

Statewide Pedestrian Master Plan Citizen Advisory Committee Meeting #1



DATE: June 10, 2010

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

ATTENDEES:

TAC MEMBERS/
ALTERNATES: Robynette Wong, Eric Masutomi, Major Thomas Nitta, Leimana DaMate, Bob Asato, Charlene Ota, Linh DePledge, Ellen Koppenheffer, Lambros Mitropoulos, David Arakawa, Jackie, Boland, John Whalen, Shawndra Holmberg (Hawaii), Bill Grier (Kauai), Esti Grinpas (Kauai), Kai Nishiki (Maui), Chris Mills (for Rachel Heckscher, Maui), Laura Dierenfield (Hawaii)

PROJECT
MANAGEMENT
TEAM/TECHNICAL
SUPPORT: Jiro Sumada, Ken Tatsuguchi, Rachel Roper, Kathleen Chu, Cheryl Yoshida, Paul Luersen, Kit Ieong, Diane Wakamatsu

FRIENDS/
INTERESTED
PARTIES: Linda Starr, Leonard Tam, Paula Ress, Daniel Alexander, Kevin Killeen

CAC MEMBERS NOT
IN ATTENDANCE: Rep. Joe Bertram

Welcome & Introductions

Jiro Sumada opened the meeting by introducing himself and thanking everyone for coming to the first Citizen Advisory Committee (CAC) meeting for the Statewide Pedestrian Master Plan (Plan). Jiro asked everyone to introduce themselves.

Meeting Goals/Meeting Agenda/Ground Rules

Kathleen Chu went over the meeting handouts and reviewed the goals for the meeting. Kathleen asked the CAC if they would like to add any specific goals for the meeting.

CAC Response:

- Ensure that there will be time to reach out to the public and involve them in this planning effort.
- Understand how the Technical Advisory Committee (TAC) and the CAC can work together and align their goals for the project. *Will be discussed later in the Public Involvement Plan portion of the meeting.*

Project Overview

The project purpose, background, work plan and key milestones were explained, as well as the Complete Streets Task Force effort.

CAC Response:

- Was the Statewide Pedestrian Plan initiative part of the Highway Modernization Plan? *Jiro responded that the proposed Highway Modernization Plan addresses many modes and aspects of the HDOT land transportation system including pedestrians, bicyclists, and preservation of the existing system.*
- Is the project only focused on State facilities? Will the plan address pedestrian issues on State facilities that are not under the HDOT's jurisdiction? *The HDOT would like to partner with the Counties and other agencies in developing policies and programs. However, the identification and prioritization of new projects will focus on HDOT facilities. Input from the Counties is included in the development of this Plan through the TAC, which includes technical representatives from all Counties. The Counties are encouraged to use the Plan as a guide for developing pedestrian plans, policies, etc. that address their needs and local roads.*
- Is the ultimate outcome of this effort to develop a policy or identify project needs? *The outcome of this effort will include both new policies and a list of prioritized projects and programs. Performance measures will also be developed.*
- Will the group recommend changes to the Traffic Code? *Changes to the Traffic Code can be discussed as a group.*
- Will this project look into old government roads and trails, such as the Na Ala Hele trails program? *The project team can coordinate efforts with the Aha Moku and Aha Kioli cultural resources, if the group feels it is a priority. The focus would be on the connection to State facilities.*
- How does the project tie in with the Complete Streets Task Force effort – especially in terms of scope and timeline? *The Plan could be used as a tool to help implement Complete Streets. The Complete Streets Task Force must submit a final report to the legislature in November of this year.*

The project goals were presented and the CAC was asked to comment and add any other goals.

CAC Response:

- This project should address fundamental issues – safety and reducing the number of pedestrian accidents.
- Various activities and programs working to address pedestrian safety should be integrated to improve their effectiveness and impact on communities.
- What will be the outcome after the project is completed – i.e. changes to the Hawaii Administrative Rules or continued work by the CAC and project team? *The outcome of this effort will be a plan that will provide guidance on implementing pedestrian initiatives – policy and design guidance, proposed project lists, etc. Once the Plan is completed, work on implementing the Plan will begin.*
- Is funding available? *There are some available funding sources such as funds from the CIP programs. The HDOT would like to increase the dedication of funds for pedestrian*

initiatives. This project can include developing funding strategies for implementing the Plan. The Highway Modernization Plan proposed dedicating additional funds for pedestrian improvements, including safety and connectivity projects.

- *Is there any federal funding for the pedestrian effort? FHWA Transportation Enhancements Program requires that a certain percentage of the funding be used into improving pedestrian facilities/programs.*
- *How will the funds be allocated to each island for this project? How did the Highway Modernization Plan propose that funds be allocated to each island? A formula was used to allocate funds in the Highway Modernization Plan. Factors taken into consideration include safety, connectivity, population distribution, etc. As for this project, the TAC and this group (CAC) will set the priorities.*
- *Look into preserving historic access such as the Na Ala Hele trails.*
- *Pedestrian safety and design for the pedestrian environment should be the first consideration when designing a project. Better consideration of the “pedestrian path of travel” is needed.*
- *A dedicated network of paths for pedestrians and bicyclists are needed to promote healthy living. Additional safe routes for children to walk or bike to school are needed as many children are over-weight and lack opportunities to exercise due to safety concerns.*
- *Do not eliminate existing sidewalks. (It was brought up in the Complete Streets Task Force meeting that some communities do not want sidewalks in their developments.)*
- *Integrate the Native Hawaiian culture and knowledge into the plan.*
- *It may be a challenge to require sidewalks in agricultural areas. Context should be considered. There are areas that should not be over-developed (ex. “Keep the Country Country”). Other materials, alternatives to concrete, should be considered for sidewalks to help address context.*
- *There should be a performance-based criteria rather than a prescriptive recommendation.*

CAC Roles and Responsibilities

The draft public involvement plan and the CAC partnering agreement were discussed. The CAC were asked to review both documents on their own and email Kathleen or Rachel Roper their comments. The project team also includes public information specialists from Maui, Kauai and Hawaii.

CAC Response:

- *How can the general public submit their comments? The general public is welcome to attend the CAC meetings where they can provide input at designated times. The general public can also express their comments at public workshops or submit their comments on the project website. The CAC can also share other ideas that can be used to reach out to the general public.*

- Is the general public allowed to speak at CAC meetings? *The general public is allowed to speak at CAC meetings. However, the general public needs to allow the CAC to work and discussion among CAC members is the priority of the meeting.*
- There should be a time limit for the general public to make their comments at CAC meetings.
- The CAC agreed that the preferred method of communication between CAC members and the project team will be email. A SharePoint website will also be set up for information exchange.
- The CAC would like to be involved in the planning process of public events.
- Can TAC meeting agendas and summaries be shared with the CAC? *Yes, this information can be posted on the project website.*

Factors for Developing Areas of Concern

The purpose of developing factors for determination of areas of concern was explained. Draft factors are:

- Pedestrian system gaps
- Proximity to schools (TAC suggests combining this with the bullet below)
- Proximity to pedestrian-intensive land use
- Environmental Justice/Title VI areas
- Pedestrian accident hot spots

CAC Response:

- Provide local examples of successful pedestrian efforts. *Examples include the Kauai Path and areas on the North Shore.*
- Will the project/program prioritization for neighbor islands be different from the one for Oahu? How many improvement projects will there be on the neighbor islands? *The number of proposed projects on each island cannot be determined until the areas of concern are identified and the prioritization criteria is finalized. The CAC can make a recommendation on the distribution of projects among the islands. The TAC decided that the factors and criteria will have slight variations (depending on whether they are evaluating urban or rural locations) to help address the differences between Oahu and the neighbor islands.*
- Consider pedestrian crossings when reviewing pedestrian system gaps.
- Consider pedestrian movement context in addition to the distance between gaps.
- Look at multi-modal connection needs and conflicts.
- Consider land uses with high pedestrian use where needs are underserved.
- Distinguish between fatal and non-fatal pedestrian accidents.
- What is the definition of pedestrian intensive land use? *An example of a pedestrian-intensive land uses is a commercial districts. A draft definition memo of the factors will be provided. The criteria for each factor may vary for rural and urban areas.*
- Intersections are critical; including those intersect that with historic trails.

Existing Conditions (State Facilities)

The data that was used to develop the existing conditions maps were explained. The existing conditions maps were shared. The maps are in DRAFT format and continue to be updated as information is gathered.

The CAC was asked to review the draft existing condition maps and to provide comments to the project management team by June 18, 2010.

CAC Response:

- Local roads are an important consideration in considering connectivity. The TAC should coordinate efforts and try to address needs on local roads as well.
- Will maps be developed to show obstructions in pedestrian facilities (such as fire hydrants and utility poles)? *Obstructions and other issues will be looked at in more detail when reviewing the areas of concern.*

An important part of this effort will be to look at connections between State and County facilities, such as trailheads along State roads. Where areas of concern are identified, more detailed maps may be examined to come up with appropriate solutions.

An overview of existing programs that involve walking or pedestrian issues was also shared. Additional programs were provided by the CAC, including

- Drive Aloha
- Ala Ha Keole
- One Voice for Livable Islands
- Department of Hawaiian Home Lands programs

Review Project Criteria

The purpose of the project prioritization criteria was explained. Clarification on and how they differ from the areas of concern factors was provided. The draft prioritization criteria includes

- Connectivity to Pedestrian Attractors
- Pedestrian System Gaps
- Pedestrian Safety
- Environmental Impacts
- Property Impacts
- Cost
- Availability of funding/resources
- High Pedestrian Potential Areas

CAC Response:

- Consider the positive impacts that a project can bring to the environment in addition to the adverse impacts.
- Include quality of life benefits.
- Add cultural impacts and benefits
- Also consider projects that can be a model for other projects – i.e. maximize the opportunity to implement effective, low cost treatments at multiple locations.

Next Steps

The next steps are to:

- Revise existing conditions based on feedback.
- Revise criteria for areas of concern and prioritization based on feedback.
- Hold public meetings in July and August.
- Next meeting will focus on identifying areas of concern.
- Next meeting will be in August.