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M I N U T E S
PUBLIC WORKS AND TRANSPORTATION COMMITTEE
Council of the County of Maui
Council Chamber
October 17, 2001

and 19 Manager, Department of Public Works
Division 20 Waste Management, Engineering

21 PRESS: NONE

22

23 CHAIR MOLINA: Public Works and Transportation meeting
for

24 October 17, 2001 is now in session. For the
record,

25 we have in attendance the Vice-Chairperson of
the

3

Arakawa; 1 Committee, Dain Kane; Committee member Alan
2 Robert Carroll; excused Committee Member Riki
Hokama 3 and Pat Kawano; and also in attendance we have
4 Committee Member Charmaine Tavares. And
although 5 not a member of the Committee, we welcome
6 Councilmember Wayne Nishiki.

7 And we have from the Public Works
Department 8 the Director, Mr. David Goode. Staff members we
9 have Jo-Ann Sato, the Committee secretary, and
the 10 Legislative Analyst, Jan Inouye Ogata.

any 11 At this point the Chair has not received
the 12 requests for testimony. The Chair will later in
little 13 meeting if someone else decides to walk in a
testimony 14 bit later will leave it open for public
15 subject to the Chair's call.

16 ITEM NO. 36: RE: STATEWIDE BIKE PLAN UPDATE (C.C.
17 No. 01-223)

18
19 CHAIR MOLINA: At this point the first item -- the
items 20 we're going to be discussing today are Item No.
36 21 and Item No. 49. The first item on the agenda
is 22 the Statewide Bike Plan Updates. And we have
from 23 the State -- excuse me, from the Kimura
and 24 International organization, we have Glenn Kimura
25 Nancy Nishikawa, who will be doing a 10- to

4

the 1 15-minute presentation to brief the Committee on
2 planning process for the Statewide Bike Plan.

3 And if there's no other concerns from the
4 members, at this point, the Chair will take a
short,
5 5-minute break to set up the big screen for our
6 presentation. Five-minute break subject to the
call
7 of the Chair. (Gavel.)
8 RECESS: 9:03 a.m.
9 RECONVENE: 9:05 a.m.
10 (PowerPoint presentation on Statewide Bike Plan Update
by
 Glenn T. Kimura, President and Nancy Nishikawa
of
11 Kimura International, Inc.)
12 CHAIR MOLINA: (Gavel.) The Public Works and
13 Transportation meeting for October 17th is now
in
14 session. At this point the Chair will turn over
the
15 microphone to Mr. Kimura of Kimura International
to
16 give us the planning process for the Statewide
Bike
17 Plan.
18 Good morning, Mr. Kimura.
19 MR. KIMURA: Thank you. I'm just going to turn it
over to
20 my associate, Nancy Nishikawa. Thank you.
21 CHAIR MOLINA: Okay. Thank you. Good morning, Ms.
22 Nishikawa.
23 COUNCILMEMBER TAVARES: Pass the buck (inaudible).
24 MS. NISHIKAWA: Good morning. We're here today to
give
25 you a briefing of the Bike Plan Hawaii. It's
the

1 Statewide Master Plan for Bicycle Facilities.
It's 2
3 being sponsored by the Department of
Transportation 4
5 with assistance from the Federal Highway
6 Administration and in cooperation with the four
7 counties of the state.
8
9 Kimura International is the prime
consultant 10
11 for this project, but also working with us is
12 Sprinkle Consulting. They're a specialist
bicycle 13
14 facility planning company based in Washington,
D.C. 15
16
17 The purpose of today's meeting is to
provide 18
19 you with this briefing on the Bike Plan Update
and 20
21 to obtain feedback from you on the project and
22 solicit suggestions for informational resources.
23
24 The bike plan process that we're going
Bike 25
26 through to -- currently is to update the 1994
27 Plan. We know that since the bike plan was
produced 28
29 in the early 1990s, the transportation
environment 30

18 has changed with new federal laws and also new
19 design technologies and research findings on
bike
20 safety that we hope to incorporate into the bike
21 plan. And there have been many plans that have
been
22 done nationwide, and we'll be looking at these
and
23 looking for good examples from across the
country.
24 The scope of this project is statewide,
so
25 we'll be looking at Kauai County, the City and

6

1 County of Honolulu -- the City and County of
2 Honolulu has done its own bicycle master plan
for
3 the primary urban center, so we'll be focusing
on
4 the suburban and rural areas -- we'll be looking
at
5 Maui County and Hawaii County.

6 In terms of the desired outcomes of this
7 planning process, at the end of the day we would
8 like to end up with a coherent set of policies
to
9 promote bicycling as a transportation mode and
to

10 develop bikeways throughout the state connecting
11 places that bicyclists want to go to, and to
12 increase our access to available funds from the
13 various sources.

14 The Bicycle Master Plan is part of the
15 integrated statewide transportation planning
16 process, and it fits into the Facility Master
Plan
17 section. So it identifies the long-range needs
and
18 priorities, and then it will then filter in into
the
19 implementation process.

20 In terms of what we're doing, we're
looking
21 at an 18-month planning process. We're actually
in
22 the initial stages with kickoff and field
23 investigation, and we're about to enter into a
24 series of community workshops. And we'll be
25 discussing that a little bit further on. The
draft

7

1 plan we hope to complete by the spring of 2002
and
2 finalize the plan by the end of 2002.

a
of
3 This bike plan will include an update or
4 progress check on steps that have been taken to
5 implement the 1994 recommendations. We'll be
6 examining existing conditions; developing a set
7 goals, objectives, and policies related to
8 bicycling; and identifying future capital
9 improvement projects county by county.

10 In terms of evaluating progress since the
11 1994 plan, we will identify what has been built,
12 identify policy proposals that have been
13 implemented, and when we go to look at the
14 conditions affecting the bicycling environment
15 today. We'll be looking at bicycle
registrations, a
16 proxy for bicycle ownership; looking at bicycle
17 facilities; bicycle accident data; and bicycling
18 demographics.

19 In terms of goals and objectives, some of
the
20 elements that we will be addressing are bicycle
21 safety and education; traffic operations and
22 regulations; design guidelines; integrating
various
23 modes of transportation, integrating bicycling
into
24 other modes; and facility development.

25 We are planning to generate a pool of

8

set
up
1 potential bicycle projects and then developing a
2 of evaluation criteria. The projects will be
3 filtered through those criteria, and we'll end
4 with a candidate list of projects and some
5 prioritization -- some list of priorities.

and
various
the
private
6 Here in Maui County we have begun to --
7 almost completed a set of interviews with
8 local agencies, including Parks and Recreation
9 Department, Planning Department, Public Works,
10 Police Department. We'll also be contacting
11 developers and talking to community groups and
12 associations.

locations,
looking
works
13 In terms of our information needs, we're
14 looking for information about hazardous
15 issues related to design and maintenance,
16 for information about projects that are in the
17 and about to be completed, and then, finally,
18 information about bicycle registration.

the
19 On each county we're videotaping all of

existing 20 proposed routes and looking at all of the
21 facilities. So all of this information has been
22 videotaped. What we have done is gone back to
the 23 office and completed a -- quite a comprehensive
24 database. So we have looked at all of these
various 25 variables and for each segment of roadway we
have

9

1 filled in all the relevant data.
2 Some of the bicycle projects that we will
be 3 considering are bike lane striping, bike paths,
bike 4 lanes, and bike paths that might require stream
5 crossings. So in this case you can see what the
6 environment looks like before and after a
project is 7 put in.

8 We've also incorporated an active
community 9 participation and involvement project component
10 to this planning process that will target all
levels of 11 bicyclists including the most avid cyclists,
those

12 who may commute to work; those that are more
13 involved with recreational or weekend-type
14 bicycling; those that may have an indirect
interest
15 in bicycling, for example, school
administrators,
16 parents; and finally we hope to reach in our
17 planning process potential bicyclists, those
that
18 may not bicycle now, but might be encouraged to
do
19 so with safer bicycle facilities.

20 The intent of the community participation
21 program is to stimulate interest in the bicycle
22 plan, to increase attendance at the community
23 workshops, and to identify -- or notify the
public
24 through various communication channels.

25 We will be doing a bicycle survey that's
to

10

1 help us get a better understanding of how the
2 community uses bicycle facilities and what kinds
of
3 additional facilities may be needed. We'll be
4 holding two rounds of public workshops. On Maui
the

the 5 first public workshop is scheduled for November
the 6 8th, that's Thursday evening, at 6:00 p.m., at
this 7 Wailuku Community Center. And the intent of
to 8 first round of community workshops is to listen
9 the community and to find out where the problem
10 areas are, where new facilities are needed, and
11 which facilities are most important.

we 12 After we have completed the draft plan,
this 13 will hold a second round of workshops. And in
plan 14 case it will be to obtain feedback on the draft
15 itself.

written 16 Finally, while we will be producing a
that 17 document, we also want to produce a master plan
18 is web based and interactive. So some of the
web 19 features that we'll be incorporating into that
the 20 based master plan is a means of incorporating
that 21 database based on our fieldwork into a product
home 22 the community and bicyclists can use from their
23 computers.

to 24 So, for example in this case, to be able
25 get information on various bicycling routes. So

11

out, 1 someone sitting at home will be able to plot
suitable to 2 for example, bicycle facilities that are
routes 3 their level of skill and to the -- planning
4 for where they want to go to.

will 5 And then, finally, the interactive plan
6 also enable planners to monitor the progress on
case, 7 implementing bicycle proposals. So in this
8 for example, if you want to identify bicycle
able 9 proposals based on priority levels, you'll be
10 to do that.

we 11 So in concluding our presentation today,
12 just want to say that we have started the
planning 13 process and we're very much interested in
working 14 with you to make this bicycle plan one that
meets 15 the needs of the Maui community.

16 Thank you.

17 CHAIR MOLINA: Thank you very much, Ms. Nishikawa and
Mr.

the
18 Kimura, for the very effective presentation. As
19 old saying goes, a picture is worth a thousand
20 words.
21 At this point the Chair will call for a
22 one-minute recess, upon which we will reconvene
and
23 open the floor up for questioning by the
members.
24 One-minute recess. (Gavel.)
25 RECESS: 9:16 a.m.

12

1 RECONVENE: 9:18 a.m.
2 CHAIR MOLINA: The Public Works and Transportation
3 Committee meeting for October 17th is now back
in
4 session. We have up front for questioning by
the
5 Committee with regards to the Statewide Bike
Plan
6 Update Mr. Glenn Kimura and Ms. Nancy Nishikawa.
7 Before we proceed, the Chair would like
to
8 recognize Committee Member Riki Hokama.
9 And at this point, Committee Secretary,
have
10 we received any requests for public testimony?

11 MS. SATO: No.

12 CHAIR MOLINA: Okay. At this point, the Chair will
close

13 public testimony for today's items.

14 Okay. Members, we have our presenters
here

15 for questions with regards to the Bike Plan
Updates.

16 Mr. Carroll.

17 COUNCILMEMBER CARROLL: Thank you, Chair. And thank
you

18 for being here today. The only one I was saying
I

19 really miss is Joe Bertram. I cannot believe
that

20 he is not here, being the biggest advocate on
this

21 island.

22 As we're talking about planning, the
reason

23 we don't see so many bicycles on the road is
because

24 Maui is so car friendly. And we have discussed
this

25 many times about targeting places, bike paths
and

13

1 areas where it's more difficult to find parking
or

2 where it is more practical to use a bike because
the
3 distances aren't that great and there's more
chance
4 of people actually using them.
5 I mean, we have a lot of bike paths on
Maui
6 now, but if you go outside there, we both know
what
7 happens when we take a count. There's nobody
there.
8 Maybe one or two people exercising in the
afternoon.
9 But they're not being used how all of us
advocates
10 would like to see them used for actual
11 transportation purposes. It's not happening.
12 What have you done in studying, looking
at
13 areas that might put in bike paths, might
encourage
14 actual transportation use of bicycles?
15 MS. NISHIKAWA: One of the areas that we're giving a
16 little bit more attention than others is around
17 schools and around parks and libraries, other
places
18 that are generators of traffic that might be
more
19 conducive to bicycling, and especially for
children.
20 I don't know if it's the case on Maui that a lot
of
21 young people rely on bicycles to get around, but
22 certainly in many places on Oahu that is the
case.

special

23 So we would like to pay a little bit more

24 attention to those kinds of places.

25 COUNCILMEMBER CARROLL: Can I continue, Chair?

14

1 CHAIR MOLINA: Proceed.

2 COUNCILMEMBER CARROLL: I notice a lot of areas like

it's

3 Lihikai School, Kahului School, in that area

it

4 flat, it seems ideal areas to have bikes. And

and

5 seems that the way the streets are constructed

have a

6 the sidewalks, you would think that we would

fact

7 lot more kids coming on bikes, but the actual

few

8 is when you look at the school, it's just very

9 are making use of this.

doing

10 Did you have anything in mind as we're

11 this to encourage the actual use of bikes for

12 transportation as we're going and making these -

-

13 making this available, I mean, the bike paths

14 available to them? Is there any programs to

15 encourage them to use this -- these paths?

not
try
courteous
kids
statewide

16 MR. KIMURA: That's a very good point. Our plan is
17 only to lay out alignments and so forth and we
18 to prioritize them, too, but we also are very
19 concerned about bike education so that people
20 understand about bike sharing and being
21 when you're driving around, watching out for
22 and so forth.
23 Also we're trying to get into the policy
24 arenas, too, where DOE -- We're doing this
25 and we're finding that, oddly enough, some

15

on
correct
more
their

1 principals at some schools do not allow bicycles
2 campus. So it's one thing we want to try to
3 is to make sure that, you know, it's a -- it's
4 like a uniform policy that they should be
5 encouraging bicycling and then providing the
6 facilities for them to -- for the kids to put
7 bicycles at the school in a safe place.

8 COUNCILMEMBER CARROLL: I have some more. Can I
continue

9 or --

10 CHAIR MOLINA: We can come back to you for further
11 questions, Mr. Carroll, if that is okay.

12 COUNCILMEMBER CARROLL: I'll yield.

13 CHAIR MOLINA: Okay. Mr. Kane.

14 VICE-CHAIR KANE: Yeah. I just wanted to stay on that
15 point with the schools. So understanding that
from

16 a policy standpoint that certain principals are
not

17 allowing bikes to be used to -- as a mode of
18 transportation to school, what steps are being
taken

19 to deal with that issue, whether it's you folks
20 coordinating between DOT and the DOE? I don't
know

21 if it's the Board of Education that is the
authority

22 in that to allow -- to have that kind of policy
or

23 blanket policy. Can you expand on that just a
24 little, just to try and understand that? It
seems

25 like a barrier to promote what you folks are
trying

1 to do.

2 MS. NISHIKAWA: Yes. And with school-based management
now

3 by the DOE, we understand that principals do
have a

4 large discretion over these types of policies.
But

5 one of their concerns is that of safety, of
children

6 riding safely to schools. And so there are two
7 things we can do. First of all, to look at the
8 engineering aspects, to make sure that the
roadways

9 are as safe as possible around schools.

10 But, secondly, is a program called
Bicycle --

11 Bike Ed, which is done on Oahu right now and we
hope

12 it's a program that can be brought to all of the
13 other counties as well. But Bike Ed is a
program

14 for fourth graders and it's done through the
school

15 system where for a one-week period of time
school

16 children are actually taught the rules of the
road,

17 so to speak, how to ride safely. From basic
things

18 like hand signals and looking behind you to
riding

19 in a straight line.

20 And so with programs like that, the skill
21 level of bicycle riders are enhanced and
therefore

22 principals may feel a little bit more confident
23 about allowing bike -- school children to ride
their
24 bikes to school.
25 MR. KIMURA: And further, too, about the principals
and so

17

1 forth, we're in the data collection stage right
now.
2 I have made a call to DOE Facilities Planning
3 Branch, and they don't have any bicycle
facilities
4 on the books, you know, on the table or anything
5 like that. And rather than trying to call 250
6 principals, I'm going to try to start with the
7 district superintendents for each school and try
and
8 work down that way and see if we can at least
get a
9 meeting of the minds here and try to implement
some
10 really good policies so that there's uniformity.
11 There's bits of controversies in other
12 neighborhoods, for example, where the community
13 members got really upset because principals
won't
14 let the kids bring bikes. And I think it's

15 discretionary. Some issues are theft and things
16 like that, you know, regarding the bicycles and
--
17 But, oddly enough, you go to other schools, and
18 then -- like an elementary school right in town,
19 there's lots of bikes all -- you know, all on
the
20 bike rack, so, you know, there's really good --
good
21 participation there.
22 And further to that, even on Kauai, they
had
23 a situation where they had a community up on the
24 hill and a school down -- down the hill and they
--
25 they had a project to build a bike lane, bike
lanes

18

1 to get to the school. And everybody was saying,
2 well, nobody is going to use that and so forth,
but
3 this was a situation where if you build it, they
4 will use it. So it's really heavily used now
and a
5 lot of kids are riding their bikes to school.
6 VICE-CHAIR KANE: Mr. Chair.
7 CHAIR MOLINA: Proceed.

8 VICE-CHAIR KANE: Just one more question, but it's on
9 another subject matter. Monies. I noticed at
the
10 very end of your presentation that it's State
DOT as
11 well as Federal as far as the program. And what
12 role, other than just input, are the counties
13 playing, and let's just use Maui County as an
14 example, as far as hands on in participating
with
15 what we're doing? And then from a funding
16 standpoint, I'm sure our Budget Chair is
interested
17 to hear what kind of -- whether it's a desire or
an
18 expectation that we're going to be ultimately
faced
19 with regarding this program. You know, do you
folks
20 have any response to that? And I don't know if
that
21 question should be directed to our Public Works
22 Director, Mr. Chair, but I guess I'll initiate
it
23 here and if they have a comment, then --
24 CHAIR MOLINA: Okay.
25 VICE-CHAIR KANE: Because I know you guys are the

So
comment
plan
candidates
Federal
Federal
the
Chair,
Federal
mentioned
have
to

1 consultants, so it may be outside of your scope.

2 I was just curious to see if you do have any

3 regarding that.

4 MR. KIMURA: (Inaudible.)

5 VICE-CHAIR KANE: Sorry about that, Glenn.

6 MS. NISHIKAWA: One of the end points of the master

7 is to develop a list of potential projects. And

8 these are the projects that are -- are

9 for State and Federal funding. And they -- the

10 projects that are ultimately funded by the

11 Government, for example, have to be part of the

12 master plan in order to qualify for future

13 funding requests. So that's where -- this is

14 first step towards implementation.

15 VICE-CHAIR KANE: Let me restate the question, Mr.

16 and then I'll yield the floor. What is the

17 obligation by -- Well, let me think. The

18 Government has the program and you just

19 that in order for us to tap Federal monies, you

20 to have a plan?

21 MS. NISHIKAWA: Right.

22 VICE-CHAIR KANE: And so what role is the State going

plan is 23 play and what kind of expectations from this
obligated 24 the State going to be -- I don't know if
plan? 25 to or committed to to implement this master

20

got to 1 Is it a priority -- I mean, is it a legislative
see 2 thing? Obviously, you know, for funding it's
from 3 go through the Legislature. What do you folks
type 4 as a priority on something like this as far as
5 the transportation standpoint? Or is there an
6 obligation by State DOT to have to provide this
7 of alternative mode of transportation? And I'm
8 sorry it's so general --

9 MR. KIMURA: We're getting into an area that we really
10 can't answer.

11 VICE-CHAIR KANE: Yeah.

12 MR. KIMURA: Because we have been hired as consultants
13 just to do the plan itself. But I don't -- you
14 know, I really can't answer that, what there's -
- I
15 don't think there's any obligation to each
county to

16 do the projects, but the counties themselves can
go
17 directly for the funds.
18 VICE-CHAIR KANE: And just pass through the State?
19 MR. KIMURA: And just pass right through the State,
yeah.
20 VICE-CHAIR KANE: Yeah.
21 MR. KIMURA: You have that opportunity because Kauai
is
22 doing the same right now. They actually went
for --
23 put together a grant and got money to do some
24 planning for a bike path in Kapa'a. So Maui
County
25 can do the same. And it gets into that
political

21

1 arena of who gets money and it's sort of out of
our
2 control and our purview at this point, yeah.
3 VICE-CHAIR KANE: Thank you. And I apologize for
posing
4 that question to you.
5 CHAIR MOLINA: No problem, Mr. Kane.
6 Mr. Goode, would you like to respond to
Mr.
7 Kane's question.

8 MR. GOODE: Thank you, Chairman. I think some
additional
9 information would be that the master plan kind
of
10 sets the stage. From the master plan, then we
can
11 prioritize projects. Of course we come to you
folks
12 for the budget, for the monies, and -- but we
also
13 need to get on with the STIP. We have talked
about
14 the STIP in the past. That's the priority
listing
15 of projects, you know, for a three-year horizon.
In
16 fact, the STIP was recently completed for the
next
17 three years. And we typically get some bikeway
18 projects in there. North-South bikeway on --
19 between Lipoa and Waipulani is on the list, for
20 example. So we have, you know, an existing
master
21 plan. This can supplement the master plan, but
the
22 plan sets the stage, and then from there we go
get
23 on the list for the Fed money.
24 VICE-CHAIR KANE: Thank you.
25 CHAIR MOLINA: Okay. That's it, Mr. Kane?

1 Okay. Before the Chair recognizes Mr.
2 Arakawa for his question, the Chair welcomes
from 3 the Corporation Counsel Mr. Howard Fukushima.
4 Proceed, Mr. Arakawa.
5 COUNCILMEMBER ARAKAWA: Good morning and thank you.
Along 6 the same line, what level of funding are we
7 at? So in doing our preparations and our
looking 8 what can we anticipate? How many miles of
9 can each county be looking at so we do our
planning, 10 planning, we can sort of schedule those kind of
11 things in? Is there a set amount at this point,
or 12 is this a fluctuating amount, or is there a
13 nonexistent amount?
14 MS. NISHIKAWA: That's a really good question. One of
the 15 figures that we have heard is -- or one of the
16 pots of money, not the only one, is the Federal
major 17 Transportation's Enhancement Funds,
18 Enhancement Funds, and of that, about 10 percent
Transportation 19 often available for bikeway projects. And that
20 amount we have heard has averaged about \$3
is million a

21 year.

22 COUNCILMEMBER ARAKAWA: Statewide?

23 MS. NISHIKAWA: Statewide. And so -- and it depends
on,

24 you know, what projects are funded, and some

25 projects can get pretty expensive depending on
what

23

1 the terrain is and what the conditions are.

2 COUNCILMEMBER ARAKAWA: The scope of your planning,
are

3 you gearing most of your plans around major

4 highways, just long distances, or are you
gearing

5 most of your planning in more a community

setting

6 where we already have housing or we already have

the

7 schools? Is that where the money is going to be

8 directed? And I ask because it's critical if
you're

9 going to direct money, you have to have an idea

of

10 where you want to put that funding, if it's

going to

11 be in the communities for short transportation

12 routes versus long transportation routes. What

is

13 your concept?

14 MS. NISHIKAWA: You know, we don't have any preformed
15 preferences or priorities. It -- We're really
here
16 to be responsive to where you think the priority
17 should be, whether on more long-distance routes,
18 more, you know, say, long-distance commuting
routes,
19 or inter-town routes or those that serve as
20 individual communities.

21 COUNCILMEMBER ARAKAWA: Then the --

22 MR. KIMURA: Right now we're -- as our slide show
showed,
23 we're evaluating the 1994 plan. That plan has
24 alignments that go all over your island, along
all
25 of the major highways, all around all of the
West

24

1 Maui Mountain Range and the East Maui Mountain
2 Range. They have different titles on them like
3 "future," "proposed bike lane," "bike path" and
so
4 forth. What we're trying to do is evaluate
those
5 routes and see if they are, indeed, feasible to
do,

6 and then also we wanted to see which ones were
7 actually implemented, which ones were built
since 8 1994.

9 For Maui County, if I can compare the
10 different counties, you guys have a lot of bike
11 improvements here, more so than Kauai County and
the 12 Big Island. Oahu has a lot because the bulk of
the 13 population is there. And Oahu's purpose is a
lot to 14 do with commuting. There's a lot of bicycling -
- 15 bicyclists that like to try to commute. It's
very 16 difficult because of the traffic there, but they
and 17 have succeeded in getting a lot of bike lanes
18 bike paths implemented.

19 But Maui County has quite a bit,
especially 20 through your residential subdivisions, and I
think 21 those are very -- very good bike routes to have
22 because they're -- you know, the children and
the 23 adults can use it very safely. And they're
really 24 well striped.

25 What we're trying to do is go to a public

1 workshop and work with the community and find
out
2 where they really think we should be focusing in
on.
3 So if they don't want to go around the West Maui
4 Mountain Range, for example, which is, you know,
a
5 very difficult task to do, then, you know, we
want
6 to find out, you know, in what communities they
want
7 to have the improvements and then we would try
to
8 prioritize that -- it that way.
9 COUNCILMEMBER ARAKAWA: So you're developing the
priority
10 system. And in my mind the reason that it's
11 critical is you're not looking only at
construction
12 of bikeways, but you're looking at actual
13 utilization and getting people to work bikes in
as a
14 part of the transportation in an area, and that
15 requires several layers of networking. If
you're
16 going to be constructing a bikeway, it's one
thing.
17 If you're going to have people using it, you
have to
18 understand where they're going, why they're
going,

the 19 how they're going to be able to utilize it to
20 best effect.
multiple 21 At the same time, there are these
22 uses depending on what the criteria of the
23 individuals want to have. We have a very active
24 downhill bicycle tour groups here on the island.
toward 25 And if the funding is going to be focusing

26

funding 1 that, that's a different purpose than if the
going 2 is going to be focused around school children
3 to and from school in a safe manner.
4 And that -- part of the -- part of the
adequate 5 system, I believe, also would require that
are 6 protection be built in. If a lot of children
7 using bike paths, you don't want it right on the
8 main highway, you know, you sort of want it off
to 9 the side and set -- set so it's a lot safer.
program 10 So I'm trying to understand what your

oriented, 11 goals are. Is it going to be more locally
you 12 or is that something you're trying to develop as
13 go through and conduct these meetings?
we 14 MR. KIMURA: It's meant to be locally oriented. And
each 15 wanted to establish goals and objectives for
statewide 16 county. Because we intend to have some
subset 17 goals and objectives, but under that maybe a
18 of your own county's goals and objectives.
other 19 We have been talking to other people,
a 20 county agencies and so forth, and trying to get
what 21 feel as to where they would want -- you know,
like 22 purpose they would want biking. In some cases,
to 23 Maui, there seems to be a push for more tourists
like 24 be riding bicycles for ecotourism and things
their 25 that in addition to the local kids that use

So
objectives
approximately?
flexible
looking
at
I
year.
our
because
was
you

1 bikes to get to school and adults for commuting.

2 we want to set up a subset of goals and

3 as well and try to work with that.

4 COUNCILMEMBER ARAKAWA: And, again, you're looking at

5 about \$3 million statewide per year,

6 MR. KIMURA: Yeah. That's a rough number. It can

7 actually get more if you get down more into the,

8 what's it called, flexible funds, yeah.

9 COUNCILMEMBER ARAKAWA: And if you get into the

10 funds, about how much more are you looking at

11 statewide?

12 MR. KIMURA: We can't answer that one. I don't --

13 COUNCILMEMBER ARAKAWA: I know it moves around, so I'm

14 just trying to get an approximate. Are we

15 at, you know, \$4 million total? Are we looking

16 \$400 million? Ballpark is all I'm looking for.

17 understand that it moves around from year to

18 MR. KIMURA: We were trying to get that figure, but in

19 investigations it got to be very difficult

20 it's not easy to find a title for a project that

21 called bike path or bike lane or bike shoulders,

22 know. They usually have it as a project for a

23 highway widening thing, and then they put a bike

24 sign up. So, you know, it was -- it's something
25 that we tried to do, but we can't get a handle
on

28

1 that.
2 COUNCILMEMBER ARAKAWA: Okay. Well, if you can't, you
3 can't.
4 MR. KIMURA: Yeah.
5 COUNCILMEMBER ARAKAWA: That's very understandable as
6 well. Thank you very much.
7 CHAIR MOLINA: Okay. Thank you, Mr. Arakawa.
8 Mr. Nishiki.
9 COUNCILMEMBER NISHIKI: Yeah, thank you.
10 CHAIR MOLINA: Followed by Member Tavares.
11 COUNCILMEMBER NISHIKI: You know, we're asking them to
12 create what we want, but I think it's this
County
13 and we here as we sit here, are we going to be
the
14 policy makers or not? Okay? And that is our
15 position. So if we are going to make a policy
and
16 say we want to see bikes used, whether it be in
17 communities or around the island or whatever,
then I

And 18 think we're going to have to create ordinances.
in, 19 if they're going to be -- as subdivisions come
20 they're going to pay a fee to create bike paths
21 within the subdivision and then -- and create a
22 plan, then that's what we have got to do, you
know.
23 Because I -- I see this and, you know,
24 nothing against you people, but, you know, I
wish
25 you had come in here and given us a model
program

29

somewhere 1 that you have created that you have seen
said, In 2 in the state or somewhere in the nation and
the 3 Oregon, this is what they did. This is around
California, 4 college and this is what they did. In
with 5 they had a high school just similar to Kahului
ridership 6 elementary schools, and they created the
7 because they created a safe area.
8 I don't know if you have had any

9 backgrounding on these kind of things, but this
may
10 be the direction, I don't know. I don't know if
we
11 have, David, or the State has as we pave miles
of
12 road, I heard that we force development of bike
13 paths along the roadway. I don't know if this
is
14 the safest way to ride a bike along State
highways
15 or whatever, but I -- And that's another
question we
16 need to ask David.
17 But, you know, if we're going to say that
we
18 want to see this used as an alternative
19 transportation, knowing that gas prices are
going
20 up, we don't have any transportation systems
here
21 right now, and we talk about it, you know, then
I
22 think we within this county need to look at if
David
23 is going to say that, hey, you know, as
subdivisions
24 come in, we assess a bike path fee on the
developers
25 so that when the roads come in, they have got
bike

it, 1 paths put along the -- whatever roads they call
it. 2 the most traveled roads that we are going to see

3 But, again, I agree we may have to have a
4 plan first, but we set the policy here, the Maui
5 plan as the County Council. If we want to see
this,

6 then we have got to enact ordinances also within
the
7 subdivision as -- And this is a good time as we
see

8 all the developments coming in, Mr. Chairman.
9 that would be my input, you know, we set policy.
Is

10 Riki going to put money into it, you know, to
11 develop the bike paths? That's as quickly as
we'll
12 go.

13 And so I appreciate them being here, but,
you

14 know, I would have hoped that you would have
15 us some model community for us to look at rather
16 than us having to pioneer anything. I don't
know,

17 do you -- did you go -- have you gone nationwide
to

18 see anything that's a model --

19 MR. KIMURA: We --

20 COUNCILMEMBER NISHIKI: -- that we can look at?

21 MR. KIMURA: We have biking expert consultants from
22 Washington, D.C., and they're bringing down a
whole
23 set of different models for different -- exactly
24 what you said, for Oregon and so forth that --
25 That's going to help us so that when we put
together

31

1 the plan, we will have the benefit of all of
those
2 different examples to look at.
3 COUNCILMEMBER NISHIKI: And are they ordinances within
4 development that these people put in to see how
--
5 MR. KIMURA: Right. We want to find out how they go
6 about -- you know, how they got it built, how it
got
7 implemented.
8 COUNCILMEMBER NISHIKI: Right.
9 MR. KIMURA: Even some of the budget items, you know,
how
10 to get it budgeted within their systems so that
it
11 becomes a real thing.
12 COUNCILMEMBER NISHIKI: Correct.
13 MR. KIMURA: So that's the advantage of us having this
--

the 14 this other consultant working for us. But as
we've 15 local consultants, there's a whole lot of work
all of 16 got to do to put the plan together, you know,
areas 17 this data collection and looking at different
that's 18 and so forth, calling a lot of people. So
19 the way this whole project is structured.
20 COUNCILMEMBER NISHIKI: Thank you.
21 CHAIR MOLINA: Okay. Mr. Goode, a response to Mr.
22 Nishiki's question?
23 MR. GOODE: I believe, if I could paraphrase, one of
the 24 questions had to do with new developments and --
25 COUNCILMEMBER NISHIKI: And road projects.

32

1 MR. GOODE: -- and road projects. First with respect
to 2 new developments, I think there's a possibility
with 3 the new traffic impact fees that are being
developed 4 with the Planning Department as it relates to
those 5 older ordinances may have a -- they may
calculate in

6 costs of providing additional bikeway
7 infrastructure, so that's a possibility.

8 Regarding, you know, what we have been
doing,
9 our current plan, the '91 plan, does set out in
10 the -- in one section what a typical road
section
11 should look like and what some of the preferred
12 alternatives are. And it's pretty well
recognized
13 that shoulders are the quickest and easiest
14 opportunity. And the Bikeway Committee that was
put
15 together at that time endorsed that as knowing
that
16 the quickest and easiest way to get people on
bikes
17 is to get the bikes paths up and running, and
the
18 easiest way to put them on is to make shoulders.
It
19 may not be deemed the absolute safest, but it's
20 pretty much used everywhere. That's why
bicyclists
21 are, you know, built into the traffic code. You
22 know, they have the right -- they have rights to
the
23 road as well.

24 And that's what we have been doing a lot
of.
25 We do have some separate bike paths, and we have
a

1 lot of -- as you're driving around, you see we
have
2 a lot of shoulder work that has been done over
the
3 last eight, nine years specifically for
bicyclists.

4 CHAIR MOLINA: Okay. Thank you.

5 MR. GOODE: I think those were his questions.

6 CHAIR MOLINA: Okay. Thank you, Mr. Goode. And thank
you
7 also for your efforts with regards to the bike
paths
8 as noted by Mr. Kimura here in Maui County.

9 Question from Ms. Tavares, to be followed
by
10 Mr. Hokama.

11 COUNCILMEMBER TAVARES: Thank you. I think our
12 consultants here can see that we're anxious to
get
13 them built, is our -- with policy and with
funding
14 and all of that. And I understand that that's
not
15 your portion of the process, but you're to
develop
16 the statewide plan.

17 And the questions that I have have to do
with
18 where else are you doing this presentation? Are
you

19 doing it to the Mayor's Transportation
Committee,
20 the Tran 2001? Are you doing this presentation
21 there to get input from them? And also the Maui
--
22 the Bikeways Committee? I believe if they're
not
23 still a formal Committee, that there are members
24 such as Joe Bertram that are still around that
can,
25 I think, offer some input to you folks for

34

1 consideration in the overall plan. Because
there
2 has been a lot of activity related to bike
3 transportation here on Maui, as I think you have
4 already figured that out.
5 The other thing is: Have you set up or
are
6 you planning to meet with the commercial bike
7 operations here on Maui to determine perhaps
what
8 their particular needs are? And when they --
you
9 know, we don't have to talk about money at this
10 point. We determine what their needs, then we
look
11 at it and we determine at that point, okay, if

12 they're going to benefit from this more than a
13 certain percentage over the, you know, normal
14 recreation or noncommercial use of a bikeway,
then
15 we'll be asking them to participate in building
16 these bikeways for their use.
17 As far as policy from this Committee, I
mean,
18 I'm going to be a big proponent for bikeways off
the
19 roads because I think that's the number one
reason
20 why parents won't let their kids ride their
bikes.
21 Because you're riding, I mean, and what
separates
22 you is one white line and, you know, car tires
don't
23 get stopped by a little white line there. So,
you
24 know, we're so vehicle-oriented here that I
think
25 riding a bike --

35

1 I mean, I rode a bike around Oahu. My
2 brother and I went on a bike, you know, some
years

ago. 3 ago. Maybe last year. No. Maybe ten years
were 4 And, you know, you put your life in danger. We
went 5 almost run off the road about six times as we
a -- 6 around from Kailua to Haleiwa. And it was just
7 it was not a pleasant experience. You didn't
8 have -- you didn't enjoy it because you're so
a 9 worried that you're going to get crashed into by
10 car. So I think that that -- you know, if we're
hope, 11 going to talk about policy, that would be, I
road 12 our policy here, is to move the bikes off the
separation 13 or have a separator, some kind of traffic
14 that's meaningful. And I believe that Safe
15 Communities of Maui is also looking at this
16 particular issue.
17 And in our Transportation Workshop that
18 unfortunately got canceled back when three of us
it's 19 were going to attend that in San Francisco, and
20 been rescheduled till the end of November, and I
they 21 think -- I hope we can still go to that, but
22 have a whole section that's dedicated just to
23 bikeways. And that's cosponsored by the Federal
24 Highways Administration and Department of
lot 25 Transportation, the Feds. And I think it has a

1 of good of what Mr. Nishiki is talking about
2 examples of how bikeways work in different
3 communities.

out

4 So I believe there's lot of information
5 there and lots of models that we can look at and
6 perhaps adapt, but those are some of the places

I

7 would suggest that you take your show. And it's

a

8 very excellent presentation, by the way. It's
9 concise, to the point, and you've got some, you
10 know, good pictures to keep people's attention

and

11 great multimedia presentation. Thank you.

Mr.

12 CHAIR MOLINA: Thank you. Any comments, response from

13 Kimura or Ms. Nishikawa?

if

14 MR. KIMURA: You had many questions there. Let me see

15 I can remember. First, yes, we really -- we're
16 happy to meet with the Mayor's Advisory

Committee

17 and the other community groups.

18 Secondly, we would -- we're planning to

and 19 contact the bike -- commercial biker businesses
the 20 talk to them about some of the issues, but at
And 21 same time we're holding this public workshop.
the 22 we have sent invitations to all of them, all of
23 commercial biking organizations.
24 COUNCILMEMBER TAVARES: Great.
we're 25 MR. KIMURA: As well as we're putting out fliers and

37

this 1 trying to get the message out that we will have
just 2 public workshop. But the workshop is really
We 3 another method to try to get more information.
very 4 really think that the one-on-one meetings are
with a 5 helpful. So we've been -- we've been meeting
meetings 6 lot of people. Our calendars are full with
7 all the time. So we would be happy to do that.
8 COUNCILMEMBER TAVARES: I just think that the Tran
9 Committee, because they're talking about
multimodal

Maui, 10 transportation options and alternatives for
11 that would be a wonderful place to start. They
have 12 already had a presentation by the Bikeways Maui
13 Committee. So this Committee that's made up of
14 community members and some of their legislator
types 15 and administrator types I think is a diverse
group 16 of people that are interested in transportation
17 alternatives.
18 And the -- you know, we're putting a lot
of 19 pressure on -- I think right now on the
commercial 20 bikers because of, you know, accidents and, you
21 know, a couple of deaths due to the downhill
bike 22 experience from Haleakala. And so they know --
I 23 mean, it's on your agenda, I think, Mr. Molina,
Mr. 24 Chair. So they know that something is coming.
And 25 if they're involved at the beginning part or
more

2 specific before the commercial bike operators, I
3 think, you know, we might be able to get some
real
4 good information from them, or you folks would
be
5 able to get some good information from them as
far
6 as their expectations and what their plans are
for
7 the future. Because it's not -- this is not
8 isolated. We are talking about them in other
agenda
9 items.

10 MR. KIMURA: If you could help us with some points of
11 contacts for all of these transportation
committees,
12 we would be happy to meet with them.

13 COUNCILMEMBER TAVARES: I think we have them all.

14 MR. KIMURA: Okay. Thank you.

15 CHAIR MOLINA: Okay. Thank you.

16 Mr. Hokama.

17 COUNCILMEMBER HOKAMA: Have your -- Have you discussed
18 using sidewalks for bike -- more bicycle use?

19 MR. KIMURA: It's -- Sidewalks are -- it's -- You have
to
20 go look by the traffic code. On Oahu, for
example,
21 bicyclists can use sidewalks, but they have to
be
22 outside of the business district. And there
needs
23 to be some interpretation on where the business
24 districts are. So likewise --

39

1 residential community area?

2 MR. KIMURA: You're permitted to use the bicycle on
3 residential areas, yes.

4 COUNCILMEMBER HOKAMA: The reason I bring that up, Mr.
5 Chairman, is I think within the residential area

--

6 and we may need to change the code because our
code

7 says sidewalks is intended for use of
pedestrians,

8 but, you know -- And I can appreciate the
concerns

9 Ms. Tavares brought up about safety with
vehicles.

10 I think sidewalks should be utilized by both a
11 residential bicyclist within their own community
as

12 well as a pedestrian.

13 And, you know, I've been to Japan a few
14 times. In Japan what was interesting to me --
15 Because most of their bicyclists have bells. So

I'm

16 walking down a crowded mall, I hear this bell
ring,

17 chi-ching, chi-ching, and being the ugly
American, I

18 refused to move. My friend from Japan grabs me,
19 yanks me on the side, and says you have to move
20 because the bicycle has the right-of-way, not
the
21 pedestrian. And they make it convenient for the
22 people to use bicycles. And, you know, Japan is
a
23 pretty heavy urbanized, crowded place, but yet
you
24 got a lot of people with the baskets going to do
25 shopping, doing their mail, going to business

40

And 1 because it was designed to be bicycle friendly.
pedestrians, 2 the -- you know, the residents or the
need 3 they're aware that when you hear the ring, you
vehicle 4 to make room for the bicyclists. And the
5 drivers also know that the bicycles have certain
6 rights more than they do, also.
the 7 So it's the mentality as well as I guess
has a 8 policy that they have made whereby a bicyclist
than 9 lot more use of a route or a venue of traveling

in 10 other people or vehicles. So I was just curious
11 that that I think maybe we need to embrace -- I
12 mean, you know, we have got subdivision codes
with 13 great sidewalks in a lot of our communities.
And 14 maybe we should just say, you can -- you know,
you 15 should use the sidewalk. You're off the road,
more 16 than likely there's a foot to two foot of
curbing 17 and some kind of grass there before you hit the
18 sidewalk. And you got a what, I don't know what
Mr. 19 Goode would say, but maybe a 4-foot wide
sidewalk. 20 That's a hell of a lot better than what we've
got on 21 the side of the road shoulders right now.
22 COUNCILMEMBER TAVARES: That's right.
23 COUNCILMEMBER HOKAMA: So maybe in the meantime for
24 residential areas, we might want to look at
amending 25 the code because, you know, someone would say,
well,

1 it's not a permitted use because the sidewalk is
2 specific for pedestrian only. That maybe we
want to
3 look and promote the use of sidewalks. And as
part
4 of the program, maybe require those with bicycle
5 tags or licenses that they need a bell for
6 notification and warning. And maybe that's one
way
7 to get people without existing construction to
8 already use a system that's already built into
the
9 communities. So I just -- I just share that.
10 And, again, because under the code
bicycle --
11 bicycle -- Let's see. Let me make sure of this.
12 Bicycle path means a pathway for bicycles and
13 pedestrians physically separated from motor
traffic,
14 so I thought that was the sidewalk. But then
when
15 you look at a sidewalk, it just is for
pedestrian
16 use only. And this is in Chapter 10.04 of the
Code,
17 Chairman.
18 So I just share those comments that it's
19 going to be part of an education frame of mind
as
20 well as I think if you want kids to use bicycles
in
21 the communities to go to the schools and
whatnot, I
22 encourage them that they don't need to go on the
23 road, they can use the sidewalks. And there's

to 24 crosswalks that we can -- again, we might need
since 25 make a change in our definition of a crosswalk

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1 it is indicated for pedestrian use, that we can
2 change the definition of also bicycle use.
3 CHAIR MOLINA: Very good suggestions, Mr. Hokama, and
4 interesting comments from around the world. I
think 5 a good point has been made that people's social
6 attitudes towards bicyclists have to change.
7 Because I have seen many times people have a lot
of 8 disrespect for people bicycling on the road,
9 especially drivers who are in a hurry to go to
work 10 and there's a bicyclist there. And there's that
-- 11 seems to be that disrespect.

12 Before I go to Mr. Nishiki, I know Mr.
13 Carroll, you had a follow-up question?

14 COUNCILMEMBER CARROLL: Thank you, Chair.

15 On Maui particularly we have -- excuse
me, we 16 have three areas. We have commercial,
recreational,

17 and then what we hope will be for transportation
18 purposes. For instance, the Kahului area, which
we
19 have a large housing area which is fairly well
20 connected to shopping centers and business
areas.
21 These are all separate, really, and they don't
22 overlap much the use of.

23 As consultants, how are you addressing
that
24 because these three different uses? And, like I
25 say, there's not too much overlap in these uses,
the

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1 areas. How do you address that?
2 MR. KIMURA: Well, the plan itself will show all of
the
3 alignments for these different users. For
example,
4 if you have your commercial users in one area
for
5 recreational purpose -- I mean, or the public
for
6 recreational purposes, for example, the
shoreline
7 path near the airport going to Spreckelsville,
you
8 know, it will show all of these.

bit 9 COUNCILMEMBER CARROLL: All right. Let me be a little
three 10 more specific. What happens is we have these
obviously 11 areas, like coming down from Haleakala,
12 commercial, maybe some areas; recreational,
you 13 recreational riders like long, open areas where
and 14 can go between hopefully in a circle someplace;
15 then, of course, the one that we really want to
the 16 promote is transportation, like for instance in
ones 17 Kahului area. Traditionally the recreational
tend 18 have been the moving force and the bike paths
it 19 to be built where the recreational people want
20 because they're out there. They're very strong
people 21 advocates. They're the ones that are seeing
the 22 that have the money and they're the ones who get
23 money for these paths. So you don't see much in
encourage 24 Kahului to get the kids to school and to
get 25 people to use them for actual transportation to

1 to work and go to shopping or whatever.

2 When you come out with your
recommendations,

3 how do you approach that? In other words, do
you

4 recommend that, okay, we have only so much
money,

5 what areas should we focus on? How do you
address

6 that?

7 MS. NISHIKAWA: Well, in part we're looking -- it's
8 through meetings like this that we're looking
for

9 guidance about how to structure criteria to be
used

10 in evaluating different proposals so that we can
11 have some sense of how to rank them in terms of
12 priority levels. So if we're hearing from the
13 community that there has been or -- an
overemphasis

14 in the past on recreation facilities and we
would

15 like to move more in the direction of beefing up
16 bicycle facilities in neighborhood --
residential

17 neighborhoods, then that will provide us with
some

18 way of structuring criteria to reflect those
kinds

19 of community priorities. If other communities
say

20 they really want a balance among all three
different

reflect 21 kinds of bicycle facilities, then we hope to
22 those kinds of --
getting to 23 COUNCILMEMBER CARROLL: Okay. This is what I'm
24 in a long path going around. Usually your
strong 25 recreational people will be out there very

45

1 and commercial people will be out there really
people 2 strong, but you're not going to have a lot of
using 3 come out there representing the Kahului area,
truly 4 sidewalks, some of these other suggestions, to
5 encourage bike use in an area where it could be
you're 6 really practical. And we could have it, but
input 7 probably not going to see that type of public
8 for that area.
because we 9 And that's what I'm worried about,
10 are going to hear strong public input for the
11 commercial and for the recreational, but for the
Kahului, 12 actual use around schools and areas -- and

because 13 of course, is -- I keep going back to that
can 14 that is the one area that's flat and it's -- it
15 be very practical to use for school and work.
16 You're just not going to hear that much coming
17 outside from the community, because people are
18 rather happy using their cars right now, the
going 19 infrastructure isn't there. They're just not
20 to come out.
grease, 21 And while the squeaky wheel gets the
areas 22 but do we really want to address these other
look at 23 because they have strong advocates, or do we
24 what in the future could truly have an impact on
25 Maui in reducing our traffic, reducing our cars,

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to 1 even though the public in that area is not going
I 2 be out there as strong advocates at this time.
3 realize it's difficult, but it seems like there
4 should be some way that we could address this.

5 MR. KIMURA: Well, you're giving us an excellent
message
6 right now, and then we can put the plan together
in
7 that frame of mind. We would want to do a
balanced
8 plan and not pay too much -- you know, overly
too
9 much attention to just one group that's just
pushing
10 one particular type of route and so forth. And
a
11 lot has to do with education, communication,
trying
12 to make people more bike friendly in a
community.

13 And hopefully that when you build or when
you
14 implement these routes, even though the
community
15 never came out in favor of it, then more people
will
16 start using it. And as you see more and more
people
17 use it, then it might start rolling along and
then
18 you get more of the residential commuters using
19 these routes.

20 But, you know, that's an excellent
message
21 for us, and we would like to push the plan in
that
22 direction.

23 COUNCILMEMBER CARROLL: Thank you.

24 CHAIR MOLINA: Thank you, Mr. Carroll.

25 Mr. Nishiki, followed by Mr. Arakawa.

you
you
I
I
a
car.
visit my
you
went,
drove
down
it's
the
was

1 COUNCILMEMBER NISHIKI: Yeah, thank you. You know,
2 use the word "bike friendly," but I want to give
3 a story that happened to me four months ago when
4 went -- I didn't have to go Japan, as Riki said.
5 went to Honolulu. And I went -- I wanted to be
6 little bit cheap and I didn't want to go rent a
7 I was going to be there for a week, went to
8 daughter. So I bought a bike because I figured,
9 know, she and I could use a bike. And then I
10 licensed it and everything else.
11 So I go swimming, so I took Waikiki,
12 along Kalakaua, and came back down after I swam
13 Ala Wai. And Ala Wai you got no bike paths,
14 all one-way four lanes. And, you know, along
15 canal, beautiful sidewalks, coconut trees, it

kamikaze 16 cool. So I went, no way am I going to be a
said, 17 in this four-lane road coming down Ala Wai. I
side, 18 I'm going to go to the side. So I went to the
19 go down the sidewalk.
20 Lo and behold a policeman, nothing else
to
21 do, pulls me off.
22 COUNCILMEMBER TAVARES: Again?
23 COUNCILMEMBER NISHIKI: Visitor friendly? No way.
\$60
24 ticket for riding my bike on the sidewalk. I
said,
25 hey, you know, I'm visiting from the outer
islands,

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1 I really didn't know this, please. She said, no
2 way, this is the Waikiki District, you should
know
3 it, no riding on sidewalks. I got ticketed \$50
--
4 \$60 I paid.
5 And so like -- I mean, Charmaine and Riki
6 brings up about different areas and how we make
it
7 friendly. This was not a friendly situation.
And

8 yet I was thinking about my own personal safety,
you
9 know, no bike path, and so I went on the
sidewalk
10 thinking this is the best thing to do. But
that's
11 why, David, I think what Riki brought up about
what
12 we can do right now, I think, you know, and
using
13 sidewalks I think is an excellent idea.
14 You know, Charmaine was saying -- As an
15 adult, I am deathly afraid to ride the bike, you
16 know, and so that's what I chose to do for my
own
17 life. You know, \$60 was -- I don't care. But
we've
18 got -- as Bob even said, you know, you have to
look
19 at two areas, the residential side and then the
20 commercial side. The residential side, you're
not
21 going to get input, but I think that we here in
Maui
22 County, if we enact ordinances or at least get
the
23 ball rolling, we can start it if I guess this is
the
24 policy that we want to take, Mr. Chairman.
25 I mean, to have this meeting is good, but
I

1 think that we could move quickly before they
start
2 rolling and have some monies, because I think
that
3 financing is going to be the biggest problem
that I
4 see. The other thing is is that our different
5 communities are just starting to grow, also,
when I
6 look Up-Country and I look at Kihei-Wailea. We
7 still have that chance. Kahului possibly, but
in
8 Kahului I think the opportunities are great
because
9 you got your schools, elementary, you got high
10 school, and then you've got the community
college
11 that is expanding, so --

12 That's just what I have to say, that we
can
13 start right away if we enact ordinances and get
14 David to think along the same lines. Because we
15 have not had the kind of planning within Kahului
to
16 create a bike path. I think this may be the
perfect
17 spot, Kahului. Wailuku is just starting to grow
on
18 the outskirts, also.

19 CHAIR MOLINA: Thank you, Mr. Nishiki.

20 Mr. Arakawa.

21 COUNCILMEMBER ARAKAWA: Yes. Thank you, Mr. Chairman.

22 Since we're just throwing out ideas and
23 observations, if we're seriously going to be
looking
24 at biking and alternative to automobile
25 transportation, I believe a lot of our community

50

1 designs are not appropriate for that kind of
thought
2 process. There have been areas -- I have
visited my
3 brother-in-law in Chicago -- where they put two
lots
4 back to back, one driveway connecting the two
lots
5 to the main highway. So in the back of that
second
6 lot, there is no roadway. Here we try and put
lots
7 back to back, put roadway on both sides.
8 If we redesign some of our systems so
that we
9 would require the driveway to be a singular
driveway
10 for two lots connected to a roadway, keeping the
11 center section between the -- I guess the second
and
12 third lot open for a walkway and drive --
cycling

with 13 paths, beautification areas, we could come up
that 14 completely different types of community design
15 would be much more bicycle friendly, pedestrian
16 friendly with a lot more open space.
like 17 In some of the old communities we have,
built so 18 Wailuku Town, you know, the houses were not
the 19 that there was an individual driveway to connect
20 road for every lot. There is a center road that
21 sort of allows three or four houses to connect
other 22 together where the back sides of that adjoin
23 properties without the road.
going 24 So I think a lot of the design as we're
25 into this and you're looking at possible

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1 encouragement for bicycle traffic might be to
2 completely relook at the design process that we
by 3 have, eliminating about half the roads we have
4 design and creating the bikeway walkways between

as 5 these -- the housing units to encourage safety
6 well as the use of the open space and the yards.
7 I think there are a lot of ways that we
can 8 go about trying to create a more bicycle
friendly 9 environment, but it needs to be a very conscious
and 10 very vigorous attempt on the part of government
if 11 we are going to do this. It cannot be just
business 12 as usual, you know. If we create these back-to-
back 13 areas, you can have all your utilities in those
14 areas, your parking in those areas, walkway,
15 bikeways in those areas, so none of that would
have 16 to be on the street. And the access to the
street, 17 you would be limiting it to a lot fewer accesses
18 through vehicles. It would be a lot safer
because 19 in those areas no cars would be backing out on
to 20 them, so you wouldn't have to worry about cars.
to 21 But, again, I think that if you're going
22 be looking at trying to encourage this, you also
23 need to be looking at our ordinances and
changing 24 the ordinances that we have for how we design
25 communities, and then make those requirements
from a

1 State level.

2 Thanks.

3 CHAIR MOLINA: Thank you, Mr. Arakawa.

4 Members, any other questions for our
5 panelists today. Ms. --

6 COUNCILMEMBER TAVARES: Mr. Chair.

7 CHAIR MOLINA: Sorry. Ms. Tavares, to be followed by
Mr.

8 Carroll.

9 COUNCILMEMBER TAVARES: Thank you.

10 I think the other thing that we have to
11 change our thinking about is that a bikeway is
more
12 than for bikes. And, you know, I think across
the
13 nation they're calling these pedestrian slash
bike
14 paths. And these paths are accommodating all
kinds
15 of things, like strollers, even those -- you
know
16 how a lot of seniors are getting around in those
17 battery-operated, electric-car-like things,
Scamps,
18 I think some of them are called. But it's for
19 alternative nonvehicular, I guess, kind of

20 transportation.

21 So there is a mix already in a lot of
22 communities where they're making paths that are
23 nonvehicular paths, but other things can use it.
24 And the kids can skateboard and rollerskate on
25 things, too. So it's not going to work in a 4-

those
foot

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1 width, but a lot of communities in their plans,
2 their master plans, are planning these pathways
3 particularly to connect some of the -- like the
4 schools to the residential areas or to the
5 areas so that sometimes -- some places you don't
6 ever see a road. You may cross one, but you
7 ride alongside a road, even.

shopping

don't

8 So I think the trend is getting to that
9 encourage more people to use alternative means
10 transportation. And I think if we think in
11 looking at more than bicycles, that we'll -- you
12 know, we'll be better off for the future. And

to

of

terms of

maybe

bike 13 now the focus is on bike paths, but, you know,
14 paths from -- you know, along the road lane, you
bicycles 15 know, that was the first attempt at getting
16 on the road safer, and that was safer than the
way 17 it was before when they just rode in the lane of
18 traffic. Now taking them off the road and
putting 19 them separately, that's the next step. But I
think 20 we have to think beyond that and get into the
future 21 of what we want to use these paths for and to
make 22 sure that we're inclusive, that we're not
excluding 23 other modes of transportation or recreation that
24 could -- that don't belong on a roadway, you
know,
25 if we look at it that way. They shouldn't be
mixed

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1 with vehicular traffic.
2 CHAIR MOLINA: Such as foot-mobile, right?
3 COUNCILMEMBER TAVARES: Yeah, foot-mobile traffic.
4 CHAIR MOLINA: Thank you.

5 Mr. Carroll.

I
6 COUNCILMEMBER CARROLL: Thank you. One last thing and
7 really appreciate what you're doing. There are
some
8 areas on Maui and like Hana where bicycles are a
9 problem on Hana Highway. It -- We're not going
to
10 say you can't have a bicycle on -- ride a
bicycle on
11 Hana Highway, however, as you proceed with your
12 plan, I think there are certain areas to where
there
13 perhaps needs to be restrictions, commercial, no
14 commercial, and that posted or somehow notified
that
15 bicycles need to be cautious. There's one-lane
16 bridges. The highway is dangerous enough as it
is
17 for cars to where bicycles are -- the riders are
18 notified that, well, they have to obey certain
19 rules. Perhaps when a car comes behind him,
that at
20 the first opportunity they need to pull on the
side
21 and stop and let the car pass.

bike
22 Summertime occasionally we have a lot of
23 riders come and they rent bikes and they come to
24 Hana and it can be a real problem. Some of them
are
25 very courteous. Some of them, boy, I mean, it
can

1 get really bad. So I would hope that as you put
2 together your plan, you can look at areas like
Hana
3 and certain sections of road perhaps bicycling
4 should be restricted. I don't know. I don't
think
5 you can do that. However, to where you can
address
6 the problems that they would have and somehow
make
7 a -- or not somehow, make a recommendation to
8 mitigate the potential hazards in areas like
this.

9 Thank you.

10 CHAIR MOLINA: Thank you, Mr. Carroll.

11 Members, any -- Mr. Kane.

12 VICE-CHAIR KANE: Thank you. One final comment, just
kind
13 of spinning off of what Mr. Nishiki said
regarding
14 looking at different models from different
areas.
15 And the one place that I went that kind of
follows
16 up on what Charmaine was mentioning was in
Monterey,
17 California. And between the various shopping
areas
18 there's some nice beach side, but they have a

19 wonderful path that they made. And it's rather
20 wide, so you have -- and they have little
markings,
21 you know, the bike guys stay on the right and
the
22 walkers on the left, you know, so they kind of -
-
23 they have their set rules. So I think something
24 like that for communities that are kind of close
by,
25 because it's not a -- you know, it's not miles
and

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1 miles long, if I'm not mistaken, but it
accommodates
2 and it functions real well with what they have
3 there. And I think that we can look at stuff
here
4 and integrating it into the communities
throughout
5 the state for this particular plan.
6 One final comment is I wanted to get a
clear
7 understanding of my previous question on the
monies
8 wise. From the Federal's point of view, Federal
9 agency point of view, this plan is a requirement
in
10 order to qualify for Federal monies? Can you

11 clarify that? Because I want to understand the
12 significance of this plan other than it being
just,
13 you know, another plan, so to speak. I mean,
what's
14 the significance of the plan from a budgetary
15 standpoint? Do you folks know that or would you
be
16 able to answer that?
17 MR. KIMURA: Yeah.
18 VICE-CHAIR KANE: If we don't have this plan, in other
19 words, you folks are helping to develop this
plan,
20 but if we didn't have this plan, could we still
go
21 out and get monies from the Feds? Would they
still
22 recognize our requests? Or having that plan is
23 something that will put us in some tier, so to
24 speak, of recognition for having this
comprehensive
25 plan put together, therefore they're going to
look

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1 at us and give us preference because we have
taken
2 the time to accumulate all this information and

3 present it in a comprehensive fashion.

4 MS. NISHIKAWA: Right. So that the proposals are in
the

5 context of some logical planning process --

6 VICE-CHAIR KANE: Yes.

7 MS. NISHIKAWA: -- that's followed all the
requirements in

8 terms of notification of the public, the public
9 having an opportunity to provide input. And so
10 it -- It does provide legitimate -- it does
11 legitimate the proposals that ultimately make
their

12 way into the STIP.

13 VICE-CHAIR KANE: And so, again, just for
clarification,

14 so is that a Federal recognition? I mean,
that's --

15 MS. NISHIKAWA: Yeah.

16 VICE-CHAIR KANE: Are you aware of what they look at?
17 And, I don't know, maybe, again, that's a
question

18 that I can ask David as well, but since you
folks

19 are the consultants trying to put together this
20 plan.

21 MS. NISHIKAWA: Yeah.

22 VICE-CHAIR KANE: I'm trying to understand the
function of

23 the plan as far -- as it relates to budgetary
24 requests to implement this plan.

25 MS. NISHIKAWA: Right. So the Bicycle Master Plan is
one

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1 of several Land Transportation Master Plans that
the
2 Department of Transportation is undertaking.
And so
3 it -- it has the same status as those other
plans,
4 Highways -- Airports, Highways and so on.

5 VICE-CHAIR KANE: Thank you very much. Thank you.

6 CHAIR MOLINA: Thank you, Mr. Kane.

7 Members, any other questions? Mr.
Carroll.

8 COUNCILMEMBER CARROLL: Just one, and I might have
missed

9 this, but I hope that when this plan is
completed,
10 that we could invite them back and see the final
11 result.

12 CHAIR MOLINA: That would be taken under
consideration,

13 Mr. Carroll. I'm sure there would be a lot of
14 interested people who would like to see the end
15 result. And we're looking at a proposed date
of,

16 say, December of 2002 that they hope to be
completed
17 with the plan by.

18 Okay. Well, hearing no other questions
from

his 19 the members, the Chair would just like to offer
with 20 comments. Thank you, again, for presenting us
public 21 this information. And you will be doing a
22 presentation on November 8th at the Wailuku
for 23 Community Center beginning at 6:00 p.m. not only
It's -- 24 bicycle advocates, I think drivers as well.
25 Whatever transpires at that meeting affects

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we 1 everyone, even those who love to foot mobile, as
brought 2 say. And I think a lot of good points were
at 3 up, and I'm sure you'll hear them echoed again
4 the meeting on November 8th.
staff, 5 At this point, as has been advised by
since it 6 that this is -- regarding the presentation,
does 7 was just an informational presentation, this
8 not require any Council action, so therefore the
particular 9 Chair will consider a motion to file this

10 communication.

11 COUNCILMEMBER ARAKAWA: So moved.

12 VICE-CHAIR KANE: Second.

13 CHAIR MOLINA: Okay. It's been moved by Mr. Arakawa
and

14 seconded by Mr. Kane. Any discussion, members?

15 VICE-CHAIR KANE: Mr. Chair.

16 CHAIR MOLINA: Mr. Kane.

17 VICE-CHAIR KANE: Yeah. Can I make a request, and I
won't

18 speak for everybody else, but just for myself,
if

19 possible we can get a hard copy of your

20 presentation, if we haven't already got that.
Okay.

21 Thank you very much.

22 CHAIR MOLINA: Thank you.

23 VICE-CHAIR KANE: And the other question is on your

24 presentation on November 8th, is it going to be
the

25 same presentation?

60

1 MR. KIMURA: Yes.

2 VICE-CHAIR KANE: Okay. Great. Thank you.

3 MR. KIMURA: It is supposed to be a workshop
(inaudible).

I'm

4 VICE-CHAIR KANE: You need to speak into the mike.

5 sorry. Thank you.

places.

6 MS. NISHIKAWA: And we will have some discussion about

7 what's happening in other states and other

Chair.

8 VICE-CHAIR KANE: Great. Thank you very much, Mr.

9 CHAIR MOLINA: Thank you, Mr. Kane.

10 Members, any other questions or comments?

11 The Chair would also like to ask Joe Bertram, if

one of

12 he's watching us, to please come out. Joe is

County.

13 our leading bicycling advocates here in Maui

those

14 Okay. Hearing no other discussion, all

15 in favor of the motion say aye.

16 COUNCILMEMBER CARROLL: Aye.

Chair

17 CHAIR MOLINA: All those opposed? Thank you. The

18 will mark it unanimous. Thank you very much.

Hokama,

19 VOTE: AYES: Councilmembers Arakawa, Carroll,

Chair

and Tavares, Vice-Chair Kane, and

20 Molina.

NOES: None.

21 ABSTAIN: None.

ABSENT: None.

22 EXC.: Councilmember Kawano.

MOTION CARRIED.

23

ACTION: FILING of communication.

24

25 CHAIR MOLINA: The Chair will call for a two-minute

1 recess. (Gavel.)

2 RECESS: 10:20 a.m.

3 RECONVENE: 10:28 a.m.

4 CHAIR MOLINA: (Gavel.) Public Works and
Transportation

5 meeting for October 17th is now back in session.

6 ITEM NO. 49: RE: TRASH ON WAIKO ROAD IN WAIKAPU
7 (C.C. No. 01-137)

8 CHAIR MOLINA: Members, we are now on to our second
and

9 final item for today, which is Item No. 49,
which

10 deals with trash on Waiko Road in Waikapu. And
the

11 Committee previously considered this matter on
July

12 2nd earlier this year. Because representatives
from

13 both Maui Scrap and A&B Properties, Inc. were
unable

14 to attend the meeting, the matter was deferred.

15 Now, the Chair did receive a call this
16 morning from Mr. Chubby Vicens from A&B. He is
ill

17 today and is unable to attend. But we did get

18 confirmation from Mr. Apana from Maui Scrap
Metal,

19 who is here as a resource person for the
Committee's

20 consideration.

21 Also in attendance for this meeting we --
as
22 stated earlier, we have the Director of Public
Works
23 and Waste Management, Mr. David Goode; the
Planning
24 Director -- or shall I say the Assistant
Planning
25 Director, Mr. Clayton Yoshida.

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1 And at this point the Chair would like to
2 yield the microphone to Mr. Goode for an update
on
3 the trash situation on Waiko Road.
4 Mr. Goode.
5 MR. GOODE: Thank you, Chairman. From our last
meeting,
6 which was held I think in May or so, one of the
7 issues that relates to our Department was our
drop
8 box program for recycling materials. And over
the
9 years we have been hauling newspaper -- we used
to
10 collect mixed paper, we haven't done that for a
few
11 years -- and cardboard to Maui Scrap Metals. We

12 issued an RFP during last fiscal year to have --
to
13 see if there was one entity that would be
interested
14 in taking all of our materials from the drop box
15 program. And the winning bidder was Maui
Disposal.
16 So effective July 1, the County is no longer
hauling
17 drop box materials to Maui Scrap Metals. And as
far
18 as the issue of litter along the road, the
materials
19 that would contribute to that would be the
cardboard
20 and the newspaper.
21 So I think one item we discussed here in
22 Committee was on kind of waiting for July 1.
And I
23 can inform you that we are no longer taking
those
24 materials to Maui Scrap Metals.
25 CHAIR MOLINA: Okay. Thank you, Mr. Goode.

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1 Members, any questions for Mr. Goode?
2 Hearing -- Okay, Mr. Hokama.
3 COUNCILMEMBER HOKAMA: No, I don't have a question,

I
all.
the
Road?
the
the
cleaned
It
dumping
can go
seems to
Metals
their
that

4 Chairman. When you're ready, I just want to --

5 just want to share -- I have a comment, that's

6 CHAIR MOLINA: Okay. Thank you. Mr. Arakawa.

7 COUNCILMEMBER ARAKAWA: So, Dave, in your review of

8 area, it's been cleaned up, that road, Waiko

9 MR. GOODE: The --

10 COUNCILMEMBER ARAKAWA: All the trash that was along

11 road that there were -- and there's pictures in

12 book we took, that area has pretty much been

13 up?

14 MR. GOODE: It has been through a cycle of cleaning.

15 is unfortunate that Waiko Road seems to be a

16 area for a lot of people. And even though we

17 through there and ask folks to clean up, it

18 grow back.

19 The immediate concern with Maui Scrap

20 was the paper coming out -- directly out of

21 gate. There's other materials along Waiko Road

22 in my opinion had nothing to do with Maui Scrap

23 Metals that was probably dumped by other folks.

24 COUNCILMEMBER ARAKAWA: Right. The concern that was

25 brought up was not Maui Scrap Metals, it was the

road. 1 trash on that road, the entire length of the
2 And the pictures that we took were of the entire
3 length of the road. Maui Scrap Metal was one of
the 4 contributing factors, but it was not the only
5 contributing factor, by any means.

6 MR. GOODE: Right.

7 COUNCILMEMBER ARAKAWA: So the question is: Has that
area 8 been cleaned up, the whole roadway, at least to
9 point of normalcy where, you know, you would
the 10 look at it as some other -- in any other community, you
11 would not say that this would stand out as being
12 overly trashed?

13 MR. GOODE: Waiko Road, like all of our roads, we have
14 various levels of trying to figure out who does
15 what. And one of the primary things is, is it
on 16 private property or is it on public property?
17 Road right-of-way is actually rather thin. If
Waiko 18 you look at the roadway itself and its shoulders,

get 19 generally they are pretty clean. It's once you
when 20 at the berm on the Kihei side in particular,
21 you hit the berm over there, you tend to see
where 22 materials that are sometimes just dropped off
23 people have a chance to pull in, basically. My
privately 24 understanding is most of those areas are
25 owned. We have been in contact with some of the

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there, 1 landowners. There's a number of landowners
2 including, I believe, Wailuku Ag., A&B, and
3 Weinberg.
4 There has been, to my knowledge, some
but 5 cleaning up. I can't say it's fully cleaned up,
not 6 we don't have -- Well, put it this way: We're
up 7 sending County forces at this point to go clean
8 private property.
concern 9 COUNCILMEMBER ARAKAWA: Okay. Mr. Chairman, the
10 basically is that we have excess of trash there.

for 11 For whatever reason, people throw it there. And
whole 12 the community, you know, it's -- just was a
was 13 lot. And the pictures that I showed, I think
14 there's no question in anybody's mind that there
deal 15 a whole lot of trash along the highway. I think
16 this is something that we're going to have to
problem 17 with Countywide as far as trash. And if the
18 is we have private landowners that people are
19 dumping trash on, I think we need to create a
20 program whereby somehow we can take care of this
taken 21 problem. And it doesn't -- it's not -- not
22 care of even though it's there.
suggestion 23 And I would ask Dave, is there any
24 that your Department has on how to handle this?
If 25 there's a lot of trash, obviously the trash

66

1 disposers are not the owners of the property,
2 they're just people that are going by and
throwing

3 this stuff out for whatever reason. Is there
some
4 kind of a recommendation the Department could
come
5 up with on how to take care of this concern?
6 We are in the process right now of trying
to
7 work with cleaning up whole communities because
of
8 the Dengue mosquito, which is a different issue,
but
9 nonetheless the same problem. How do we address
10 this problem, this concern?
11 MR. GOODE: If we use the Dengue fever example, in
Hana we
12 have taken all our road crews essentially off
the
13 road the last couple of weeks and that's all
they
14 have done is clean up where people are bringing
15 things to there -- off their private property to
the
16 roadside, and we have been taking it out. So
it's
17 taking at this point, you know, reprioritization
of
18 what we have been traditionally doing.
19 And what I'm suggesting is that it's
20 resources. If we're still going to maintain our
21 roads and drainage ways, which we need to do,
and in
22 Hana we're finally getting back to doing that
work
23 now as the request levels are coming down. We
need
24 resources.

private 25

And the going after, if you will, of

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1 landowners is traditionally done by construction
2 inspectors, individuals who should be checking
on
3 roads and driveway inspections, other work in
the
4 private -- public right-of-way. And it's kind
of
5 responsibility that has been handed. And so in
6 their prioritization of what they have to do on
a
7 daily basis, it's generally going to be at the
8 bottom of the pile.

9 So I would suggest that we need to
identify
10 what additional resources would be needed to get
to
11 a higher compliance level, what additional
resources
12 in terms of enforcement, because a lot of these
are
13 midnight raids. I mean, midnight runs, if you
will.

14 COUNCILMEMBER ARAKAWA: Right.

15 MR. GOODE: And my understanding is generally to
prosecute

16 you need some good witnesses. So it's kind of a
17 multitask effort.

18 COUNCILMEMBER ARAKAWA: Mr. Chairman, you know, that
is
19 something that I think we need to really be
looking
20 at. And that's what the real issue is here, is
how
21 do we take care of keeping our community clean
when
22 we run into the problem of people just throwing
23 trash out there? Private property owners really
are
24 not to blame for this, but, nonetheless, the
trash
25 is sitting there and it is a public nuisance.
And I

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1 think we need to try and work with the
Department to
2 come up with some kind of a policy. And if
we're
3 talking resource, we need to identify what those
4 resources are. If we're talking about changing
5 rules, how do we change those rules.

6 And I don't think -- again, you know, as
has
7 been stated, it's not the property owner so
much,

8 it's how do we deal these people that just throw
9 their stuff out? We see this at a lot of our
parks,
10 we see this all over the place, not only on
Waiko
11 Road, but Waiko Road is a good example where our
12 property line stops, we stop the pickup there.
We
13 don't have -- we stop our responsibility, and
yet
14 our responsibility is to the community in its
15 entirety.
16 So I would -- I would really appreciate
it if
17 as a Committee we could get the Department to
work
18 with us and try to figure out what rules need to
be
19 changed in order to make sure that these kinds
of
20 situations can be addressed. This is not the
first
21 time we're addressing trash. Trash has been
brought
22 up many times in committees. And the
identification
23 what the rules are as far as how do you identify
24 whose trash belongs -- who the trash belongs to,
how
25 do you deal with that? I think that we need to
have

1 the lawyers come in and we need to really have a
2 bang-out session to try and stop this process.

3 We have, what, \$500 fine, a \$1,000 fine
4 for litter. We don't enforce it. So almost every
5 roadway you go by, you're seeing the same
6 concern.

7 And that's really what this issue is about, is
8 how do we clean up the problem that we have to make
9 it -- to make our communities much better.

10 I stated earlier that when we were
11 driving on the East Coast, we put in a lot of miles,
12 several thousand miles, and all along the highways, if
13 you take all of those miles, we don't have as much
14 trash as we do here on Maui highways. And that's
15 through a whole number of states. There's got to be a
16 way that they're doing it to be able to enforce it
17 even on private property that we are not doing,
18 because they're doing a very good job. Even in the
19 major cities, you don't see this problem.

20 So we need to get to the root of what we
21 need

amount
20 to do from a legal standpoint, from an attack
21 standpoint to try and at least minimize the
22 of trash that's there. I don't think it's
23 acceptable at the level it is on most places on
24 Maui.
25 Thank you.

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Arakawa.
1 CHAIR MOLINA: Thank you for your comments, Mr.
2 And it's a good way of thinking outside of the
box
3 and I'm sure your sentiments are shared by --
shared
4 with a lot of people, too, who feel the same
way.
5 Members, any other questions for Mr.
Goode at
6 this point? Mr. Kane.
7 VICE-CHAIR KANE: I'll yield to Ms. Tavares.
8 CHAIR MOLINA: Okay. I'm sorry. Ms. Tavares, to be
9 followed by Mr. Kane.
10 COUNCILMEMBER TAVARES: Thank you. Yeah. Regarding
the
11 trash that might be on the side of the road from
12 time to time, I believe this is why we have a

clean 13 Highway Beautification Fee, also, is to help
the 14 up the litter that accumulates on the side of
15 road. So maybe there's, you know, possibilities
16 of -- I don't want to use the word "contracting"
17 because it sounds so official, but arranging for
18 maybe a nonprofit agency which would patrol a
stipend 19 particular area and then pay them a certain
20 for doing it on a regular basis. Like the Boy
21 Scouts or, you know, youth groups, the kids are
and 22 always trying to raise money for their travel
where 23 stuff. But if they had something, you know,
24 they could be called to say, okay, this is a hot
through 25 spot here, I mean, even if you don't do it

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are 1 Community Workday or something, somehow there
some 2 groups out there who would be willing to put
3 efforts into doing fund-raising of that type,
4 provide a service for fund-raising.

people 5 And we're -- you know, we're charging

6 now a beautification fee, it went up, and I hope
7 we're going to see it go up again next budget
time
8 so we go to the max so that gives us more money
to
9 enforce some of our highway beautification.
10 Enforcement is a problem all over. And, you
know,
11 the fines are there, but you have to see
somebody
12 doing it. And you all know the famous --
infamous
13 story of my father and the lady throwing her
14 cigarette butt out the window and took her to
court
15 and she got fined. You know, but it takes
somebody
16 in the community action and witnessing litter to
get
17 it enforced. It's very hard.
18 I know that at one time at parks we were
19 going through the parks trash bins because
people
20 were dumping their trash from home into the
parks
21 bins. And we got some people, you know, because
22 they still had envelopes with their names on it
and
23 stuff in their trash bags, so we were able to
nab
24 them that way.
25 But, you know, the ones where -- the
midnight

hard 1 haulers, as you referred to, that's going to be
we 2 to stop those kind of people unless, you know,
that. I 3 put up video surveillance or something like
And 4 think if we continually hit the education side.
5 in the meantime we still have to deal with the
6 problem, maybe dealing with the problem is maybe
7 arranging for these groups, youth groups, to
make a 8 little money for their clubs or their
tournaments or 9 whatever, and offer it to them -- to them as a
way 10 to make some money. I don't know how we could
do 11 that, you know, within the constraints of the
law or 12 the allowances that the law gives us with, you
know, 13 bids and stuff like that, but it seems like
14 something could be worked out along those lines.
15 And I think at the same time that you
hire 16 groups to do this kind of stuff, that's
education in 17 itself. You know, I always said, because we
used to

18 clean up the stadium -- When I was at Maui High
19 School, that was our fund-raising thing, we
cleaned
20 up the stadium after the football games. And
the
21 kids that cleaned up the stadium, after that,
it's
22 like, boy, I'll think twice about throwing stuff
23 down all the time, you know, because now you got
to
24 go pick it up.
25 And I always said, I'm on my soap box
since

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1 I've been away for a while, when I was managing
the
2 theater at Kaahumanu Shopping Center and I said,
all
3 you have to do is have to clean a theater
4 afterwards, after a show, and that really makes
you
5 stop the next time you go to a movie about
throwing
6 your trash on the floor in the movie theater,
7 because it's dark, nobody sees you, right. So I
8 think everyone should have that experience of
9 cleaning a theater after a show and then you
would

10 think again about not throwing stuff.
11 But, you know, it's a part of education
12 thing, too, if we get the youth groups picking
up
13 rubbish on some of our, you know, more hot-spot
type
14 roadways. And I think maybe we could look into
that
15 to help solve some of the problems.
16 CHAIR MOLINA: Thank you for all those interesting
ideas.
17 Before I turn -- yield the mike over to
Mr.
18 Kane, maybe I could get a comment from
Corporation
19 Counsel. If we were to initiate, I guess
solicit
20 various youth groups, what would -- I guess what
--
21 I assume they would have to sign liability forms
and
22 so forth in order to get, I guess, the funds
from
23 the Highway Beautification account? I guess,
what
24 would be the process that they would have to go
25 through?

2 CHAIR MOLINA: Uh-huh.

3 COUNCILMEMBER TAVARES: This has already been done in
some
4 fashion. Remember those kids from the Youth for
5 Environmental Services, YES, they were doing
some
6 trash pick up things. And I think they did it
7 through Community Workday, which takes care of
all
8 of the waivers and those kind of legal
requirements.
9 So I think the same kind of process probably
could
10 be followed for any other youth group. And
perhaps
11 David has a lot of information about that.

12 CHAIR MOLINA: Okay. Go ahead, David.

13 MR. GOODE: Thank you, Chairman. If I could stand on
14 Councilwoman Tavares's suggestions, the
Department
15 has begun discussions with Community Workday
16 relating to what might be just blankly titled a
17 County Adopt-a-Road Program. We're starting to
18 formulate our budget for the coming fiscal year
and
19 we're taking a look at those Highway
Beautification
20 funds as well, because they went from a dollar
per
21 car to \$3 per car, which raised the fund by 100
--
22 how many cars we got, 130,000 cars? So you can
see
23 what it did that, it went from 130 to \$400,000.

funds 24 And if we could identify some of those
because 25 and perhaps do a grant to Community Workday,

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1 Community Workday is -- they're perfect for this
they've 2 type of thing. They've got the volunteers,
they've 3 got the network, they've got the know-how,
see 4 got the waivers. Something that I would like to
5 is working with them, turning them loose with a
6 little bit of funds, and identify County roads.

7 You see the Adopt-a-Road Program on the
State 8 highways, and you can see where a State highway
and 9 section, a two-mile section is well maintained,
10 then all of a sudden you hit a blank. Sometimes
11 they don't have somebody to adopt that section.
And 12 what a difference, you can just see it. As soon
as 13 you hit the sign, it gets better or worse.

14 And I think we have an opportunity for a
lot 15 of our rural roads, ones that you don't see a
lot of

16 homes on. I mean, besides Waiko Road we're
talking
17 about today, there's Baldwin, Haliimaile, Hanamu
18 Road, I mean a lot in Kula. There's a lot of
roads,
19 not necessarily just Up-Country, but a lot of
our
20 rural roads where you don't have folks that live
21 there, the Adopt-a-Road Program is a natural.
22 And then to use other youth groups, for
23 instance, or groups that might use it as a way
to
24 raise a little extra money and promote awareness
at
25 the same time. Seems like a natural fit to me.
So

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1 I had a meeting with Community Workday actually
2 right when I got back from the mainland, because
I
3 took some photos of some small communities that
had
4 Adopt-a-Road Programs. I mean, they're real
small.
5 And I thought, wow, if they're doing it, why
can't
6 we do it? So we're starting that effort and
we'll

liability 7 be answering some of those questions about
I 8 and who does what. But since you brought it up,
9 thought maybe I would fill you in on what we had
10 done so far.
11 COUNCILMEMBER TAVARES: Right. Great.
12 CHAIR MOLINA: Okay. Thank you, Mr. Goode.
call 13 Mr. Fukushima, any comments, since I did
14 on you earlier?
15 MR. FUKUSHIMA: No further comment.
16 CHAIR MOLINA: Okay. Thank you. For the record.
17 Mr. Kane.
18 VICE-CHAIR KANE: No.
19 CHAIR MOLINA: Okay. Members -- Mr. Hokama, would you
20 like to give your comments at this time or --
21 COUNCILMEMBER HOKAMA: Yeah. I'll share my thoughts,
utilize 22 Chairman. Regarding Waiko Road, you know, I
23 that road from my sister's residence to get to
the 24 airport regularly and I travel that about 10, 12
25 times a week. I can tell you that there has
been

up 1 great improvements after Mr. Arakawa did bring
2 this issue before Committee.

3 I can tell you that I have seen going to
the 4 airport in the early mornings residents from the
5 Waikapu community, two ladies, I don't know who
they 6 are, but, you know, I give them credit, I see
7 with their trash bags walking on the side of the
them 8 shoulders picking up litter. So you have
volunteers 9 in that sense.

10 You know, right now I think the biggest
11 problem is what the State did in removing sand,
12 cubic -- lots of cubic yards of sand on Kuhelani
and 13 Waiko Road intersection. I think they have
created 14 a hazard. During strong winds you see that
sand, 15 dust storm blowing across all over the place.
So, 16 you know, maybe we should get on the State of
Hawaii 17 DOT's butt, too, you know, creating hazards
besides 18 just trash in that area.

19 Regarding some of the comments from the
other 20 members, it might be worth it to even pursue
what 21 Charmaine -- Ms. Tavares said and do the reverse

look 22 education process. You know, a lot of times we
need to 23 at adults to teach our kids. Well, maybe we
more 24 use the kids to teach adults, because they're
25 open, they can embrace good attitudes and good

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with 1 judgement. And that's how we've seen it work
kids 2 drinking and cigarette smoking, you know, the
be 3 are after the parents, you know, you shouldn't
maybe 4 smoking and they nag the parent and eventually
parents 5 for a percentage it works. You know, some
6 quit smoking because the kids have picked up the
7 right message and the right attitude and they're
8 concerned about their parents and they, you
know, 9 they're hopping on their parents, you shouldn't
be 10 doing this, you shouldn't be drinking so much,
dad, 11 you shouldn't be smoking, dad. Well, maybe they
can 12 be our own youth police for litter and get down
on

Utilize
that
education
way
problem
approach
money,
is a
mean,
use

13 when they see their parent flipping a cigarette
14 butt, flipping a handkerchief or tissue out the
15 window, or dropping a beer can in the park.
16 the kids and get the message in the school so
17 they take it home. And maybe the reverse
18 process is -- is an inexpensive, but effective
19 of retraining adults. Because I think the
20 as I see it is more of an adult than a youth
21 problem. And so maybe that's one way to
22 it, again, without needing to spend a lot of
23 but use the youth to -- use -- you know, guilt
24 great weapon. You know, religion uses it, I
25 spouses use it, you know. So maybe the kids can

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impact
travel

1 the guilt sword to make a great slice in the
2 of this problem for us.
3 But I just wanted to share that I do

can
-
maintain
area
down

4 Waiko Road a lot, Chairman and members, and I
5 tell you that, you know, Mr. Apana, since they -
6 they are here today, I can tell you, you know, I
7 have seen his crews do their job and try to
8 it. And they go beyond what I consider their
9 of responsibility, you know. They go quite far
10 Waiko Road. And it has improved.

making
people
me
an
is
on
into
going to

11 And, you know, I thank Mr. Arakawa for
12 it a very community-aware situation. I think
13 have made attempts. And, again, it just amazes
14 that an adult will make the effort from wherever
15 they live to go to that site. I mean, it takes
16 effort, Chairman, to go at off hours when nobody
17 around to put a vehicle even, abandon a vehicle
18 blocks on the side of a County road and leave it
19 there. Assuming that maybe Maui Scrap Metal is
20 going to bring their giant forklift and haul it
21 their yard. That's a lot more trouble than
22 a County landfill and disposing of it properly.
23 And for whatever reason, someone thinks
24 they're saving money, and I just don't -- I just

I

25

don't get it. I must be missing the point, but

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letting

1

just don't get it. So I just thank you for

2

me share my comments this morning.

horror

3

CHAIR MOLINA: Thank you, Mr. Hokama. I know the

in

4

stories continue. I -- From the recycling bin

the

5

Up-Country Maui, I have heard -- I heard from

efforts

6

teacher that has coordinated the cleaning up

things

7

there as part of a school project, they found

batteries

8

like a deer carcass in the recycling bin,

9

and other things that don't belong there.

what

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Now, echoing on what -- following up on

Mr.

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you stated earlier about Mr. Apana, yes, I know

on a

12

Apana and his staff have been picking up trash

has

13

regular basis. And a significant improvement

received

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been made on the Waiko Road. I have not

15

any concerns in my office with regards to the

I 16 appearance of Waiko Road. As a matter of fact,
so 17 have had several people say that the road looks
18 much better. So I would like to compliment Mr.
19 Apana and his staff for their efforts.

questions 20 And, members, are there any other
21 or concerns at this point? Mr. Arakawa.

we 22 COUNCILMEMBER ARAKAWA: Yes, Mr. Chairman. You know,
23 talked earlier and I have no objection to filing
on 24 this. There has been considerable improvement
25 the area. But I would like the topic of trash

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Tavares 1 cleanup to remain, because I do think we need to
2 find a program. The program Councilmember
look 3 was talking about might be something we could
the 4 at to -- to get going. Also, we need to address
where 5 problem of private property. And in the area
or, 6 we have large landowners like HCMS or Maui Pine

7 you know, the large landowners, it might be easy
to
8 get some kind of permission to be able to clean
up
9 those areas without running into too much
trouble.
10 Where we have a lot of small landowners, we may
have
11 a little bit more of concern, but with the help
of
12 the -- and cooperation of the large landowners,
13 maybe, you know, we can take away a lot of this
14 unsightly trash along most of the highways. And
at
15 the very least, minimize the problem.
16 And I really -- you know, the payment for
17 cleanup, I think that might be something we can
18 really put in as a program. It sounded really
good.
19 But I would still like to see the other end of
it as
20 well, some way to hammer people that we catch
21 littering on a normal basis and some -- To get
the
22 amount of trash that we get on the side of the
road,
23 guys have to be doing this on a regular basis.
24 I mean, I have seen Community Workday
25 programs where people go out there cleaning it
up,

later
back
say
to do
face
for
think
We
from
abandoned
go
with
iceboxes,
a
at

1 all weekend they work on a project, two days
2 you got the same amount of trash or more right
3 on the roadway. And that's a lot of -- shall we
4 that is like slapping everybody who volunteers
5 this kind of project, just slapping them in the
6 and saying, hey, you know, we have no respect
7 what you're doing. And that's the attitude I
8 we really need to take care of in our community.
9 need to change that. Perhaps the way to do is
10 the children to the parents, but we need to do
11 something.
12 I have always had a problem with
13 vehicles. A lot of them have license plates or
14 identifying numbers. I don't know if we really
15 after those owners for dumping their cars on the
16 side of the roadway. We need to do something
17 the program. The large white items like
18 refrigerators, stoves, maybe we need to initiate
19 program where we have some kind of an ID number

is a 20 the store so that we can trace it back if there
21 dumping on the side of the road. I don't know.
22 You know, there's only so far we should
go 23 with trying to track all these things, but at
the 24 same time, we're having this concern. And if
only 25 an ID number, if you find something on the side
of

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trace 1 the road, then you can go back to the store to
2 who -- who is responsible for it. It might slow
it 3 down.
4 CHAIR MOLINA: All worthy suggestions, Mr. Arakawa.
5 COUNCILMEMBER ARAKAWA: Yeah. And I -- and there's
got to 6 be reasonable amount of effort, but not an
overdoing 7 it. So I would like to see this topic being
looked 8 at a lot more carefully. It's just that it is
such 9 a big problem at this point in my mind. And
people

being 10 coming to visit to us, our tourist industry
drive 11 the large industry that it is. Now, when you
12 past the airport area and you see all the paper
a 13 plastic flags in the cane field, it is just not
-- 14 good first impression. I think we can take the
15 take care of that kind of a problem if we're all
the 16 conscientious about it. So I would like to see
17 topic.
18 CHAIR MOLINA: Thank you, Mr. Arakawa. A healthy
19 community -- a clean community is a healthy
20 community, right?
the 21 Okay. Members, any other questions for
22 Public Works Director, Corporation Counsel, our
23 Planning Director, or Mr. Apana? Okay. Seeing
24 none, the Chair's recommendation -- although we
welcome 25 don't have Mr. Vicens here, I know he would

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1 your questions or concerns regarding the trash
2 situation that -- well, had previously existed
on

3 the A&B property.

4 And the Chair is satisfied with the
results

5 from the Public Works Director and the efforts
of

6 Mr. Apana. So at this point the Chair will
consider

7 a motion to file the County Communication.

8 COUNCILMEMBER ARAKAWA: So moved.

9 CHAIR MOLINA: It's been moved by Mr. Arakawa.

10 VICE-CHAIR CARROLL: Second.

11 CHAIR MOLINA: And seconded by Mr. Carroll.

12 Members, discussion? Hearing none, all
those

13 in favor of the motion say aye.

14 COUNCILMEMBER CARROLL: Aye.

15 CHAIR MOLINA: All those opposed? Thank you. The
motion

16 has passed unanimously.

17 VOTE: AYES: Councilmembers Arakawa, Carroll,
Hokama,
Chair and Tavares, Vice-Chair Kane, and

18 Molina.

19 NOES: None.

20 ABSTAIN: None.

21 ABSENT: None.

22 EXC.: Councilmember Kawano.

23 MOTION CARRIED.

24 ACTION: FILING of communication.

25 CHAIR MOLINA: Members, any announcements? Okay.

Hearing

24 no announcements, the Chair would like to remind

25 everyone that we do have a Parks and Recreation

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Mr. 1 meeting at 1:30 today, to be followed at 2:30 by
what 2 Kane's Committee of the Whole meeting, which is
 3 had been in recess.

 4 Again, the Chair thanks you all for your
Public 5 professionalism and dedication for today's
 6 Works meeting. This meeting is adjourned.

(Gavel.)

7 ADJOURN: 10:57 a.m.

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18 Maui, Hawaii.

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22 Sandra J. Gran
23 Hawaii CSR 424
24 Notary Public for Hawaii
25 My Commission Expires: 5/14/04