Pearson added that 60,000 new homes are

slated for the Ewa plains. In Orange County, private funds built HOT lanes which are barely used. Pearson remembers three questions posed to the Mayor's office that he does not remember getting answers to: a) Where has heavy rail failed? b) What are the projected operating costs? c) Were polls ever done as to who will actually ride the rail system? Prevedouros replied that San Diego has very successful HOT Lanes. Pearson clarified he meant the 8 lane HOT lane highway built from Irvine to Riverside, and this one is underutilized.

- 4) Heinrich asked if the Council will select the mode before an Environmental Impact Statement (EIS) is done. Prevedouros responded he understands the Council used the term fixed guideway so that the EIS can look at both rail and a bus system. Callan mentioned that the City administration may put pressure on Council to select the mode sooner than we expect, especially if the Federal government says they cannot fund anything until the mode is selected.
- 5) Pat Lee, consultant for Honolulu Alternative Mass Transit, apologized for not providing Pearson and the Board with the answers to the previous questions until now. Heavy rail has not been selected as the mode, so looking at where else it has failed is not useful. Operating costs are projected to be \$248-256 million annually. A poll was done by Q-Mark Research in November 2006 of 900 people with a margin error of 3.27. Of those surveyed, 45 percent preferred rail out of the options offered. Managed lanes and improved bus service was preferred by 21 percent. No build was the choice of 5 percent, and 10 percent did not know. As noted before, 60,000 new homes are coming to Ewa, and only rail provide options. Nothing will be able to abate congestion in light of the planned growth. Project costs should not be expressed as a per-capita cost, since the funding is coming from several sources. Federal money will also pay for some of this project. Another of the main sources of funding will be from the GET tax, which is paid by tourists as well as residents. The GET will provide between \$2.6 and 3.2 billion over its lifetime. Although the technology is not selected, it will have to meet certain technical requirements specified by the Council that HOT lanes don't. The fixed guideway selected by the Council had 30 stops in the full route. An express bus that has to stop 30 times won't be traveling 60 miles per hour, which is what the presenters used when calculating their travel times for HOT lanes. Buses would require on ramps and that was not studied as part of the AA.
- 6) Andersen commented that both options take energy, and would like to know how much pollution is estimated to be generated by each option. Lee said If the rail is electric, it can rely on renewable energy sources. Buses can be hybrid. He suspects rail produces less pollution. Andersen would like to hear some numbers. Lee replied he would have to search thru the AA for numbers. Prevedouros said they both use the same amount of energy. Cars continue to get more energy efficient, while the train will be static. Andersen asked what the level of pollutants emitted by each option was. Prevedouros said energy consumption was a better measure, and that nuclear power is the only large scale alternative energy source. Callan commented that their proposal does not require 30 bus stops, and the AA ought to be redone. Holtrop said that Prevedouros has still not answer Andersen's question about pollutants. Different technology is bound to produces different levels of emissions. Holtrop said that a plant with scrubbers on its smokestack would produce an equal amount of pollutants to a fleet of diesel buses Prevedouros replied that a power plant simply concentrates the point of emission, and that the answer is out there on the internet. Holtrop asked if he was claiming the internet is a 100 percent reliable source. Prevedouros explained he meant the EPA's website. Holtrop asked Prevedouros to go on record that a plant with a scrubber produces the same amount of pollution as a diesel bus. Prevedouros said that if the plant has a scrubber, you have to assume the bus has an advanced pollution control system as well for the comparison to be fair. Holtrop said he still thinks that Prevedouros is avoiding the question.
- 7) Harwood asked why light rail is not being considered. Prevedouros said that you need more land for light rail, elevated rail is heavy rail. Lee stated again that the mode or the technology has not yet been selected. Pearson commented that the poll seemed to have a small sample number. He

still would like to know where rail has the highest and lowest percentage of use for similar projects.

- 8) Heinrich mentioned that there was no agenda item for action concerning transit, so any Board action must wait till next month. He would like copies of any draft resolutions to be given to the board in advance of next meeting, and he encourages everyone to visit [www.honolulutraffic.com](http://www.honolulutraffic.com) and [www.honolulutransit.org](http://www.honolulutransit.org) for the competing perspectives.
- 9) Mitsuda asked if a poll has been done asking specific geographical groups if they will actually ride the rail, and if future polls are planned. Lee said that question #9 showed the following percentages of residents would ride the rail - 61 percent in Ewa, 46 percent in Mililani and Kahuku, 35 percent in Windward, 31 percent in East Honolulu, 62 percent in Kalihi, and 58 percent in Waipahu. Many of areas along the route have the highest concentration of non-automobile owning people. He added that any internet poll, such as the Star Bulletin and Pacific Business News poll are not scientifically accurate. Mitsuda asked if it was fair to say the poll indicates there are people to ride. Lee said yes, and he aggress future polls ought to be conducted. Callan commented that the survey was bad; the alternative offered was 'more buses.' The survey results don't even match with the numbers in the AA. He has copies of a DVD available tonight which shows the best testimony given to City Council against rail.
- 10) Resident Anthony Len commented that the full possibility of technology has not been considered in this debate. People travel into the urban core for work. But work is slowly migrating into the realm of cyberspace. People come into town to go to school, but school can be offered online. The activity of shopping has long ago moved into cyberspace. He thinks technology will eventually free us from traffic congestion, and that mass commuting will become obsolete. Therefore, we don't need rail.

**UNFINISHED BUSINESS:** The Chair deferred all unfinished business.

**NEW BUSINESS:**

**PROPOSED RESOLUTIONS REGARDING MASS TRANSIT** - The Chair deferred this item.

**MOVING OF MANOA ELEMENTARY SCHOOL'S 6<sup>TH</sup> GRADE TO STEVENSON INTERMEDIATE SCHOOL** - The Chair explained that the Board of Education (BOE) decided to keep the 6<sup>th</sup> grade class at Manoa until at least 2013. Therefore this issue is tabled until then. Heinrich commented that Noelani Elementary School may now be facing this same issue. The Noelani School Community Council will be meeting tomorrow. The proposal is to move the Fall 2007 6<sup>th</sup> grade class to Stevenson.

**TREASURER REPORT** - Holtrop reported that there was \$2,355.70 in the account. \$292.29 was expended last month. That broke down to \$19.70 for print costs, \$64.26 for mailing costs, and \$208.33 for the videotaping of the December Board meeting. He asked the Chair if she had written any letters on behalf of the Board regarding Manoa Elementary School. The chair replied she had not.

**APPROVAL OF THE OCTOBER 4, 2006 MINUTES – The minutes were approved as circulated, 10-0-0. (Aye: Andersen, Chapin, Jackson, Heinrich, Holtrop, Harwood, Mitsuda, Nakano, Nishioka, and Pearson.)**

**APPROVAL OF THE DECEMBER 6, 2006 MINUTES – The minutes were approved as circulated, 9-0-1. (Aye: Chapin, Jackson, Heinrich, Holtrop, Harwood, Mitsuda, Nakano, Nishioka, and Pearson. Abstain: Andersen).**

**ADJOURNMENT:** Without objection, the meeting was adjourned at 10:00 p.m.

Submitted by:  
Bryan Mick, Neighborhood Commission Office Staff