

# Statewide Pedestrian Master Plan Citizen Advisory Committee Meeting #4



DATE: February 25, 2011

LOCATIONS: HDOT Office on Oahu (Punchbowl Street) and Kauai, Maui and Hawaii District Offices

ATTENDEES:

CAC MEMBERS/  
ALTERNATES: Robynette Wong, Charlene Ota, Ellen Koppenheffer, Eric Masutomi, Jackie Boland, John Whalen, Orasa Fernandez (for Mark Behrens), Lambros Mitropoulos, , Kai Nishiki (Maui), Rachel Heckscher (Maui), Bill Grier (Kauai), Laura Dierenfield (Hawaii)

PROJECT  
MANAGEMENT  
TEAM/TECHNICAL  
SUPPORT: Ed Sniffen, Ken Tatsuguchi, Rachel Roper, Kathleen Chu, Paul Luersen, Cheryl Yoshida, Diane Wakamatsu (Maui), Jimmy Arakaki (Hawaii)

FRIENDS/  
INTERESTED  
PARTIES: Ron Lockwood, Virginia M.Y.L. Chun, Linda Starr, Ginger Mayehara, Walter Enomoto (Maui)

CAC MEMBERS NOT  
IN ATTENDANCE: Bob Asato, David Arakawa, Linh DePledge, Leimana DaMate, Major Thomas Nitta, Bill Grier (Kauai), , Shawndra Holmberg (Hawaii), Rep. Joe Bertram (Maui), , Esti Grinpas (Kauai)

## Welcome & Introductions

Ed Sniffen started the meeting by introducing himself and thanking everyone for attending the fourth Citizen Advisory Committee (CAC) Meeting for the Statewide Pedestrian Master Plan. Ed thanked the members for volunteering their time and added that their input as a cross section of the community is invaluable to the process. This is a milestone meeting and comments are needed prior to the next round of public meetings in March-April. The Project Management Team will be moving forward with the 1) area of concern locations and solutions, 2) performance measures, and 3) design guidelines. There is one meeting left and the goal is to complete the Pedestrian Master Plan by this summer.

## Work Plan and Agenda Review

Paul Luersen reviewed the meeting agenda, the work plan (past and future work) and meeting goals. Paul also mentioned all the handouts included in the meeting package and reviewed the meeting ground rules.

## **Areas of Concern**

Kathleen Chu reviewed the list of area of concern locations and the methodology of how the areas of concern locations were selected. A total of 27 locations were identified. Potential solutions have been provided for about 20 locations to date. Kathleen went over each area of concern location and its potential solution, and led the discussion in regards to whether or not the proposed potential solution would address the pedestrian needs in the area.

Kathleen reminded the CAC that the proposed potential solutions are tied to the Design Guidelines that will be reviewed later at today's meeting.

TAC and CAC comments on the area of concern locations and their potential solutions are as summarized in an attachment at the end of this meeting summary.

Kathleen asked the CAC to send any additional comments to her by March 15<sup>th</sup>. The next steps for the areas of concern will be to obtain feedback from additional stakeholders and the public, finalize the area of concern locations and potential solutions, conduct planning level cost estimates, and apply prioritization criteria and weights to create the prioritized project list.

## **Performance Measures**

Cheryl reviewed the policy framework for the Statewide Pedestrian Master Plan, which is represented by a vision and goals and objectives. She mentioned that developing performance measures is a way to measure achievement of an objective. Cheryl also mentioned that the vision and the goals and objectives had been updated based on the TAC and CAC comments provided at their last meetings.

Cheryl asked the CAC to review the performance measures listed on Table 1 of the Policy Framework and Performance Measures draft memo and provide their comments. She reminded the CAC that this is first draft.

Laura Dierenfield commented that the goals and objectives do not effectively address land use. There should be better consideration and goals for school and affordable housing siting. John Whalen added that adding site design to pedestrian entries or points of connection from the private entity to public entity is important (Look at Objective 3a and 3b). Ken Tatsuguchi mentioned that site design is included in the Pedestrian Toolboxes.

## **Design Guidelines**

Kathleen provided an overview of the Pedestrian Facility Toolbox. CAC members were provided with Toolboxes 1 through 5. Toolboxes 6 through 10 will follow. There is limited time to provide an overview of all toolboxes. The overview slides that were prepared are areas that the CAC can focus their reviews.

Kathleen followed by asking the CAC for strategies for the upcoming public meetings. What do you think they will want to hear about? The meeting could address the Pedestrian Master Plan policies, goals, and objectives, the areas of concern, and the design toolbox. Jackie Boland suggested holding the public meetings at the area of concern locations. The areas of concern should be the focus of the meeting. Kathleen replied that one public meeting will be located in Waianae (also an area of concern location). John agreed with Jackie's comments. The public will not have a lot to say about the goals and objectives of the plan. The public will want to know what you will do about it. It will be important to share how the areas of concern locations were selected. Jackie added that the Project Team could tie the areas of concern to the toolbox by sharing that solutions were selected from the Pedestrian Toolbox and then follow with a discussion on the recommended solution. Laura commented that the public will be primarily concerned with the areas of concern in their "neighborhood." Robynette Wong suggested starting with the areas of concern in the area, but sharing the others as well. John added that stating what solutions were not appropriate will be equally important, such as traffic calming or raised crosswalks. Charlene Ota replied that explaining the balance of modal needs is essential. Ron Lockwood suggested a presentation to the Oahu MPO before the public meetings. Kathleen replied that the public meeting dates were set and that the scheduled meeting with the Oahu MPO is in April (after the public meetings).

Kathleen asked the CAC for outreach ideas. Jackie offered to pass the announcement to the AARP membership by zip code, if she has enough time. Kathleen commented that hard copies of the public meeting flyers are sent to multiple agencies, community centers, and libraries. In addition, a press release is done with newspaper ads. The Project Team will work with the HDOT's public spokesperson, Dan Meisenzahl. Laura also volunteered to pass the flyer along to the PATH membership and asked whether comments could be made online. Kathleen replied that comments can be made online at [www.hawaiipedplan.com](http://www.hawaiipedplan.com), under the Comments tab.

Laura commended the HDOT on the Pedestrian Toolbox and encouraged the team to consider adding traffic calming.

### **Next Steps**

Kathleen asked the CAC to send any additional comments on the areas of concerns, performance measures and design guidelines by March 15<sup>th</sup>, prior to the public meetings. The next steps will be to finalize the project list and send the second half of the Design Guidelines. The next meeting will be to share the draft Plan.

Ken expressed his appreciation for the CAC's time and comments. A lot of good input was shared today. Ken thanked everyone and closed the meeting.

# AREA OF CONCERN SUMMERY



Area of Concern Location	TAC Meeting: Feb. 24, 2011	CAC Meeting: Feb. 25, 2011
<b>Hawaii</b>		
Mamalahoa Highway, Manago Hotel	<ul style="list-style-type: none"> <li>• Check the ADT on Mamalahoa Highway</li> <li>• Consider the context of the area/neighborhood</li> <li>• Enhance the hotel entrance with planters to discourage mid-block crossing; make the sidewalk wider</li> <li>• There is potential impacts to street parking; need to check with the businesses</li> <li>• Consider a non-engineering solution</li> <li>• Agree with the decision to not add a crosswalk</li> <li>• It is legal to cross the highway if there is no crosswalk within 270'.</li> <li>• No accidents reported within the study area; it's just raised by the general public.</li> </ul>	<ul style="list-style-type: none"> <li>• Questioned whether the distance to the nearest crosswalk was too long</li> <li>• Concern with ADA access to the hotel</li> <li>• Make sure the sidewalk widths are appropriate; especially around the utility pole</li> </ul>
Bayfront Highway/Kaipalaoa Landing	<ul style="list-style-type: none"> <li>• Recommend moving the crosswalk to the southeast side of the intersection due to the left-turn movements to Waianuenue Ave.</li> <li>• Look at adding another crossing further south near the Bus Depot and the band stand</li> <li>• Need to closely examine the traffic operations and signal phasing</li> </ul>	<ul style="list-style-type: none"> <li>• Consider adding the fourth leg of crosswalk at Waianuenue and Kamehameha Avenue (near Cronies Bar)</li> <li>• Good solution</li> </ul>
Safe Routes to School AOC	TBD	
Kona AOC	TBD	
<b>Maui</b>		
Kaahumanu Avenue/Kahului Harbor	<ul style="list-style-type: none"> <li>• Concern with the potential impact to the trees, recommend looking into a sidewalk easement to preserve the trees</li> <li>• Consider raising the bike lane and creating a multi-use path</li> </ul>	<ul style="list-style-type: none"> <li>• Completing the sidewalk gap and working with the Harbors Division is a good idea</li> <li>• Ensure that the trees are saved</li> </ul>

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Area of Concern Location	TAC Meeting: Feb. 24, 2011	CAC Meeting: Feb. 25, 2011
	<ul style="list-style-type: none"> <li>• Coordination and signage with the Harbors Division would be helpful</li> </ul>	
Main Street/Church Street and Main Street/High Street	<ul style="list-style-type: none"> <li>• There are a lot of crossings near McDonalds</li> <li>• A mid-block crossing would not be an appropriate solution here</li> <li>• Consider reducing the radii at the corners of the intersection</li> <li>• Use enforcement</li> </ul>	<ul style="list-style-type: none"> <li>• There is typically resistance from the first responders to reduce the curb radii. Consider dropping the curb, so that fire engines could go over the curb - used in other states</li> <li>• Consider ADA and drainage if the curb height is reduced</li> <li>• Consider a raised crosswalk on Main Street; traffic coming down the hill travels fast</li> <li>• Roadway cross slopes that are greater than 2% are difficult to cross for the mobility impaired</li> </ul>
Kula Highway, Makawao, HI	<ul style="list-style-type: none"> <li>• Verify with bike path project in the area</li> <li>• Verify the number of pedestrians in the area; pedestrian demand is low; most of the school students are driven or drive to school or take the school bus</li> </ul>	<ul style="list-style-type: none"> <li>• Dedicated multi-use facility should be on "left" side and not the right, as shown in the photo (steeper shoulder is on the right)</li> <li>• Collaboration is needed with the County beyond Kula Highway/Makawao Avenue/Old Haleakala Highway; asphalt shoulders are narrow or don't exist on the County roads (crosswalks lead to no pedestrian facilities)</li> </ul>
Paia Youth and Culture Center	<ul style="list-style-type: none"> <li>• Two solutions - fill the sidewalk gap and additional pedestrian signage</li> </ul>	<ul style="list-style-type: none"> <li>• Consider improving the landscape so cars don't park on the shoulder</li> <li>• Improve the pedestrian signage</li> <li>• Multi-use path was constructed recently; need to complete the this gap</li> <li>• The shared use path effort for the area has been a 20-year project; last phase remaining</li> </ul>
Molokai High School, Farrington Highway	<ul style="list-style-type: none"> <li>• A multi-use path is a good solution</li> </ul>	<ul style="list-style-type: none"> <li>• Very important project for the school principal and community association (Ho`olehua)</li> </ul>

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<b>Oahu</b>		
Farrington Highway, Waianae	<ul style="list-style-type: none"> <li>• Reminder of the recent project – addition of pedestrian countdown timers along Farrington Highway</li> <li>• In the midst of re-stripping pavement markings (as supplies allow – shortage of rubber tree plants; impacts to thermoplastic supply)</li> <li>• Moving advance stop bars back</li> </ul>	<ul style="list-style-type: none"> <li>• Consider looking at multiple treatments in the area, such as, a road diet or median refuge. Use the new FHWA Highway Safety Manual for strategies (crash reduction factors)</li> <li>• Farrington is the main street in a built up area; concern with the high speeds in the area; designed for 50 mph wide highway</li> <li>• This community has tried multiple efforts, such as sign waving in the area. Education efforts will not be effective.</li> <li>• Need to consider a raised crosswalk or other traffic calming measure (infrastructure change)</li> <li>• Enforcement may be effective for short periods of time</li> <li>• Put in audible timers with the countdown timers</li> <li>• Partnerships with McDonalds does not send a healthy message</li> <li>• Consider a beach route or alternate walking route (sidewalk exists on both sides of the street)</li> </ul>
Fort Weaver Road and Makule Road, Ewa Beach	<ul style="list-style-type: none"> <li>• Add an aerial to the template</li> <li>• Move the existing crosswalk at Fort Weaver/Makule (do not add another one)</li> <li>• This area will need a further study. The pedestrian volumes are high.</li> </ul>	<ul style="list-style-type: none"> <li>• No comments</li> </ul>
Ala Moana Boulevard and Ward Avenue	<ul style="list-style-type: none"> <li>• Look at the type of vehicles that use the driveway on Ala Moana Boulevard; it may be trucks and tour buses that are accessing the Kaka`ako Industrial Area</li> </ul>	<ul style="list-style-type: none"> <li>• Remove the two existing slip lanes</li> <li>• Removal of the slip lanes will increase the pedestrian crossing times; look into signaling the slip lanes if the pedestrian volumes are high</li> </ul>
Ala Moana	<ul style="list-style-type: none"> <li>• Revise the template heading; not</li> </ul>	<ul style="list-style-type: none"> <li>• Pedestrians in this area are</li> </ul>

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Boulevard and Hobron Lane	<p>near Ala Moana Center</p> <ul style="list-style-type: none"> <li>• Look at a four-legged crosswalk intersection; this may increase the number of conflicts (turning movements and pedestrians)</li> <li>• Leading pedestrian interval would be ideal, once the technology is available</li> <li>• A longer pedestrian cycle is an option; however, it would create a longer wait time cycle for the peds as well</li> <li>• Check the time of the accidents if the accidents were occurred during peak hour</li> <li>• Pedestrian volumes are high near Red Lobster/Crazy Shirts (SE corner)</li> <li>• Crosswalks cannot be added to the existing traffic signal near Kahanamoku Street due to agreements made with the condos nearby.</li> </ul>	<p>tourists and not familiar with the surroundings</p> <ul style="list-style-type: none"> <li>• For the visibly impaired, they don't know if a crosswalk doesn't exist, unless there is an audible signal</li> <li>• Look at the reflector spacing near crosswalks; increase the spacing as you approach crosswalks (helps with night time visibility)</li> <li>• In locations with a lot of accidents, consider the use of the HAWK</li> <li>• HAWK would not apply here because the intersection is already signalized. Another concern with the HAWK is that vehicles are not required to stop</li> </ul>
Vineyard Boulevard and Queen Emma Street	<ul style="list-style-type: none"> <li>• Check the pedestrian walking speed used to design the signal phasing time</li> <li>• Verify the time of accidents if the accidents were occurred during peak hour</li> <li>• Add signage regarding the double right turn onto Vineyard Boulevard; pedestrians may not be expecting the double right</li> </ul>	<ul style="list-style-type: none"> <li>• Increase the signing near the double right turns or consider no right turn on red. Drivers are looking left to turn right and don't see the pedestrians</li> <li>• Pedestrian cycles are too short for the elderly</li> <li>• School for the blind is north on Queen Emma Street</li> <li>• There is limited access to the existing pedestrian bridge (fenced off)</li> <li>• Vineyard Boulevard is a wide arterial; provide a rest area in the median</li> </ul>
Kalihi Street, between N. King Street and Dillingham	<ul style="list-style-type: none"> <li>• Need to be coordinated with the emergency responders and buses if a raised crosswalk is considered</li> <li>• Raised crosswalk is not appropriate</li> </ul>	<ul style="list-style-type: none"> <li>• Use the flip-flop signs</li> <li>• Consider the use of a school crossing guard; it's a hard position to fill (1-hour in the morning and</li> </ul>

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Area of Concern Location	TAC Meeting: Feb. 24, 2011	CAC Meeting: Feb. 25, 2011
Boulevard	<p>on DOT facilities</p> <ul style="list-style-type: none"> <li>• Consider the use of pavement texture/color changes at the crosswalks</li> <li>• Rumble strips would be too noisy for the residential neighborhood</li> <li>• Raised domes are a safety hazard when wet, especially for motorcycles</li> <li>• Pedestrian activated warning lights may be helpful, but drivers do not need to stop</li> <li>• With the HAWK, drivers would be encouraged to stop</li> </ul>	<p>1-hour in the afternoon)</p> <ul style="list-style-type: none"> <li>• Bicyclists don't like the rumble strips</li> <li>• Use overhead flashing lights; not as effective - drivers don't need to stop</li> <li>• Infrastructure change needed as a solution; traffic calming is important; drivers are focusing on getting into the left lane for access to the freeway</li> </ul>
Kamehameha Highway, between Avocado Street and Kilani Avenue, Wahiawa	<ul style="list-style-type: none"> <li>• Look into the signal phasing</li> <li>• Request an accident diagram to determine the need and possible cause</li> </ul>	<ul style="list-style-type: none"> <li>• Increase the pedestrian phase</li> <li>• Look at the lane widths; narrow the lane widths to add a median refuge island; even for one block would be effective</li> <li>• Lanes are already narrow with street parking</li> <li>• Verify whether there is a pedestrian countdown timer</li> <li>• Consider bulb-outs where parking is allowed</li> </ul>
<b>Kauai</b>		
Rice Street - Kapule Highway, Lihue	<ul style="list-style-type: none"> <li>• The heading should be revised to Kapule Highway and Rice Street</li> <li>• Another resort is being added near the Marriott Hotel, so the number of pedestrians will increase</li> <li>• The existing pedestrian bridge to the makai side is privately owned and in poor condition</li> <li>• The existing bridge is too narrow</li> <li>• Consider replacing the bridge with one that is wide enough to accommodate bikes and pedestrians</li> <li>• Continue the sidewalk from the bridge up Kapule Highway to the Marriott</li> </ul>	<ul style="list-style-type: none"> <li>• There is a lack of visibility and high speeds going makai (downhill) on Kapule Highway; the visitors don't know that vehicles are not going 25 mph as posted</li> <li>• Install better signage up the hill</li> </ul>
Kuhio Highway	<ul style="list-style-type: none"> <li>• Coordinating with the Kapaa Relief</li> </ul>	<ul style="list-style-type: none"> <li>• Consolidating the access would be</li> </ul>

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(Kawaihau Road), Kapaa	<p>Route would be good</p> <ul style="list-style-type: none"> <li>Also coordinate with next phase of the multi-use bike path (County project); it will cross Kuhio Highway at Kawaihau Road (Doug Haigh); Ray will send the diagrams</li> </ul>	<p>ideal; it is a confusing and dangerous area</p>
Kuhio Highway, Hanalei, HI	<ul style="list-style-type: none"> <li>The pedestrian volumes in Hanalei town are high</li> <li>There is sidewalk west of Aku Road</li> <li>A dedicated multi-use facility would be ideal; wider shoulders are okay</li> <li>Additional signage and marking are helpful.</li> <li>Remove picture (people should walk facing traffic)</li> </ul>	<ul style="list-style-type: none"> <li>With wide shoulders, an extra wide travelway stripe is beneficial (8" white)</li> </ul>
Kuhio Highway, Lihue, HI	<ul style="list-style-type: none"> <li>Agree with the proposed solution</li> </ul>	<ul style="list-style-type: none"> <li>The addition of a crosswalk across Kuhio Highway is needed; dangerous area in general</li> </ul>

General comments:

- Add aeriels to all locations
- Add north arrows on all templates
- General Maui comment - In the Kahului area, there is another group working with the DOH to increase physical activity and provide good infrastructure (Chris Hart, NPAC, Bicycle groups) - Those efforts/locations should be incorporated into the Plan.