

# Statewide Pedestrian Master Plan Citizen Advisory Committee Meeting #3



DATE: December 3, 2010

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

ATTENDEES:

CAC MEMBERS/  
ALTERNATES: Robynette Wong, Charlene Ota, Ellen Koppenheffer, Shannon Alivado (for David Arakawa), Tom Dinell (for Jackie, Boland), John Whalen, Orasa Fernandez (for Mark Behrens), Lambros Mitropoulos, Esti Grinpas (Kauai), Kai Nishiki (Maui)

PROJECT  
MANAGEMENT  
TEAM/TECHNICAL  
SUPPORT: Ken Tatsuguchi, Rachel Roper, Kathleen Chu, Mandi Roberts, Paul Luersen, Kit Ieong

FRIENDS/  
INTERESTED  
PARTIES: Marian Yasuda, Mary Santa Maria (Maui), Elle Cochran (Maui)

CAC MEMBERS NOT  
IN ATTENDANCE: Bob Asato, Eric Masutomi, Linh DePledge, Leimana DaMate, Major Thomas Nitta, Bill Grier (Kauai), Laura Dierenfield (Hawaii), Shawndra Holmberg (Hawaii), Rep. Joe Bertram (Maui), Rachel Heckscher (Maui)

## Welcome & Introductions

Ken Tatsuguchi started the meeting by thanking everyone for attending the third Citizen Advisory Committee (CAC) Meeting for the Statewide Pedestrian Master Plan. Ken introduced the project team and asked CAC members to introduce themselves. Ken also mentioned the goals for this meeting are to 1) review the Statewide Pedestrian Master Plan policies and measurable objectives, 2) prioritize the area of concern locations and possible solutions and 3) review the Design Guidelines.

## 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.

## Draft Policy Framework

Mandi Roberts reviewed the draft policy framework and went over the draft goals and objectives. The draft policy framework was emailed to the CAC members for review in early October. Mandi mentioned that the overall policy framework is represented by the vision, goals and objectives. The goals will support the vision and measurable objectives will support the goals. The policy framework was developed from the TAC, CAC and public's input and is aligned and consistent with other statewide transportation policies, such as the Hawaii Statewide Transportation Plan and the Statewide and Regional Long-Range Transportation Plans. It is important that all the transportation plans support each other.

The CAC commented that the first paragraph of the vision statement should include Safety. The CAC also commented that future planning needs to be comprehensive and consider all modes. Other modes, such as bicycles, should be considered in this project. Kathleen Chu responded that the Statewide Pedestrian Master Plan is primarily focused on pedestrians. The State DOT has another plan titled *Bike Plan Hawaii*, which focuses on the needs of bicyclists. The Statewide Pedestrian Master Plan is also a tool that can be used to implement the Complete Streets Policy. In addition, the areas of concern that are identified in this project are based on concerns, issues and opportunities related to pedestrians and not bicyclists.

It was also mentioned that the Statewide and Regional Long-Range Land Transportation Plans are being developed. The Long-Range Land Transportation Plans will look at all modes comprehensively. Recommendations from this plan will also be incorporated.

The CAC further commented that the vision statement should include shared facilities when appropriate. Kathleen responded that shared-used paths will be considered and addressed in the Design Guidelines. The CAC asked for further clarification on the meaning of an "integrated and balanced transportation system." The Project Management Team (PMT) explained that the statement refers to a transportation system that can reasonably accommodate convenient access and mobility for all users. Other comments were to add sustainability and complete streets to the vision statement. Mandi reminded the CAC that a simple, powerful vision statement would be more effective.

Mandi reviewed the goals and objectives. There are seven goals supporting the vision statements. They are aligned with the Hawaii Statewide Transportation Plan and the Statewide and Regional Long-Range Land Transportation Plans. Each goal is supported by a number of objectives.

Mandi also reminded the TAC of the difference between a "goal" and "objective." A goal is a general purpose statement that responds to an identified need and an objective is a specific and measurable statement that guides actions to support the goal.

### Goal 1: Enhance overall pedestrian mobility and accessibility throughout Hawaii.

#### Objectives:

- Increase the level of walking by residents, workers, and visitors.

- Provide clear design guidance related to accessibility compliance for street improvement projects.
- Complete pedestrian facility upgrades to enhance mobility and accessibility.

Mandi mentioned that the objectives will lead to performance measures. The Project Management Team will try to develop performance measures that are aligned with the data that is already collected. This will ensure efficiency and avoid a significant amount of additional work or data collection. Reports developed by other agencies, such as the Alliance for Biking and Walking Benchmark Report, can be used as part of the performance measures. It was mentioned that FHWA may have a travel survey and the State Department of Health may have a behavioral health survey that could have relevant data. The PMT will share any other reports or data sources that could be used to develop performance measures as they continue their research.

### Goal 2: Improve pedestrian safety.

#### Objectives:

- Reduce the number of accidents and fatalities involving pedestrians.
- Increase driver and pedestrian knowledge of laws and legal requirements.
- Achieve positive changes in driver behavior in communities and activity areas.
- Increase pedestrians' sense of safety in communities and activity areas.
- Encourage the use of best practices in pedestrian design to enhance safety.

In addition to the objectives mentioned above, the CAC also suggested:

- Increasing enforcement and education
- Increasing the installation of audible signals and detectable warning strips at crosswalk/intersections, and re-designing curb ramps to increase visibility of wheelchair users (to motorists). Mandi commented that the accessibility concerns/specifics will be addressed in the pedestrian design guidelines.

### Goal 3: Increase pedestrian connectivity in communities and activity areas.

#### Objectives:

- Support development of seamless and continuous pedestrian networks:
  - Street and roadside paths and walkways
  - Trail corridors and off-street facilities
- Encourage reference to design guidelines with community and private-sector projects to support pedestrian connectivity and promote higher levels of walking.

A CAC member suggested adding examples of such activity areas to make it clearer and also to consider pedestrian zones in the activity areas.

### Goal 4: Promote walking as a beneficial option for reducing environmental impacts.

#### Objectives:

- Broaden public awareness about the environmental benefits of walking/pedestrian travel.
- Increase pedestrian trips/mode share to reduce motor vehicle miles traveled in communities and activity areas.

- Enhance pedestrian access to transit by improving connectivity and providing efficient access to transit stops and stations.

CAC members commented that a pedestrian facility should be planned and designed to incorporate its natural surroundings/beauty of the nature if possible. This will encourage people to walk longer distances. Another CAC member suggested using more positive words (i.e. “enhancing/promoting sustainability”) instead of “reducing environmental impacts.”

Goal 5: Encourage walking to foster healthy lifestyles and sustainable communities.

- Broaden public awareness about the health benefits of walking/pedestrian travel.
- Develop and conduct education programs and campaigns for students, residents, employees and visitors about the health benefits of walking and pedestrian
- Create vibrant pedestrian-oriented environments in communities and activity areas that encourage and increase walking.
- Provide training for law enforcement officials related to effective education and enforcement for pedestrians.

A CAC member suggested collaborating with existing education programs in addition to developing new programs.

Goal 6: Support smart growth and economic development by creating vibrant, pedestrian-oriented communities and activity areas.

- Encourage priority pedestrian infrastructure investment in communities, activity areas and special districts that serve residents and visitors/tourists.
- Encourage reference to and use of the design guidelines to create vibrant pedestrian settings that attract high levels of activity.

A CAC member suggested encouraging pedestrian infrastructure investment through incentives. Another CAC member commented that a hierarchy of streets should be established. Not every streets needs to be a pedestrian “place.” The classification system would help to establish priorities.

Goal 7: Promote and support walking as a viable transportation mode and enhance access to transit to reduce overall energy use.

- Strengthen public awareness about the energy conservation benefits of walking and promote walking as a viable transportation mode.
- Support pedestrian improvements in proximity to transit stations and stops to encourage and increase access to transit.

CAC members suggested using a more encouraging word than “viable”, such as “equally important.”

Areas of Concern

Kathleen reviewed the methodology of how the areas of concern are identified. The methodology is also documented in the Draft Methodology for Identifying the Areas of

Concern memo. Kathleen reminded the CAC of the four factors (Connectivity, Accessibility, Environmental Justice and Safety) that were used to develop the areas of concern. These four factors were also prioritized based on input from the Technical Advisory Group (TAC), the CAC, and the general public through public meetings and outreach.

Based on general agreement from the last TAC and CAC meetings, areas that fall under four or more factors were overlaid and shown on the Areas of Concern Overlay Maps. A total of 38 locations are resulted, including 4 on Kauai, 2 on Maui, 1 on Hawaii, and 31 on Oahu.

Kathleen also mentioned the public comments that the Project Management Team received at the public meetings, through the project website, email and phone calls. There are several locations that stood out because of various comments, concerns and/or opportunities. These locations are shown on another set of maps titled "Area of Concern Map: Public Input." A total of 18 locations were selected, 8 on Kauai, 3 on Maui (one location was identified by a TAC member), 3 on Hawaii, and 4 on Oahu.

The combined total of these areas of concern is 56 locations.

Island	Factor Analysis	Public Comments		TOTAL Locations
Kauai	4	8		12
Maui	2	2	1 TAC	5
Hawaii	1	3		4
Oahu	31	4		35
<b>TOTAL</b>	<b>38</b>	<b>17</b>		<b>56</b>

Kathleen asked the CAC to review the areas of concern and validate whether they think the location is an issue, concern or opportunity. Kathleen also provided some considerations (by type of project, type of program, geography, population density, or the prioritization of the area of concern factors) for further narrowing the list to 30 locations and asked for CAC input on these suggestions. Although all the locations can be listed in the Plan, a focused review of 30 locations is desired based on manageability and budgetary reasons. She shared feedback from the TAC meeting that geographical representation should be considered.

In general, the CAC agreed that safety is the primary concern and that specific projects and programs should focus on safety. The CAC also suggested looking into the causes of accidents at specific locations. Sometimes safety might not be the only factor. In addition, the HDOT should look for opportunities from ongoing and future projects to address some of the pedestrian issues. The CAC agreed with the TAC that geographic representation should be considered.

Two additional areas of concern were brought up by CAC members. These include:

- King Keaulike High School area (Maui)
- Aholo Street where it crosses Honoapiilani Highway (Western Maui)

It was also mentioned that Molokai High School should remain an area of concern. The CAC representative will validate with residents in that area.

Kathleen acknowledged the CAC comments and added that the PMT will look for opportunities from ongoing and future projects. The HDOT is also looking to integrate this Plan to the project development process. Ken Tatsuguchi added that the goals and objectives will create the ability to reach beyond 30 projects. The goal for the Statewide Pedestrian Master Plan is to be a tool for in-house staff to incorporate on all projects.

### Design Guidelines

Mandi explained why design guidelines are needed and provided an overview of the design guidelines. The design guidelines will include the following:

- Introduction/How to use these guidelinesHawaii’s Pedestrians
- Overview of the Design Guidelines - A “Toolbox” Approach
- The Toolbox:
  1. Accessibility
  2. Sidewalks and Walkways
  3. Pedestrian Friendly Streets
  4. Pedestrian Access to Transit
  5. Intersections and Crossings
  6. Share-used Paths (Trails and Pathways)
  7. Children and School Zones
  8. Special Pedestrian Districts/Site Design for Pedestrians
  9. Safety in Work Zones
  10. Designing Effective Education and Encouragement Programs

As Mandi went over the excerpts for the Design Guidelines, the CAC provided feedback and recommendations, which can be summarized as follow:

- Include an approach for retrofit projects (Sidewalks and Walkways slide). Mandi added that the guidelines can include recommendations on how to gain space (ex. reduce parking lanes and travel lanes).
- Slip lanes (free rights) are undesirable for pedestrians, especially in high pedestrian zones like Kamakee Street and Auahi Street.
- Include guidance on when to include pedestrian buttons (or not).
- Need audible signals as well as the vibrating ones
- Consider re-phasing signal timing duration for some intersections (provide guidance on balancing the pedestrian crossing movement in high pedestrian areas.
- Move stop bar further away from the crosswalk

- Consider alternate ways to cross a road (i.e. pedestrian bridge)
- Install detectable warnings per ADA compliance
- Consider the effect of silent electric vehicles
- Include textured crosswalks
- Lower light pole height to increase visibility – i.e. pedestrian scale lighting.
- Make sure pedestrian walkways have adequate clearance and no barriers (i.e. signal boxes, bulk trash, fire hydrant etc.).
- Provide guidance on right turns at intersections (i.e. using a leading pedestrian interval to allow pedestrians to begin the walk phase 2 seconds prior to the vehicle green).
- Include pedestrian guidance for roundabouts
- Address how the design guidelines will be kept updated (some DOTs use cover letter amendments).

### **Next Steps**

Kathleen asked the CAC to send any additional comments on the policy, areas of concerns locations and design guidelines by December 17, 2010. She also mentioned that there will be a follow-up conference call with the TAC for each island. The project/program list will be selected and forwarded to the CAC. The draft of the Design Guidelines will be completed and sent to the CAC to review in two separate sections. The PMT will also start to develop performance measures based on the policy goals and objectives.

Ken expressed his appreciation for the CAC's time and comments. It's important to get feedback from the users and not just the regulators and implementers. A lot of good input was shared today. Ken thanked everyone and closed the meeting.