

Minutes of the
Oahu Metropolitan Planning Organization
TECHNICAL ADVISORY COMMITTEE
March 13th, 2020
Honolulu Authority for Rapid Transportation (HART) Board Room #150
1099 Alakea Street, Honolulu, Hawaii

Members Present:

Name	Agency	Voting Rights	Present
Ken Tatsuguchi (Chair)	HDOT	Yes	X
Masatomo Murata	HDOT	Yes	X
Jorge Felix (Vice Chair)	HART	Yes	X
Ben Treviño	HART	Yes	
Marian Yasuda	DTS	Yes	X
Eileen Mark	DTS	Yes	
Dina Wong	DPP	Yes	X
Andy Yamaguchi	DPP	Yes	X
Joseph Roos	DBEDT	Yes	
Ruby Edwards	OP	Yes	X
Kimberly Evans	FAA	Yes	X
Ted Matley	FTA	No	
Kyle Oyasato	DFM	No	
Gareth Sakakida	HTA	No	
Tim Trang	DDC	No	
Amy Ford-Wagner	FHWA	No	X

Guests Present: Kelly Akasaki, Eric Imada, Kelcee Fujimoto

OahuMPO Staff Present: Alvin Au, Roni Schack, Zakari Mumuni, Nicki Smith, Tori Treviño, Joel Vincent

The meeting was properly noticed in accordance with State law.

I. CALL TO ORDER

Chair Ken Tatsuguchi called the meeting to order at 9:06 am.

II. ROLL CALL

Technical Advisory Committee (TAC) members and members of the audience introduced themselves.

III. APPROVAL OF THE FEBRUARY 14TH MEETING MINUTES

Chair Tatsuguchi requested members review the minutes which were mailed to the members in advance of the meeting. A motion was made by Ruby Edwards and seconded by Marian Yasuda to approve the minutes as presented. There were no further discussions, abstentions, or objections and the minutes were approved as presented.

IV. REPORTS

A. EXECUTIVE DIRECTOR

Director Au reported that Taylor Ellis will be going on military leave and Samantha Lara will serve as the Acting Community Planner in his absence. He also noted that OahuMPO is currently seeking potential candidates to fill the vacant Intern position.

Director Au noted that the OWP FY21 is out for public and intergovernmental review until April 17th, 2020 and the draft Public Participation Plan is out for public review until March 30, 2020. He advised the TAC that the final 2019 Financial Audit Report may be viewed on OahuMPO's website and provided a summary of business conducted at the Policy Board's February 25, 2020 meeting and the Citizen Advisory Committee's March 4, 2020 meeting.

Details of the Executive Director's Report can be viewed at:
https://www.oahumpo.org/?wpfb_dl=1869

V. OLD BUSINESS

There was no old business to conduct.

VI. NEW BUSINESS

A. PM Peak Tow Away Zone Time Modifications on Urban Arterials

Eric Imad and Kelcee Fujimoto of Austin Tsutsumi Associates discussed the objective of the study, defined what a tow away zone is, explained the project's scope, and pointed out the two study areas which included the Urban Core and Downtown/Chinatown.

They described the study methodology which included the completion of a parking inventory map, data collection and analyses to determine which corridors would be candidates for extending the tow away zone; noted that tow away zone violations are frequent and common; recommended increasing enforcement of tow away zones and maintaining visual cues such as signage, painted curbs, and colored meters; and extending the tow away zone by at least 30 minutes for all streets in the study.

Kelly Akasaki with the Department of Transportation Services and the study consultants responded to questions from TAC members.

There was discussion regarding whether there were existing 6:00 p.m. tow away zones and if extending the beginning time of the tow away zone was considered; noting Keeaumoku Street

will be part of a Complete Streets study; questioning if/when the study would be implemented; covering the next steps including public outreach; on enforcement of tow zone and loading zone violations; and on the left-turn Alakea/Nimitz/Queen congestion problem.

A motion was made by Dina Wong and seconded by Marian Yasuda to recommend the Policy Board accept the draft final report as evidence that the work was completed. There were no objections, discussions, or abstentions and the motion was passed unanimously.

B. Congestion Management Process (CMP) Update

Senior Transportation Planner Zakari Mumuni presented an update of the CMP, noting that his presentation is organized into two sections: process and analysis. He provided background on the Congestion Management Process and historical background on OahuMPO's development of the CMP and the related 2018 Certification Review findings; noted the CMP is a federal requirement; and stated the CMP connection to the Transportation Improvement Program (TIP) and the Oahu Regional Transportation Plan (ORTP) was lacking. Mr. Mumuni indicated OahuMPO's previous CMP relied heavily on the Travel Demand Model and used limited performance measures which were primarily focused on automobile travel.

He discussed the required performance measures for the travel time index, speed index, planning time index, and severity and impact of congestion and described the eight steps of the CMP. He noted that step #6, which is to identify and assess CMP Strategies, would result in a toolbox for partners in their implementation of CMP while step #7, which programs and implements CMP strategies, will be connected to the ORTP and the TIP through project prioritization and evaluation.

There was discussion on determining and verifying a.m. peak periods, on how evaluation of strategy effectiveness will be done while taking into consideration the diversity of projects on the TIP, that freight should be captured in the performance measures because of expected population increase, and a recommendation for inter-agency discussion as part of the discovery process.

Amy Ford-Wagner of Federal Highway Administration clarified that although congestion is the focal point in evaluating projects in the CMP, when considered in the ORTP or TIP, it is one of many different criteria in the evaluation process and does not necessarily carry more weight than other criteria. She also clarified that CMP is a mandated process but there is no requirement for a congestion plan and suggested reinstating the CMP Working Group as a means for collaboration.

In the analysis section of his presentation, Mr. Mumuni reviewed the National Performance Management Research Data Set (NPMRDS) data. The data compared congested miles, distribution into peak periods, planning time index, travel time index, severity and impact of congestion in 2017 and 2019. There was discussion about the interpretation of the data; the impact of restriping and creating additional lanes have on congested miles; how this addresses the 2018 certification review findings; the difference between the planning time and travel time

indexes; the value of the CMP as a tool to identify problem areas, to develop strategies, and to educate stakeholders; and the importance of input during the development of the CMP.

C. TAC Orientation Refresher

Because of time constraints, Chair Tatsuguchi postponed this agenda item to the next TAC meeting.

VII. INVITATION TO INTERESTED MEMBERS OF THE PUBLIC TO BE HEARD ON MATTERS NOT INCLUDED ON THE AGENDA

There were no matters to be heard.

VIII. ANNOUNCEMENTS

Tori Treviño announced that the April TAC meeting is scheduled for Monday, April 6th at 9:00 am in the HART Boardroom. Chair Tatsuguchi added that due to the COVID-19 outbreak, if the April meeting agenda is comprised of non-action items TAC should not convene.

Kimberly Evans commented that TAC members may be called upon during this COVID-19 outbreak time as resources are shifted around since core infrastructure will be impacted. She encouraged maintaining strong communication in the event the need arises to support each other in their professional works and in their agencies.

IX. ADJOURNMENT

Chair Tatsuguchi adjourned the meeting at 10:36 am.

The presentation for this meeting may be viewed at:
https://www.oahumpo.org/?wpfb_dl=1878.