



OahuMPO Policy Board Meeting

January 31, 2023



- I. Call to order by Chair
- II. Introductions/Roll Call



III. Approval of the Policy Board Meeting Minutes for December 20, 2022



IV. Reports

A. Executive Director

B. Technical Advisory Committee

C. Citizen Advisory Committee



V. Old Business

None



VI. New Business

A. Election of New Policy Board Vice Chair



Requested Action:

Elect a new Vice Chair from among the Policy Board members from the Legislature, to complete the existing term that expires in December 2023



VI. New Business

B. Overall Work Program (OWP) Presentation: Ala Moana Transit Plaza Alternatives Analysis



Kalia Plaza Mobility Hub Alternatives Analysis (AA)

Kalia Plaza Mobility Hub AA

Project Objectives

- ▶ Develop new multimodal hub in vicinity of future Ala Moana (Kalia) Rail Transit Station
 - Interim bus facility that will continue to serve as a major transfer point for the bus system
 - Long-term use as new multimodal transit center with transfers between bus and rail
 - Active transportation street improvements to facilitate access to transit system by pedestrians and cyclists
 - Mixed-use as part of an integrated joint development



Project Location

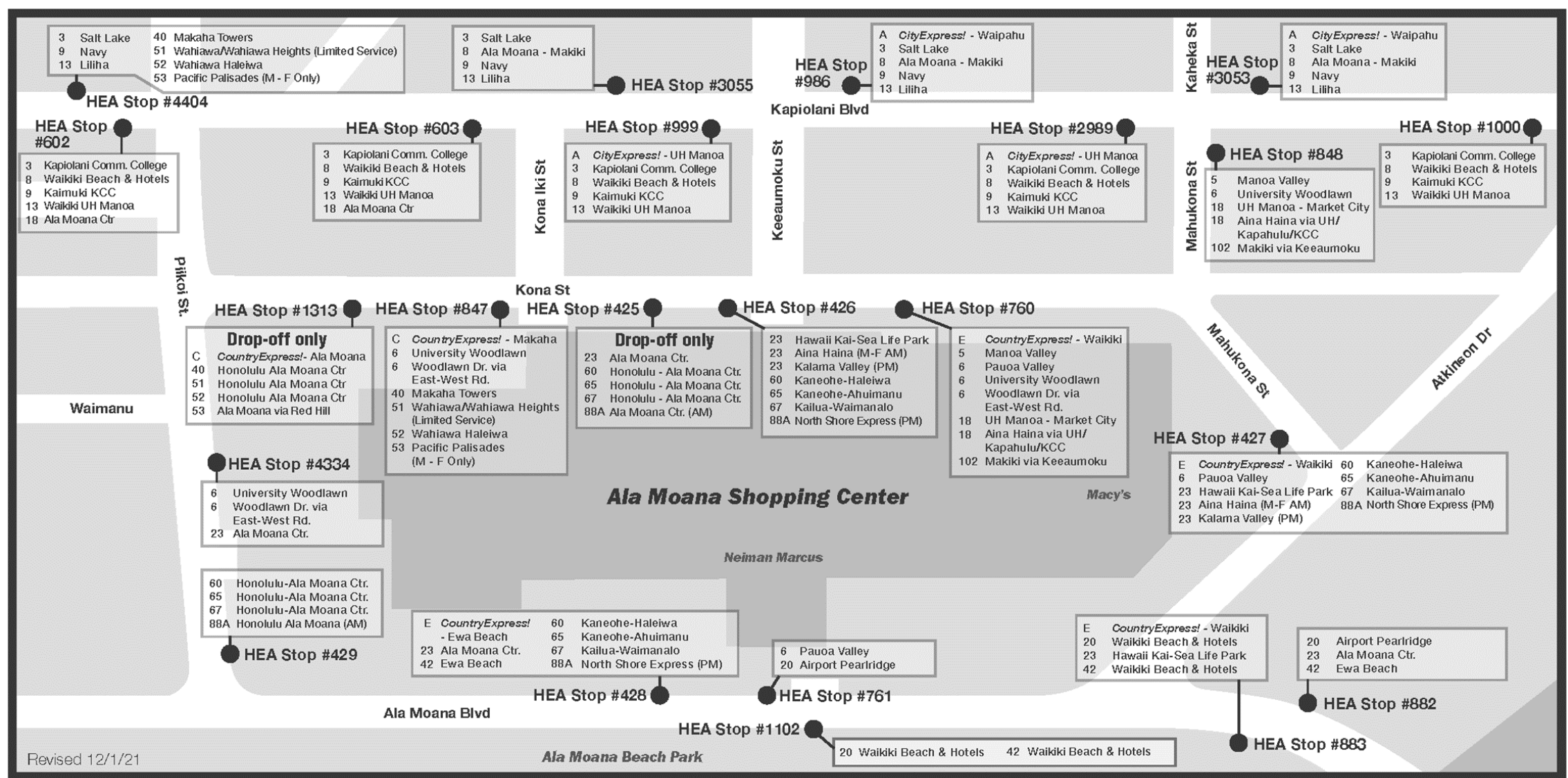


Scope of Work



- ▶ Evaluate Baseline Conditions
 - Multimodal Transportation Analysis
 - Market Demand Assessment
- ▶ Establish Purpose and Need
- ▶ Define Program for Mobility Hub
- ▶ Develop and Evaluate Alternatives
- ▶ Refine Locally Preferred Alternative (LPA)
- ▶ Perform Preliminary Environmental and Infrastructure Assessments
- ▶ Identify Implementation Approaches
- ▶ Conduct Public and Stakeholder Engagement

Multimodal Transportation Analysis



Market Demand Assessment

- ▶ Multifamily residential with affordable housing component
- ▶ Transit supportive retail



Transit Village at Metropark in New Jersey
Source: [costar.com](https://www.costar.com)



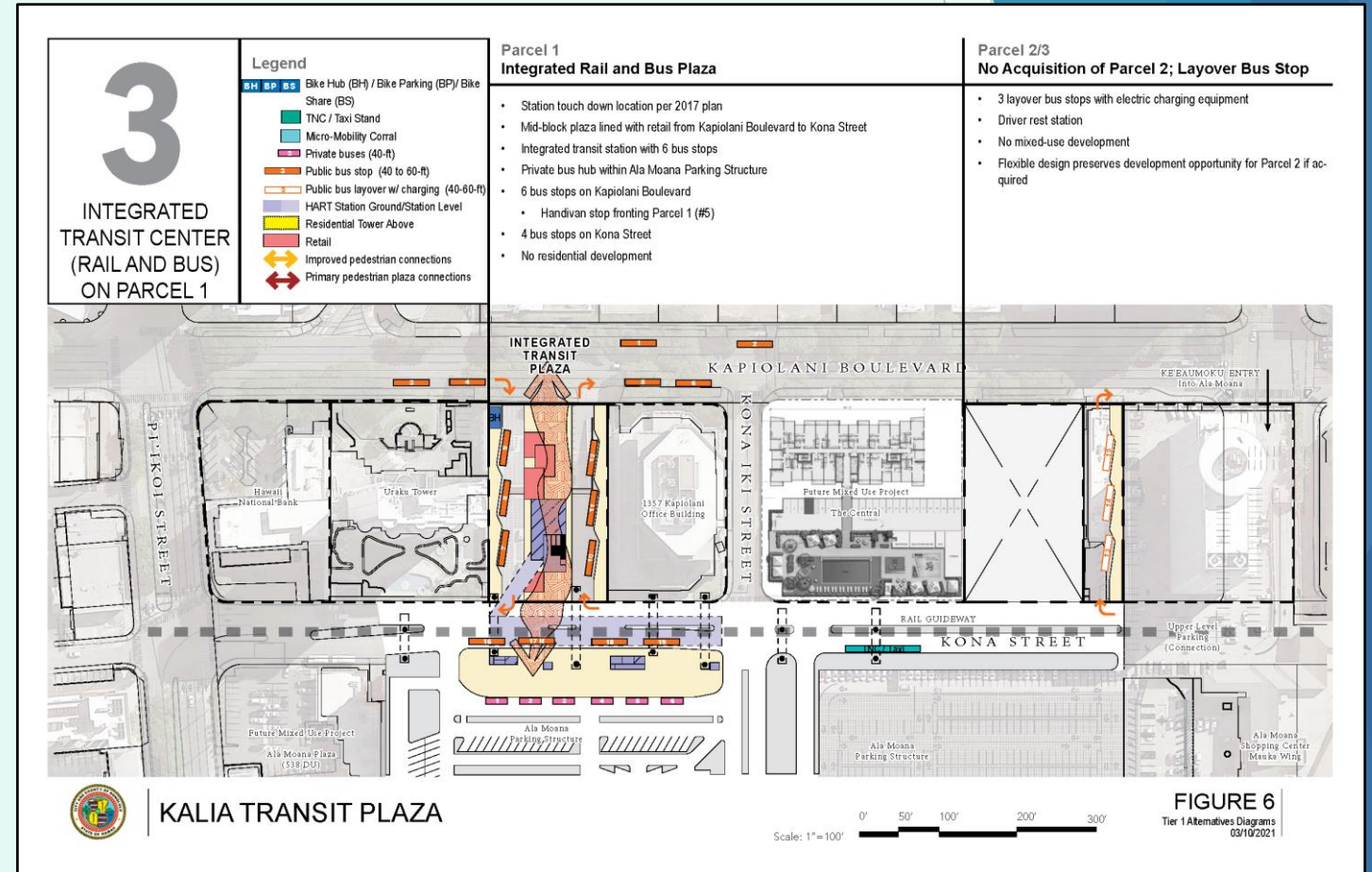
University City - Charlotte
Source: [universitycitypartners.org](https://www.universitycitypartners.org)

Program of Facilities for Mobility Hub


Program of Facilities
Transit Facilities
14 bus bays including 1 bus bay designated for paratransit (TheHandi-Van)
2-3 bus stops on Kapiolani Boulevard for through routes
3 layover/pre-positioning spaces for buses (with electric vehicle charging equipment)
Comfort station for bus operators
Accommodations for a future rail station entrance and supporting infrastructure (vertical circulation, wayfinding, fare gates, etc.)
Multimodal Facilities
Mix of short- and long-term parking for 150 bikes
Bikeshare station
Space for parking/storage of micromobility vehicles (e.g., electric scooters)
Private Transportation Providers (may be provided on Ala Moana Center Mall property or on Kona Street)
Bus stops for private bus operations (trolleys, hotel shuttle vans, etc.)
Curb space for taxis and TNC operations
Passenger Amenities
Waiting areas with weather protection (shelters) and benches
Wayfinding and including real-time information (next bus arrival)
Fare vending machines
Passenger service kiosks (self-service digital and/or staffed with transit ambassadors to help riders navigate the transit system)
Public restrooms
Vendors space/transit-oriented retail
First-Last Mile Infrastructure
Traffic improvements for bus operations
Pedestrian improvements (sidewalks, curb ramps, crosswalks, signals, future elevated pedestrian crossing over Kapiolani Boulevard)
Bike improvements (routes/facilities connecting with mobility hub)
Joint Development
Multifamily residential (affordable housing component)
Transit supportive retail

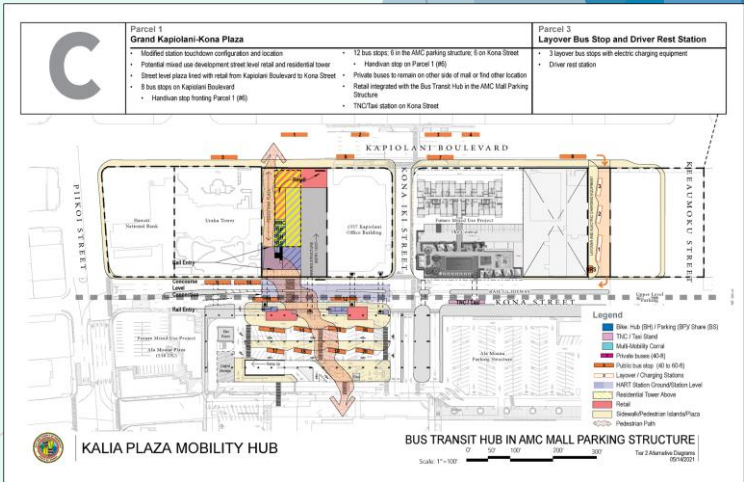
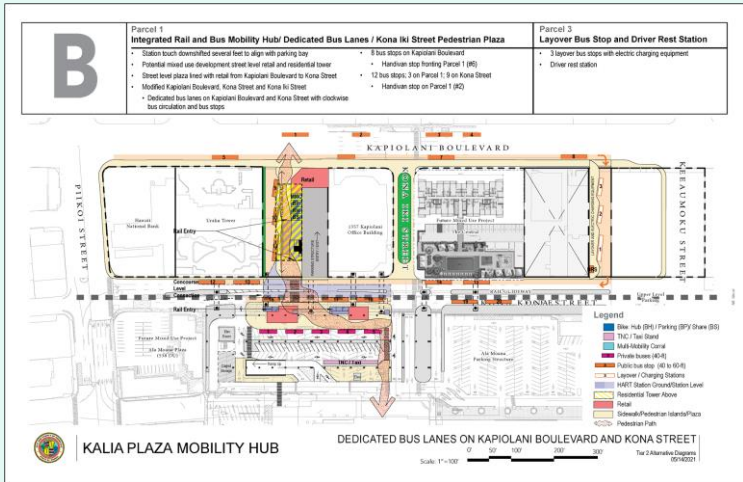
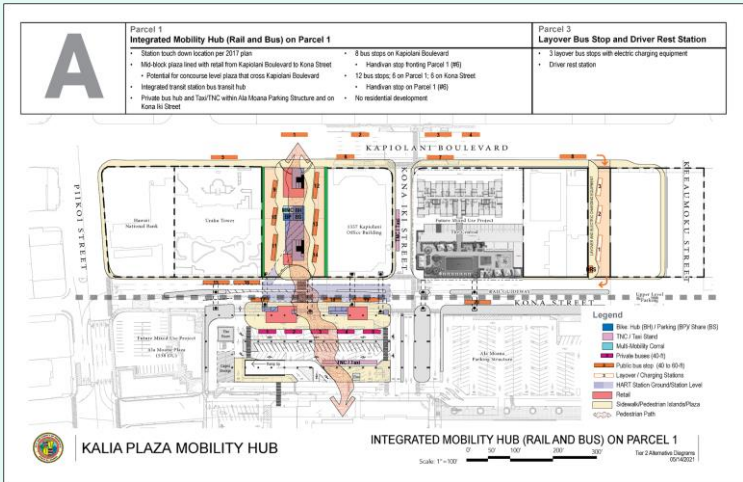
Tier 1 Alternatives Screening

- ▶ Project Steering Committee identified following criteria as most important
 - Connectivity with Kalia Rail Station
 - Pedestrian and passenger flows and safety
 - Serves the short- and long-term programmatic needs for the multi-modal mobility hub
 - Efficiency in bus route ingress/egress
 - Opportunities for mixed-use joint development

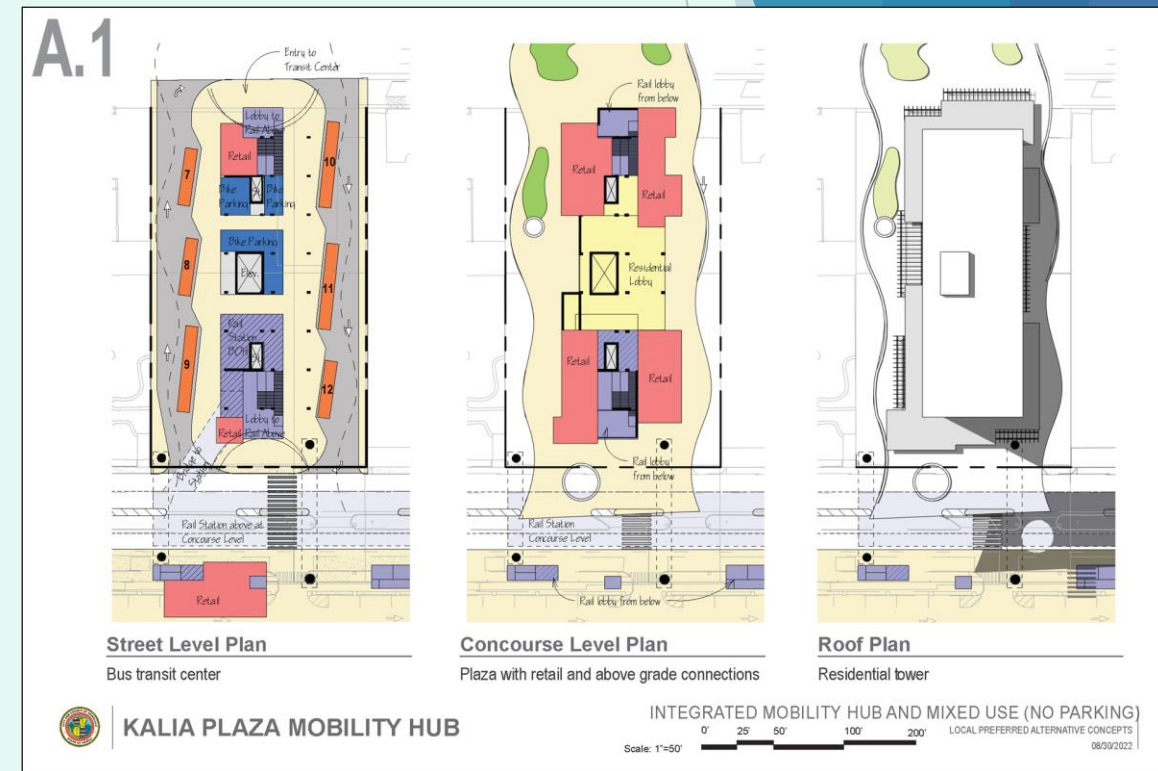
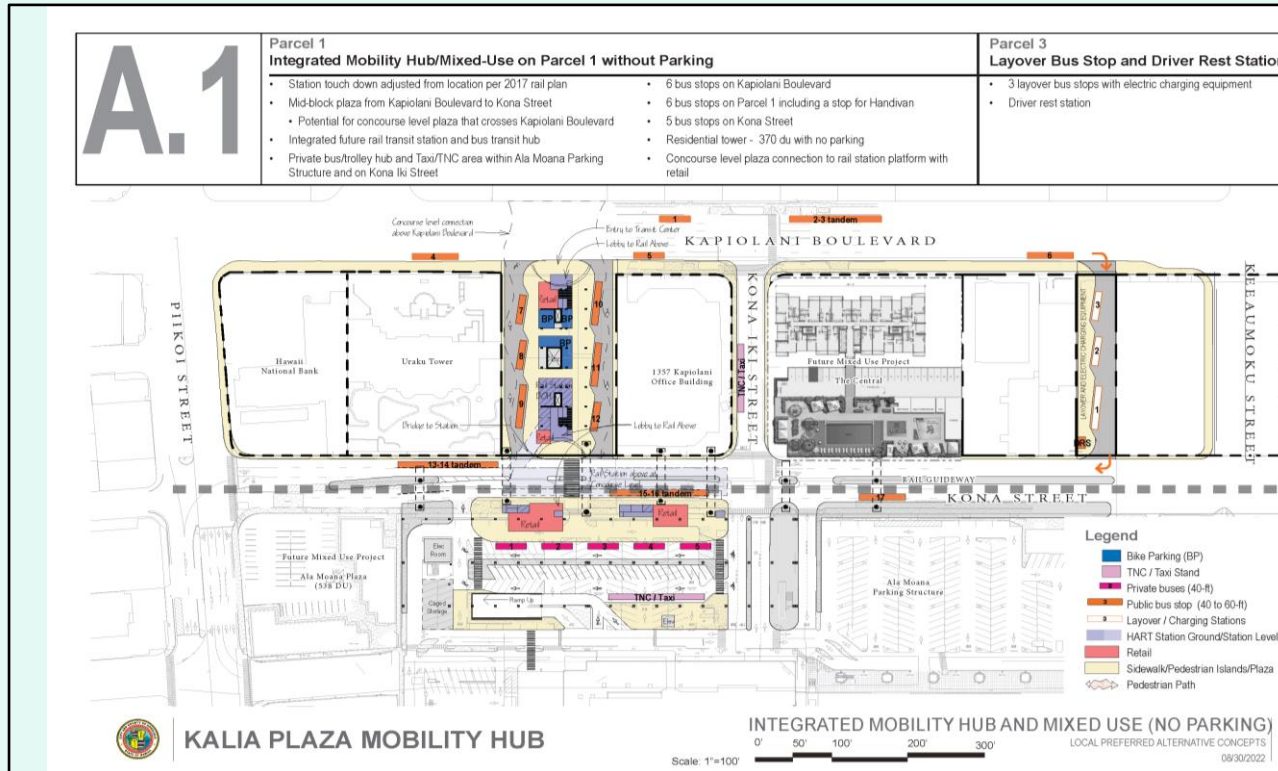


Tier 2 Alternatives Evaluation

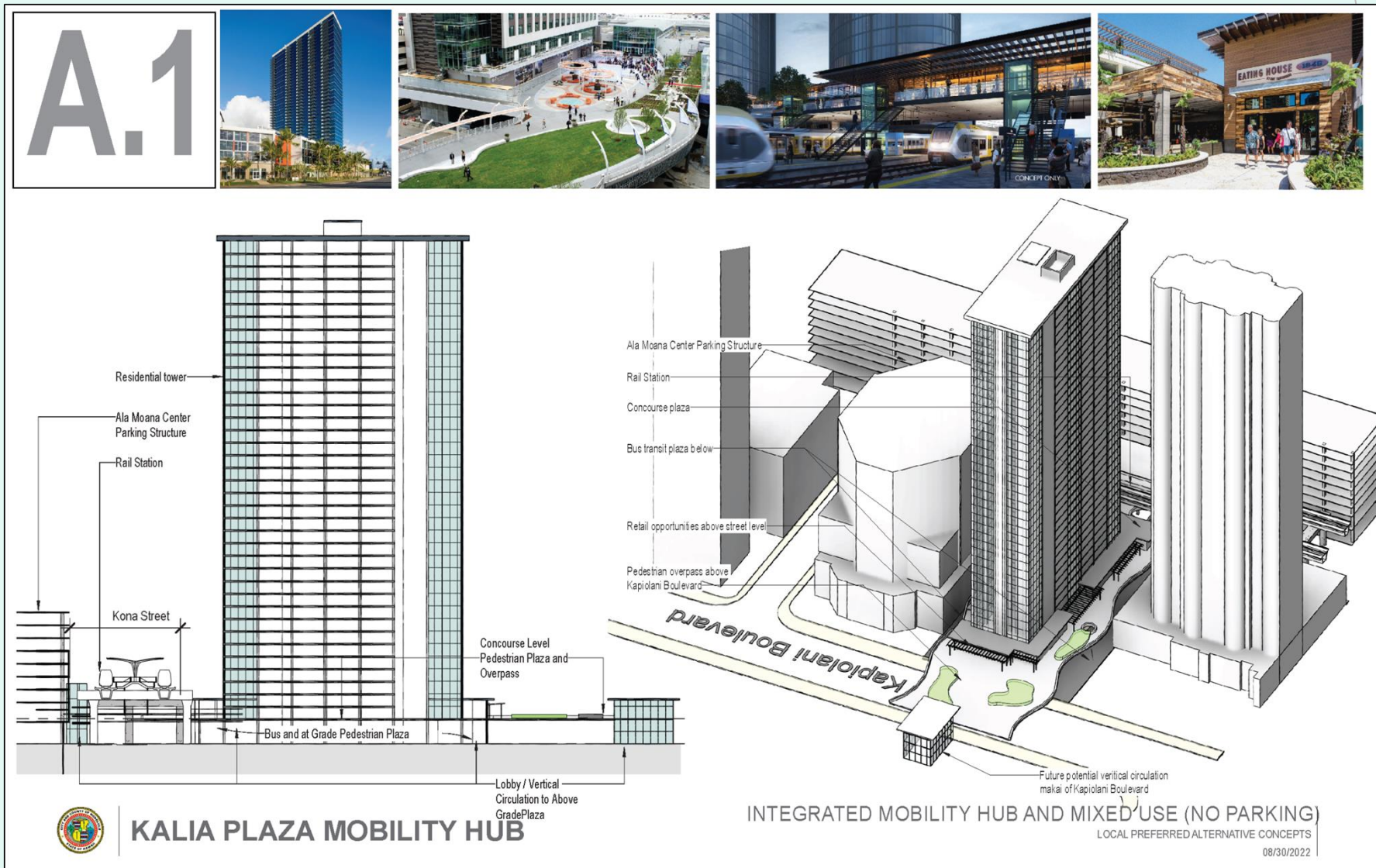
TIER 2 EVALUATION MATRIX																														
	Site Functionality	Number of Bus Bays	Number of Electric Bus Charging Positions	Sq. Ft. Available for Additional Modes	Flexibility in Utilization of Bus Bays	Customer Experience	Bus Operations	Distance of Added Travel	Accessibility of Bays from All Key Directions	Transfer Convenience	Distance between Transfers	Conflict Points between Transfers	Consolidation of Modes	Local Circulation	Changes to Street Network (lane-miles)	Bicyclist Accessibility	Pedestrian Accessibility	Impacts to Commercial Loading/Deliveries	Land Requirements	Opportunities for Public Space	Public Safety (Viewshed / Sightlines)	Compatibility with Adjacent Properties	Ability to Construct on Public Property	Constructibility	ROM Construction Costs	Potential for Integration of Mixed-Use Joint Development	Total Score			
		7%	4%	4%	5%	5%		5%	5%		7%	4%	4%		5%	4%	6%	5%		4%	6%	5%	5%		4%	6%				
		●	●	●	◐	●		●	●		●	●	●		○	●	●	○		●	○	●	○		●	○	●	●	○	69.5
		○	●	●	●	●		●	◐		◐	◐	●		●	◐	○	●		●	●	○	●		●	●	○	◐	●	65.5
		●	●	●	○	○		●	○		○	○	●		●	○	●	●		○	●	○	○		○	●	○	○	○	●
WEIGHT																														
OPTION A Integrated Transit Center (Rail and Bus) on Parcel 1																														
OPTION B Dedicated Bus Lanes on Kapiolani Boulevard and Kona Street																														
OPTION C Bus Transit Hub in Ala Moana Center Mall Parking Structure																														



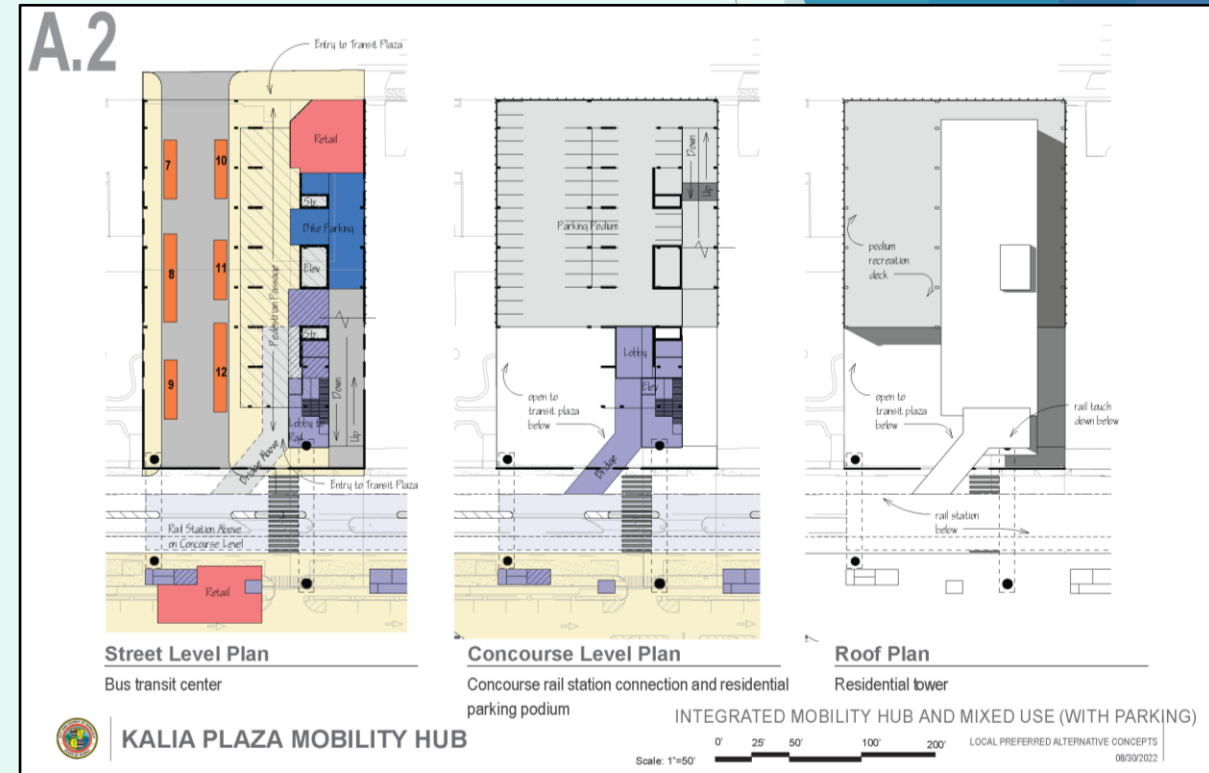
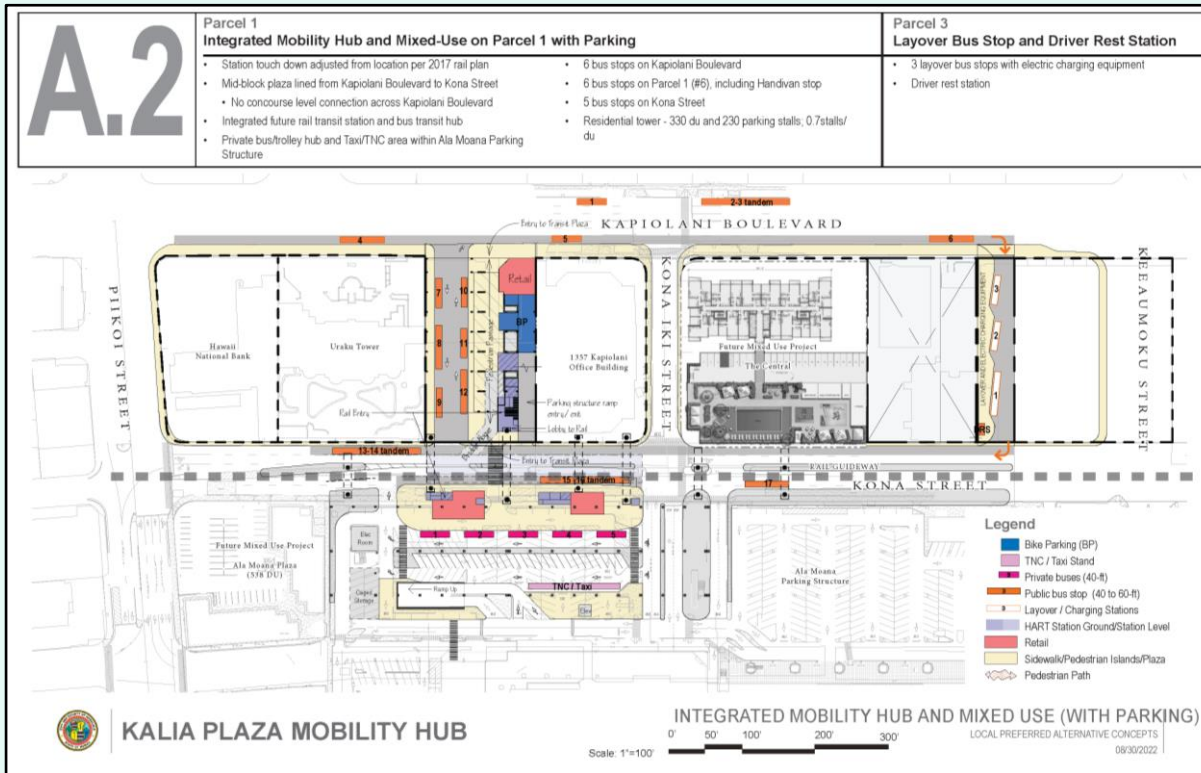
LPA Option A1: Integrated Mobility/ Mixed-Use Development without Parking



LPA Option A1

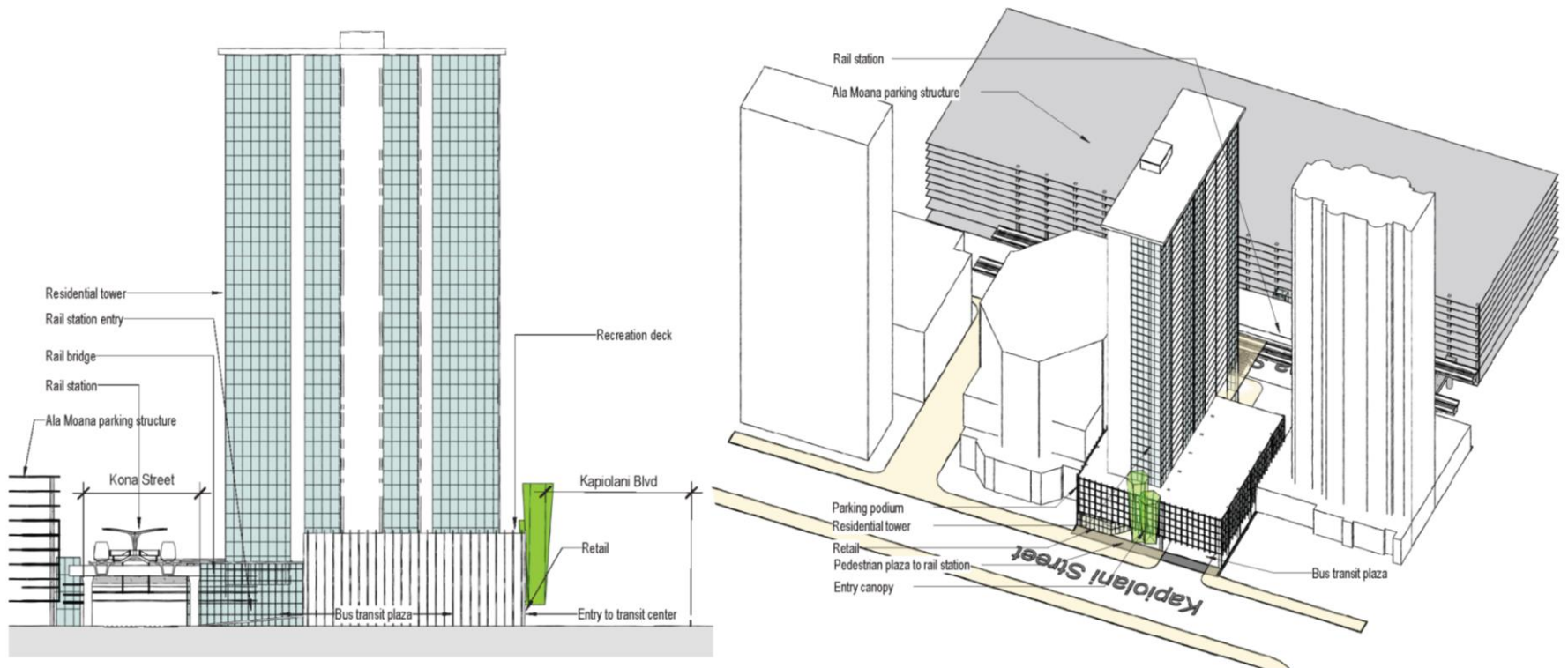


LPA Option A2: Integrated Mobility/ Mixed-Use Development with Parking



LPA Option A2

A.2



KALIA PLAZA MOBILITY HUB

INTEGRATED MOBILITY HUB AND MIXED USE (WITH PARKING)

LOCAL PREFERRED ALTERNATIVE CONCEPTS
08/30/2022

First-Last Mile Improvements



Rough Order of Magnitude Costs

Item	LPA OPTION A1	LPA OPTION A2
Demolition	\$2,539,000	\$2,539,000
Mobility Hub Improvements	\$8,030,000	\$8,057,000
Street Improvements	\$3,533,000	\$3,401,000
Mobilization, Temporary Controls (erosion, traffic, pedestrians)	\$1,833,000	\$1,820,000
Construction Subtotal	\$15,935,000	\$15,817,000
Professional Services	\$6,646,000	\$6,603,000
Contingency	\$11,290,500	\$11,210,000
Total Project Cost	\$33,871,500	\$33,630,000

Potential Environmental Issues

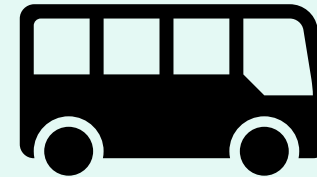
- ▶ Construction traffic effects
- ▶ Construction period noise and dust
- ▶ Construction period views
- ▶ Construction and long-term effects to cultural resources from removal of historic building on Parcel 1
- ▶ Long-term land use effects associated with heavy public use of properties
- ▶ Long-term transportation and circulation effects
- ▶ Long-term views



No indication of fatal flaws from an environmental impact perspective that would preclude the development and operation of the Kalia Plaza Mobility Hub

Preliminary Infrastructure Investigation

- ▶ Water and sewer capacity for joint development uses is being confirmed
- ▶ For drainage, Low Impact Development Best Management Practices (BMPs) will promote green spaces and planters, decrease runoff velocities, provide runoff biofiltration, and reduce runoff rates
- ▶ For electrical service capacity, HECO may require new transformer infrastructure at the existing Kewalo Substation



Public and Stakeholder Engagement


City and County of Honolulu	Others
Department of Transportation Services	University of Hawaii-Manoa
Oahu Transit Services	Hawaii Community Development Authority
Department of Design and Construction	Hawaiian Electric Company
Department of Land Management	Waikiki Transportation Management Association
Honolulu Authority for Rapid Transportation	Waikiki Improvement Association
Department of Planning and Permitting	Brookfield Properties
Honolulu Fire Department	Oahu Metropolitan Planning Organization
Honolulu Police Department	Uraku Condominium (adjacent to site)
Board of Water Supply	American Association of Retired Persons
Elected Officials	Access to Independence
Mayor's Offices	Honolulu Bicycle League
City Councilmembers	Hawaii Convention Center
Governor	Transit Users
State Senators	Projects
State Representatives	Ala Moana TOD (Town Hall participation)
Congressmember	Keeaumoku Complete Streets
	Honolulu Transit Comprehensive Operations Analysis

Kalia Plaza Mobility Hub at Ala Moana

Overview


The Ala Moana Transit Plaza Alternatives Analysis is identifying feasible alternatives for a new mobility hub near the future Ala Moana Rail Station. Circulation alternatives for the streets surrounding the transit facilities will be developed.

The Project, referred to as Kalia Plaza, is assessing options for a mixed-use complex that incorporates new public transportation operations with commercial and residential uses. Kalia Plaza will anchor the eastern end of rail at Ala Moana providing opportunities for an iconic plaza for people to enjoy multiple uses.



Project Priorities

- Provide efficient connections between Honolulu's rail and bus system (TheBus and TheHandi-Van).
- Promote safe access to the public transit system by reducing conflicts for pedestrians, cyclists, and other modes.
- Provide convenient pedestrian connections to existing and planned development in the area.
- Provide a mobility hub that is readily accessible to individuals with disabilities and transit dependent populations.
- Provide a secure, safe, and inviting space for transit patrons.




Tasks and Timeline

Tasks and Timeline	2020			2021			
	December	January	February	March	April	May	June
Current Conditions Review							
Multimodal Assessment							
Environmental Review							
Final Alternatives Report							

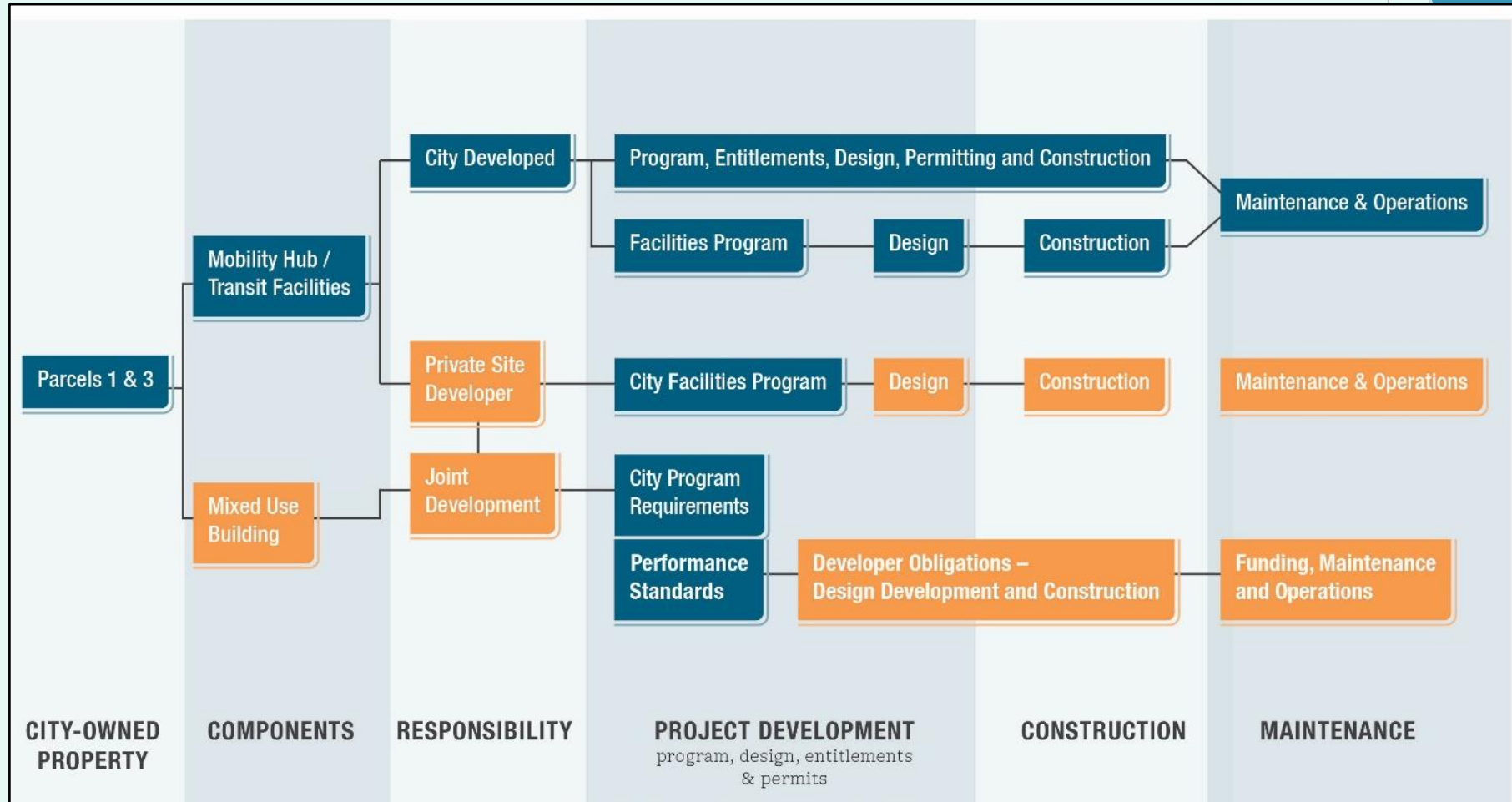
Engagement activities are shown as blue arrows spanning from January to March 2021, and from April to June 2021. A yellow star indicates a **Community Meeting** on **April 29, 2021, 6-8 PM**.

Honolulu COMPLETESTREETS

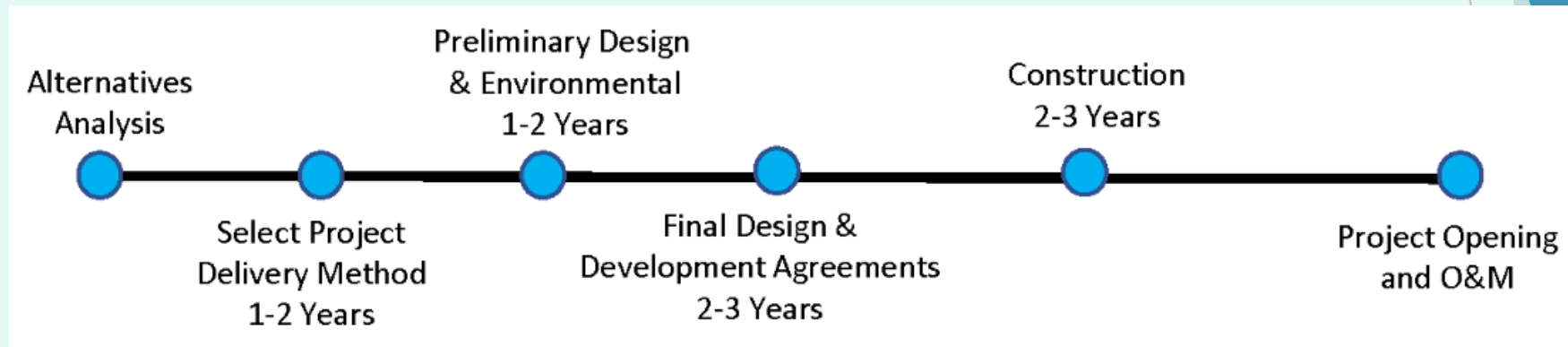
Stay Informed Please sign up for email updates at: www.honolulu.gov/completestreets



Implementation Approaches



Project Implementation Process Timeline





Mahalo!

For More Information: Please contact Daniel Alexander,
Department of Transportation Services (DTS) Project Manager
at daniel.alexander@honolulu.gov



Requested Action:

Accept the report as evidence that the work was carried out and direct OahuMPO staff to incorporate study findings into the metropolitan transportation planning process.



VI. New Business

C. Department of Transportation Services Transit Asset Management Plan Targets

DTS FY 2023 Transit Asset Management (TAM) Performance Targets

- Targets updated annually and set to reflect anticipated condition of DTS' transit vehicles and facilities during the following fiscal year
- Federal Transit Administration (FTA) TAM Performance Measures:
 - Revenue Vehicles: Percentage of revenue vehicles that have met or exceeded their useful life benchmark
 - Service Vehicles: Percentage of service vehicles that have met or exceeded their useful life benchmark
 - Facilities: Percentage of facilities rated below 3 on the condition scale (scale of 1 to 5, ranging from 1=poor to 5=excellent)
- Revenue/Service Vehicles: A higher value would indicate that we anticipate a higher proportion of our vehicles will have reached or exceeded their useful life benchmark (i.e. the proportion of buses that will be 14 years old or older, etc.)
- Facilities: A higher value would indicate that we anticipate a higher proportion of our facilities will be in poor or marginal condition (condition rating of 1 or 2)
- In general, higher values are reflective of worse asset condition/performance, and lower values reflect better asset condition/performance

DTS FY 2023 Transit Asset Management (TAM) Performance Targets

Performance Measure	FY 2022 Target (%)	FY 2022 Performance (%)	FY 2023 Target (%)
Percentage of revenue vehicles that have met or exceeded their useful life benchmark			
Articulated Bus	36.04	33.02	17.12
Bus	39.61	30.42	29.27
Cutaway	38.74	38.74	38.74
Van	100.00	100.00	100.00
Percentage of service vehicles that have met or exceeded their useful life benchmark			
Automobiles	28.36	100.00	100.00
Trucks and Other Rubber Tire Vehicles	10.53	29.85	31.34
Percentage of facilities rated below 3 on the condition scale			
Passenger and Parking Facilities	10.00	0.00	0.00
Administrative and Maintenance Facilities	10.00	0.00	0.00



Requested Action:

Support DTS' TAMP targets and direct OahuMPO staff to incorporate them into the metropolitan transportation planning process.



VI. New Business

D. 2023 Highway Safety Performance Targets



Types of Measures and Target Options

Federally Required

1. Number of Fatalities
2. Number of Serious Injuries
3. Number of Non-motorized and Serious Injuries
4. Rate of Fatalities
5. Rate of Serious Injuries

(23 CFR 490.207(a))

Federally Not Required

1. Speed-Related Serious Injuries
2. Fatalities and Hospitalizations
3. Senior Pedestrian Fatalities and Hospitalizations

Target Options

1. Vehicle Miles Traveled
2. Peer Review
3. Vision Zero



Target Setting Options

- **Option A: Vehicle Miles Traveled**

Summary: Apply O'ahu's proportion of Vehicle Miles Traveled to HDOT's Statewide Targets

Methodology: Data from HDOT on vehicle miles traveled (VMT) was used to calculate the five-year average for 2017-2021. O'ahu's VMT proportion of Statewide VMT is approximately 59.8% (2021).

- **Option B: Peer Review**

Summary: Based on review of peer organizations, apply 2% annual decrease from the O'ahu Baseline numbers

Methodology: Data from HDOT on O'ahu fatalities, serious injuries, and number of non-motorized traffic fatalities and serious injuries was used to calculate the five-year average from 2017-2021 to be used as a baseline

- **Option C: Vision Zero**

Summary: Annual Reduction from the O'ahu Baseline in number of fatalities to Reach Zero Deaths by 2045

Methodology: Data from HDOT on O'ahu fatalities was used to calculate the number of deaths we need to reduce in order to reach zero fatalities, serious injuries, and number of non-motorized traffic fatalities and serious injuries by 2045



Summary of Target Options

Performance Measure	2018-22 Statewide Targets	2019-23 Statewide Targets	2018-22 Oahu Targets	Option A VMT	Option B Peer Review	Option C Vision Zero
• Number of Fatalities	103.4	103.0	52.5	61.6	51.9	50.2
• Number of Serious Injuries	426.8	506.0	255	302.6	295.6	243.9
• Number of Non-Motorized Fatalities and Serious Injuries	134.1	142.4	90.0	85.2	98.0	86.1
• Fatality Rate	0.964	1.057	0.885	0.864	0.847	0.847
• Serious Injuries Rate	4.201	5.032	4.312	4.957	4.858	4.125

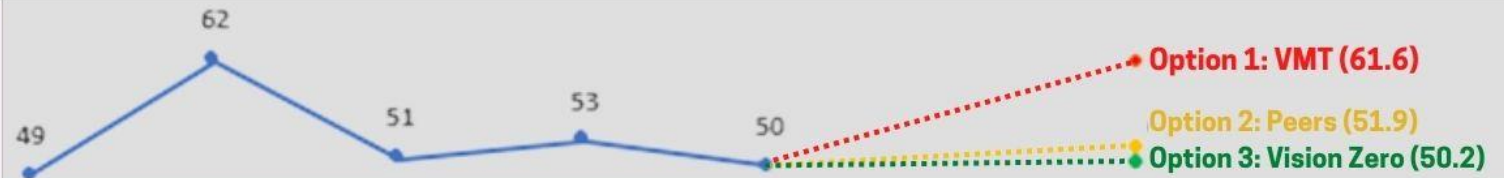
Oahu Highway Safety Trends

MEASURES

5- YEAR
AVERAGE

53

Fatalities



301.6

Serious Injuries



100

Non-motorized
Safety



0.864

Fatality Rate



4.957

Serious Injury Rate



2017

2018

2019

2020

2021

2022

2023



How the Targets will be Used

- Program funds that contribute toward the accomplishment of targets
- Use OahuMPO planning funds to investigate safety needs and identify safety solutions
- Describe how the OahuMPO planning area has performed on safety targets in the ORTP
- Include a description in the TIP of the anticipated effect of its projects toward achieving safety targets and link projects in the TIP to the targets
- Work with the State, City, and safety stakeholders to address areas of concern for fatalities and serious injuries



Staff and TAC Recommendation

Option C: Vision Zero

- Aspirational
- Provides a path to zero deaths and serious injuries
- No federal penalties for not achieving goal



Federally Not Required Targets

- Reduce annual number of serious injuries that involve speeding by **40% by 2045**
- Reduce annual number of fatalities and hospitalizations for all traffic related injuries by **20% by 2045**
- Reduce annual number of senior (ages 65 years and older) pedestrian fatalities and hospitalizations by **20% by 2045**

Performance Measure	Baseline (2016-20)	Adopted Targets (2018-22)	Baseline (2017-21)	Proposed Targets (2019-23)
• Speed-Related Serious Injuries	339.2	333	339.2	327.9
• Fatalities and Hospitalizations	502.6	498	491.4	479.6
• Senior Pedestrian Fatalities and Hospitalizations	27	26.8	26.6	26.0



Requested Action:

Adopt Option C: Vision Zero for the federally required targets and adopt the recommended targets for the non-federally required targets, and direct OahuMPO staff to incorporate these targets into the metropolitan transportation planning process.



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



VIII. Announcements

IX. Adjournment