

Meeting Summary of the
Oahu Metropolitan Planning Organization

CITIZEN ADVISORY COMMITTEE

Wednesday, October 20, 2010, 3:30 p.m.
Mayor's Conference Room 301, Honolulu Hale
530 South King Street, Honolulu, Hawaii

Members Present:

NB #34 Makakilo-Kapolei-Honokai Hale
Committee for Balanced Transportation
AARP
American Planning Association Hawaii
American Society of Civil Engineers
Citizens for a Fair ADA Ride
E Noa Corporation
Hawaii Bicycling League
Hawaii Centers for Independent Living
Hawaii Teamsters and Allied Workers, Local 996
Honolulu Community Action Program
Hui Kupuna VIP
Institute of Transportation Engineers
Land Use Research Foundation
League of Women Voters
Leeward Oahu Transportation Management Association
NB #01 Hawaii Kai
NB #02 Kuliouou-Kalani Iki
NB #05 Diamond Head-Kapahulu-Saint Louis Heights
NB #07 Manoa
NB #09 Waikiki
NB #10 Makiki-Lower Punchbowl-Tantalus
NB #12 Nuuanu-Punchbowl
NB #13 Downtown
NB #18 Aliamanu-Salt Lake-Foster Village
NB #23 Ewa
NB #24 Waianae Coast
NB #25 Mililani-Waipio-Melemanu
NB #29 Kahaluu
NB #30 Kaneohe
NB #35 Mililani Mauka-Launani Valley
Pacific Resource Partnership

Michael Golojuch, Chair
Joseph Magaldi, Vice Chair
Jackie Boland
John Valera
Tiffany Hamada
Ronald Pike
Tom Dinell
Jennifer Milam
Charlene Ota
Michael Costa
Kristina Copeland
Rose Pou
I. Robert Nehmad
David Arakawa
Marcia Linville
Debbie Luning
Greg Knudsen
Linda Starr
Rick Egged
Tom Heinrich
Robert Finley
Charles Carole
James Bannan
Frank LaVoie
Lorene Godfrey
John Gollner
Bob Smith
Dick Poirier
Ken LeVasseur
Glenn Ida
Pamela Young
Josh Magno

Members Absent (Reps):

Castle & Cooke Homes Hawaii
Eye of the Pacific
Mestizo Association

Laura Kodama
Twila Lai
Arvid Youngquist

NB #03 Waialae-Kahala
NB #08 McCully-Moiliili
NB #11 Ala Moana-Kakaako
NB #21 Pearl City
NB #22 Waipahu
NB #26 Wahiawa-Whitmore Village
North Shore Chamber of Commerce
Tax Foundation of Hawaii
Waikiki Residents Association

Lester Fukuda
Ron Lockwood
David Hilea, Jr.
Cruz J. Vina, Jr.
Blaine Tsugawa
Joseph Francher
Gil Riviere
Lowell Kalapa
Daisy Murai

Guests Present:

Kathleen Chu	CH2M Hill
Cheryl Yoshida	CH2M Hill
Rachel Roper	Hawaii Department of Transportation
Ken Tatsuguchi	HDOT
James Manaku	NB #36 Nanakuli-Maili

OahuMPO Staff Present: Brian Gibson and Marian Yasuda

Chair Michael Golojuch called the meeting to order at 3:30 p.m.

1. New Business

“Charter Amendment 09-252: Creating a Public Transit Authority”

Chair Golojuch introduced Councilmember Gary Okino, Chair, OahuMPO Policy Committee. Councilmember Okino provided an overview of the City Charter Amendment which will be on the ballot for the November 2, 2010 election. The Charter Amendment 09-252, *Creating a Public Transit Authority*, would allow for the formation of a semi-autonomous Transit Authority which would oversee the building and operations of the rail transit system, should it be approved. Its Board of Directors would consist of three members appointed by the Mayor, three members appointed by the City Council, one member appointed by the board itself, two ex-officio voting members [Directors of the State Department of Transportation the City Department of Transportation Services (DTS)], and one ex-officio non-voting member [Director of Planning and Permitting].

The Transit Authority will be run by an Executive Director and its staff will consist of current staff transferred from DTS.

Discussion Highlights:

[Unless noted otherwise, questions were answered by Councilmember Okino.]

- In response to a question by Charles Carole: TheBus and TheHandi-Van will not fall under the Transit Authority, but will continue to be operated by Oahu Transit Services (OTS). There will be ongoing coordination between OTS and the Transit Authority regarding scheduling, fares, and operations.

- In response to a question by Greg Knudsen: The costs for construction, operations, and maintenance of the transit system are currently accounted for in the Honolulu Rail Transit Project financial plan. The plan includes the Executive Director's and staff's salaries as well as the physical offices from which they work. The Board members will be uncompensated, with the exception of any travel expenses incurred while conducting business.
- In response to a question by Brian Gibson: The Transit Authority has no taxing authority. The staff will be funded through the existing ½% General Excise Tax and additional federal grants.
- In response to a question by Charlene Ota: Scheduling of the bus system and the train will be coordinated. The train will service the longer runs (East Kapolei to Ala Moana), and TheBus will serve as the circulators to transport riders from outlying locations to the spine of the train route and its stations.
- In response to a question by Mike Costa: At this point, the operations of TheBus and TheHandi-Van will continue to fall under OTS. If there is some advantage to consolidating all transit operations under the Transit Authority, that would be considered. DTS will have some oversight on the coordination between the two agencies.
- In response to a question by Bob Finley: The Transit Authority overhead, including its physical offices, is included in the financial plan for the Honolulu Rail Transit Project.
- In response to a question by Marcia Linville: Disaster response for the transit system will be no different than it currently is for all infrastructure systems and public services. Response to disaster would likely be a joint federal, State, and County effort.
- In response to a question by Linda Starr: TheHandi-Van is considered an on-demand service and will not require as much coordination with the train as will be required by TheBus. With the frequency of the train being one train every 100 seconds during the peak hours, the scheduling will not be a big problem. The transfers between TheBus and the train will be seamless.
- In response to a question by Mr. Carole: The fares between TheBus and the train will be consistent and will be determined by the City Council subsidy, which will determine the fare. Although all tax-paying citizens pay for the transit system, regardless of whether or not they use transit, everyone benefits from having fewer cars on the road.

2.A. Approval of the August 18, 2010 Meeting Minutes

Chair Golojuch announced a correction to the August 18 meeting minutes to reflect the presence of Tom Smyth at the meeting.

Hearing no further corrections and no objections, the minutes were accepted as corrected.

2.B. Approval of the September 15, 2010 Meeting Minutes

Tom Heinrich offered a correction to the September 15 minutes on page three to change the term from Permitted Interactive Group to Permitted Interaction Group.

A motion was made by Joseph Magaldi, Jr. and seconded by Robert Nehmad to approve the minutes as corrected. Hearing no objections, the minutes were approved as corrected.

3. Other Business

There was no other business.

4. Update on Complete Streets Task Force

Chair Golojuch introduced Ken Tatsuguchi, Hawaii Department of Transportation (HDOT); Kathleen Chu, CH2M Hill; Tom Dinell, E Noa Tours; and David Arakawa, Land Use Research Foundation. They provided information about the Complete Streets Task Force (CSTF).

Ken Tatsuguchi provided information on HDOT's current and comprehensive Complete Streets (CS) programs, practices, and priorities. Currently, HDOT considers all modes of transportation in its plans and applies context-sensitive solutions to projects. HDOT also partners with community organizations and individuals to best meet the needs of the community in which the project will be constructed.

Mr. Tatsuguchi defined the roads under the jurisdiction of HDOT as those that are major arterials, higher-speed, higher-volume, and those with limited access, such as freeways. These roads make up about 15 percent of Oahu's roads, but carry about 60 percent of Oahu's traffic volume.

Kathleen Chu provided some background information on the formation and purpose of the CSTF. In May, 2010, Act 54 was passed by the State Legislature. In response to Act 54, HDOT established the CSTF and tasked the task force with the development of consistent design standards and guidelines for all users; the development of a listing of change proposals; making recommendations to implement policies; and making recommendations for changing procedures and performance measurements.

Ms. Chu stated that the CSTF is comprised of a broad spectrum of stakeholders with diverse backgrounds. A technical resource group was also put into place to offer assistance to both the CSTF and the private management team. The CSTF developed a partnering agreement, project goals, a recommended CS policy, and an outline for presentation to the Legislature on their findings. The presentation to the Legislature will be submitted in November.

David Arakawa provided highlights of his experience as a CSTF member and the applicability of the CS concept for all planning efforts and development. He stressed that the outcome of the CSTF must be consistent with the Act 54 legislation. Safety for all users was the top priority for the CSTF, followed closely by accessibility and mobility for all users. Energy efficiency and applicability of the policy for all planning efforts were also important concepts.

Mr. Arakawa stated that the guidelines that were developed are not specific and are flexible, allowing the agencies that follow the guidelines to implement context-sensitive solutions and to work toward consistent standards and practices. The outcome from the CSTF should serve as a template for all counties to use in their own efforts to adopt CS policies.

Tom Dinell showed examples of incomplete streets and corrective modifications addressing issues that are impediments to some users. Some solutions that were illustrated include islands that shorten crossing distances, raised crosswalks, traffic stop lines placed a safe distance back from crosswalks, bike boxes at intersections, limiting driveway access, narrowing traffic lanes, and widening bicycle lanes.

Mr. Dinell emphasized the involvement of the CAC in this effort as an opportunity and challenge. This provides the CAC tools with which to evaluate and measure projects which will help to make Oahu a safer and more accommodating place for all roadway users.

Discussion Highlights:

- Ms. Starr suggested that accessibility does not always address practicality and usability. She also suggested that the safety of “people” should take priority. Mr. Dinell responded that safety is implicitly people-oriented.
- Mr. Heinrich offered the following points: Act 54 was effective when signed, but applies to projects that were in development as of January 1, 2010. The CAC should be informing and sharing resources with other groups as part of its advocacy.
- In response to a question by Ken LeVasseur: Marian Yasuda will make the presentations available on the OahuMPO web site.
- In response to a question by Jackie Boland: Ms. Chu stated that the agencies that will be implementing these policies and procedures will need some time to go through the processes and procedures before knowing if additional legislation is needed. Mr. Arakawa stated that legislation will be at the county level through resolution.

5. OahuMPO Meeting Highlights

There were no meeting highlights.

6. Process Review

This item was deferred until the next meeting due to time constraints.

7. Announcements

Mr. Heinrich announced the *Pride in Moiliili* clean-up event taking place on Saturday, November 6, at 8:00 a.m. on Hauoli Street, between King Street and Kapiolani Boulevard.

The meeting was adjourned at 4:56 p.m.