



OahuMPO Policy Board

Honolulu Hale, Room 205
2:00 p.m.

May 26, 2017



I. Call to order by Chair

II. Introductions/Roll Call



III. Approve March 31, 2017 Meeting Minutes



IV. Reports

- a. Interim Executive Director*
- b. Technical Advisory Committee*
- c. Citizen Advisory Committee*



V. Old Business

a. Traffic Signal Prioritization Methodology

City & County of Honolulu

Ty Fukumitsu



Traffic Signal Prioritization Methodology

- Both ACs recommended Policy Board approval.
- **Recommended Motion:**
 - “Accept WE 201.01-12 Traffic Signal Prioritization Methodology as presented as evidence that the work was carried out and direct staff to use the study recommendations in the OahuMPO’s planning processes.”



VI. New Business

a. Extending the FY2017 Overall Work Program

Amy Ford-Wagner



Extending FY2017 OWP

- **OahuMPO Process & Procedures**
 - **Administrative modification:** revision that transfers funding between approved work elements provided:
 - Transfer does not exceed \$100,000 per transfer, and
 - Cumulatively, the transfer does not exceed 10% of the total approved budget for the year, and
 - Tasks and/or objectives of the work elements do not change.
 - No TAC or public review or Policy Board approval required.
 - Notification provided to the Policy Board, the advisory committees, & FTA / FHWA
- No-cost time extension [2 CFR 200.308(d)(2)]
- Coordination: HDOT BUS, no issues with extension
- FHWA & FTA: Concur with the request to extend



OWP: Next Steps

- **Extend FY2017 to July 31, 2017**
 - Notify: CAC, TAC, Policy Board, FHWA/FTA
- **FY2018 Draft OWP**
 - In progress
 - Will be presented to the Policy Board for approval at the June 23rd meeting prior to release for public review
- ***Requested Action: None.***



VI. New Business

b. Timeline - Updates to Policies & Procedures

Randolph Sykes



Timeline for OWP Updates

- **Supplemental Agreements:**
 - Administration (HDOT)
 - Data (State, City, & HART)
 - Finance (HDOT, City, & HART),
- Required by & meet Federal regulations
- **Sunset on June 30, 2018**



Timeline for OWP Updates

- FHWA & FTA Certification Review of OahuMPO in 2018.
- No substantive changes
 - OahuMPO not fully-staffed or sufficiently stable to evaluate whether the terms of the existing covenants are sufficient or need revision.
- Time extension only



Timeline for OWP Updates

- **Staff Recommendations:**
 1. Policy Board members review the supplemental agreements provided as handouts at this meeting.
 2. Policy Board extend the termination dates 3-5 years.



Timeline for OWP Updates

Policy Board Options:

1. Extend the termination dates, or
2. Form one or more Permitted Interaction Groups (ideally at June 2017 meeting) to propose revisions to the existing documents, and
3. Take action with the parties for each agreement to ensure new ones approved by June 30, 2018.



VI. New Business

c. Contra-flow Update Study

Kelly Akasaki



Contra-Flow Operations Traffic Assessment Report

Within the City and County of Honolulu Jurisdiction

Prepared for:
City and County of Honolulu
Department of Transportation Services

Prepared by:





Purpose and Goals

- Assess traffic operations along corridors within Honolulu with existing contra-flow operations including Kapiolani Boulevard, Ward Avenue, and Atkinson Drive.
- Assess additional corridors including Dillingham Boulevard and Kalihi Street to determine if new contra-flow operations should be implemented.
- Recommend modifications to existing contra-flow operations.
- Recommend implementation of new contra-flow operations, as applicable.



Major Tasks and Deliverables

- **Data Collection and Existing Operating Conditions**
 - Traffic counts and travel time surveys
 - Level of Service (LOS) analysis
- **Data Evaluation and Operational Strategies**
 - Mitigate existing deficiencies or identify improvements to improve current operations based on “vehicular” flow.
 - Evaluate other potential specified sites for the implementation.
- **Final Traffic Assessment Report**
 - Report of assessment and analyses, recommendations, and conclusions.
 - Research of other types of contra-flow devices utilized by other municipalities and their potential application.



Conclusions/Recommendations

- Maintain existing contra-flow operations during the AM and PM peak periods on Kapiolani Boulevard including the existing turning restrictions at the intersection along the roadway to preserve corridor flow integrity.
- Maintain existing contra-flow operations during the AM peak period on Ward Avenue to minimize over-saturated conditions.
- Maintain existing contra-flow operations during the AM peak period on Atkinson Drive to minimize over-saturated conditions.
- Consider Implementing eastbound contra-flow operations along Dillingham Boulevard during the AM peak period from west of Puuhale Road to Waiakamilo Road to improve vehicular flow.



Contra-flow Update Study

- Both ACs recommended Policy Board approval.
- **Recommended motion:**
 - *“Approve WE 203.84-13 Contra Flow Study as presented as evidence that the work was carried out and direct staff to use the study recommendations in the OahuMPO’s planning processes.”*



New Business

*d. Village Park-Kupuna Loop Sub-Area
Corridor Study*

Kelly Akasaki



Village Park Waipahu, O'ahu, Hawaii

Prepared for:
City & County of Honolulu
Department of Transportation Services

Prepared by:
SSFM
International
SSFM International



Purpose and Goals

- Study existing conditions, safety, and operations of roadway conditions in Village Park
- Prepare a Mitigative Measures Report which identifies and develops conceptual plans to improve operations and safety and may serve as a model for similar communities.
- The study area runs along the entire Kupuna Loop, as well as Kupuohi Street between Anonui Street and lower Kupuna Loop.
- Treatments should address pedestrian crossings, walking safety, on-street parking, bicycle facilities, bypass traffic, sight distances, speeding, and crashes



Major Tasks and Deliverables

Task 1 Existing Traffic Operational Report

- > Collect and document traffic counts and compute LOS
- > Review accident reports and records to determine trends
- > Community meetings

Task 2 Mitigative Measures Report

- > Conceptual plans
- > Cost estimates
- > Public presentation of alternatives and recommendations

Task 3 Final Traffic Study



Recommendations

Kupuna Loop, Kupuohi Street, and Anonui Street

- Restripe as a ten foot travel lane, five foot bike lane, and seven foot parking lane for the entire length
- For traffic calming, Install traffic circles at two-way stop controlled intersections with bumpouts and raised crosswalk or median
- To reduce traffic congestion, alter lane configurations and optimize signals at Kupuna Loop-Kupuhi Street Intersection.
- Road diet and improve pedestrian sight distance using a raised median on Kupuohi Street and Anonui Street



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Village Park-Kupuna Loop Sub-Area Corridor Study

- Both ACs recommended Policy Board approval.
- **Recommended motion:**
 - *“Approve WE 203.83-11 Village Park-Kupuna Loop Sub-Area Corridor Study as presented as evidence that the work was carried out and direct staff to use the study recommendations in the OahuMPO’s planning processes.”*



New Business

d. New Guidelines for Warranting Left-Turn Signal Phasing

Kelly Akasaki



Updated Guidelines for Warranting Left-Turn Signal Phasing

Prepared for:

City and County of Honolulu
Department of Transportation Services

Prepared by:

 **Austin Tsutsumi**
& ASSOCIATES, INC.
Engineers & Surveyors



Purpose and Goals

- Update warrant guidelines for left-turn phasing at signalized intersections to reflect current national and jurisdictional guidelines
- Apply guidelines to various intersections as examples:
 - Kapiolani Boulevard/Kamakee Street
 - Moanalua Road/Kuala Street/Waimano Home Road
 - Waialae Avenue/6th Avenue
 - Monsarrat Avenue/Leahi Avenue
 - Nuuanu Avenue/North Kuakini Street/South Kuakini Street
 - Kailua Road/Hamakua Drive/Kainehe Street
 - Dillingham Boulevard/Kalihi Street



Major Tasks and Deliverables

- **Task 1 – Update Left-Turn Signal Phasing Guidelines**
 - Review existing federal and jurisdictional literature for left-turn phasing warrants.
 - Consider factors such as design speed, peak hour volume, vehicle delay, roadway geometrics, and accident data.
- **Task 2 – Warrant Application**
 - Traffic data collection and observations at project intersections.
 - Apply warrants developed in Task 1 to each of the intersections.
 - Report of assessment and analysis, recommendations, and conclusions.



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Conclusions/Recommendations

- **Recommended criteria to determine left-turn phasing:**
 - Crash history
 - Sight distance
 - Roadway geometry and vehicle speeds
 - Intersection volumes and operation
- **Resulting left-turn phasing warrant guidelines:**
 - Mostly adapted from the flowchart and guidelines provided in the [Traffic Signal Timing Manual](#).
 - Includes additional considerations for use.
 - Engineering judgment should always be applied in making the final determination.



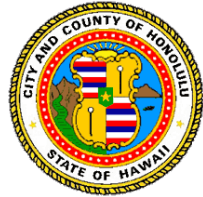
Separate Left-Turn Phase Alternatives Study

- Both ACs recommended Policy Board approval.
- **Recommended motion:**
 - *“Approve WE 203.82-11 Separate Left-Turn Phase Alternatives Study as presented as evidence that the work was carried out and direct staff to use the study recommendations in the OahuMPO’s planning processes.”*



Mahalo !!!

City & County of Honolulu
Department of Transportation
Services





VII. Invitation to interested members of the public to be heard on matters not included on the agenda

VIII. Announcements

IX. Adjourn