

Meeting Summary of the  
Oahu Metropolitan Planning Organization

**CITIZEN ADVISORY COMMITTEE**

Wednesday, March 20, 2013, 3:30 p.m.  
Mayor's Conference Room 301, Honolulu Hale  
530 South King Street, Honolulu, Hawaii

***Members Present:***

Committee for Balanced Transportation  
NB #10 Makiki-Lower Punchbowl-Tantalus  
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  
Institute of Transportation Engineers  
Land Use Research Foundation  
League of Women Voters  
Leeward Oahu Transportation Management Association  
Mestizo Association  
NB #01 Hawaii Kai  
NB #02 Kuliouou-Kalani Iki  
NB #03 Waialae-Kahala  
NB #05 Diamond Head-Kapahulu-Saint Louis Heights  
NB #08 McCully-Moiliili  
NB #13 Downtown  
NB #14 Liliha  
NB #21 Pearl City  
NB #22 Waipahu  
NB #24 Waianae Coast  
NB #34 Makakilo-Kapolei-Honokai Hale  
NB #35 Mililani Mauka-Launani Valley  
NB #36 Nanakuli-Maili  
North Shore Chamber of Commerce  
Pacific Resource Partnership  
Palehua Townhouse Association  
Tax Foundation of Hawaii  
Waikiki Residents Association

Joseph Magaldi, Jr., Chair  
Charles Carole, Vice Chair  
John Valera  
Tiffany Hamada  
Rose Pou  
Tom Dinell  
Chad Taniguchi  
Patti Goeas  
Michael Costa  
Sara Toyama  
Dave Arakawa  
Marcia Linville  
Wynde Yamamoto  
Arvid Youngquist  
Greg Knudsen  
Linda Starr  
Lester Fukuda  
Bert Narita  
Joseph Bonin  
Tom Smyth  
Loy Kuo  
Cruz J. Vina, Jr.  
Braunsen Kalaikai  
Greg LeGros  
Jame Schaedel  
Alan Suwa  
Richard Landford  
Bob Schieve  
Paul Migliorato  
Michael Golojuch  
Randall Hiu  
Daisy Murai

***Members Absent (Reps):***

AARP  
Castle & Cooke Homes Hawaii

John Goody  
Laura Kodama

Hui Kupuna VIP  
NB #07 Manoa  
NB #09 Waikiki  
NB #11 Ala Moana-Kakaako  
NB #15 Kalihi-Palama  
NB #18 Aliamanu-Salt Lake-Foster Village  
NB #23 Ewa  
NB #25 Mililani-Waipio-Melemanu  
NB #26 Wahiawa-Whitmore Village  
NB #29 Kahaluu

Donald Sakamoto  
Tom Heinrich  
Robert Finley  
P. Nathan Minn  
Fetu Kolio  
Lorene Godfrey  
John Gollner  
Dick Poirier  
Jeanne Ishikawa  
Ken LeVasseur

***Guests Present:***

Hannah Miyamoto	Beautiful Honolulu Foundation
Jan Bappe	Citizen
Barbra Armentrout	Citizens For a Fair ADA Ride
Harold Senter	Department of Planning and Permitting
Michael A. Murphy	Department of Transportation Services
Deb Luning	Gentry Homes
Landa Phelan	Hawaii Association of the Blind
Marlene Young	Hawaii Department of Transportation
Lorenzo Garrido	Honolulu Authority for Rapid Transportation
Duane Sayers	HART
Andrea Anixt	Kaaawa Community Association
Tiffany Patrick	Marine Corps Base Hawaii
Gary Tasato	NAV FAC HI
Frank Genadio	Neighborhood Board #34
Shirley Landford	Neighborhood Board #36

***OahuMPO Staff Present:*** Brian Gibson and Marian Yasuda

Chair Joseph Magaldi called the meeting to order at 3:30 p.m.

**1. Honolulu Transit Project Core Systems Update**

Chair Magaldi introduced Mr. Lorenzo Garrido, Director of Engineering and Construction and Mr. Duane Sayers, Director of Operations and Maintenance, for Honolulu Authority for Rapid Transportation.

Mr. Garrido provided a high-level overview of the core systems for the Honolulu Rail Project. Although the technology is tested and proven elsewhere, Honolulu's automated, driverless system will be the first of its kind in the United States. Initially, the Honolulu system will be made up of forty 2-car trains, assembled in Pittsburg, California. The fare vending equipment will be integrated with TheBus service making transfers seamless. The Operations Control Center housing the communications systems, monitoring, and maintenance will be in Waipahu.

Discussion Highlights:

*[Unless otherwise noted, questions were answered by Mr. Garrido and Mr. Sayers]*

- In response to a question by Hannah Miyamoto: Platform Screen Gates are being evaluated; currently the details and cost are being worked out.
- In response to a question by Landa Phelan: There will be approximately 150 passengers per car; 300 per train. Each train will have a communications system with cameras, audio announcements, and signage in multiple languages, consistent with current policies for TheBus operations. The trains and stations are constantly monitored and staff will rove throughout the stations. They are currently consulting and coordinating with first responders.
- In response to a question by Tom Smyth: The number of staff at each station has not yet been determined. Initially, the number of staff will need to be larger to assist riders to become familiar with the system. All of the power to operate the train and the stations will come from Hawaiian Electric Company (HECO).
- In response to a question by Frank Genadio: The number of seats per car has been increased in response to public input. A total of 800 additional seats have been added to the fleet. The seats will be flip-up to allow for flexibility when accommodation for wheelchairs, surfboards, or bicycles is needed.
- In response to a question by Braunsen Kalaikai: The driverless automated system has software to manage headway of the trains to maintain the service capacity. The trains will run from 4 a.m. until 12 a.m., with the peak hour capacity allowing for more riders. The software has a fail-safe system, allowing for override control.
- In response to a question by Linda Starr: The station attendants and visual feeds at the stations can adapt to situations such as too many riders trying to get on a train. By adjusting train headways, the overcrowding can be addressed.
- In response to a question by Barbra Armentrout: The cars will have 96 seats each, with areas reserved for priority seating for elderly and persons with disabilities. The controller monitoring the train can audibly ask people to give up a seat, after they are notified of an issue. The trains are manufactured on the mainland because the facility requires a large amount of space and setting up a manufacturing facility is cost prohibitive for this single project. There will be cross-overs built into the track allowing vehicles to bypass a stalled train.
- In response to a question by Daisy Murai: With level boarding, wheeled personal mobility devices, carts, strollers, and luggage will be able to board easily and will be secured by using their brakes. If there is an emergency on-board, riders can use the E-Tell system to notify the police, and will get assistance at the next station.
- In response to a question by Marcia Linville: The rail project will follow the route as defined in the Environmental Impact Statement. Construction in the downtown area will be occurring in 2016 through 2018. Provisions are being designed for at least one restroom in the paid area of each station. Policy for access to the restroom has not yet been determined.

- In response to a question by Chad Taniguchi: Bicycles will be allowed on the trains at all times initially. Adjustments may need to be made if there are problems. The number of bicycle parking spaces will need to be researched.
- In response to a question by Arvid Youngquist: The restrooms were initially planned to be locked and available to the operators only. That policy may be revised and changed.
- In response to a question: There will be 32 trains running each day; the projection at the opening of the system is for 96,000 weekday passengers, with 114,000 weekday passengers by 2030.
- In response to a question by Harold Senter: There will be no television, other than closed-circuit monitoring, in the cars. Advertisements in the cars and in the stations will be a policy decision to be made at a later time.
- In response to a question by Ms. Starr: There may be more than one elevator at key stations to accommodate users during a high-demand period, as well as during a period when one may be out of service.
- In response to a question by Joe Bonin: There will be back-up power to return trains to a station during a power outage. Generating enough power to continue to run the system during an outage is cost-prohibitive. There are ongoing negotiations with HECO regarding power demand and the ability to provide power to the system during an emergency.

## **2. Draft FYs 2014-2015 Overall Work Program**

Brian Gibson provided a sneak peek at the draft FYs 2014-2015 Overall Work Program. The Policy Committee will be finalizing the draft at their upcoming meeting. Once that is done, the public review period will begin.

Mr. Gibson highlighted five proposed projects for FY 2014 and four proposed projects for FY 2015. He explained that OahuMPO does not have sufficient staff resources to support two of the FY 2015 projects: the Farrington Highway Realignment Feasibility Study and the UHM Travel Demand Management Study. Full commitment of the local match for both the UHM and Farrington Highway studies has not yet been identified. The Farrington Highway study (202.04) and/or the UHM study (203.02) would only be programmed if sufficient local match and staff resources are identified.

Mr. Gibson then provided the outcomes of the CAC priority project proposals that were transmitted to the OahuMPO partner agencies for their consideration. Of the 13 project proposals, none were programmed due to the lack of support by the partner agencies.

In response to a question by Tom Dinell, Mr. Gibson said that the work currently being done by the City on Complete Streets could possibly be used as a local match for the CAC's project proposal *Complete Streets Implementation and Pedestrian Nodes*. The City's response to the CAC proposal was that it duplicates the work they are already doing.

Mr. Gibson explained that there is a misunderstanding on the part of some staff at the partner agencies of what the MPO is and its role. The OahuMPO should be considered an extension of resources that can assist the partner agencies with these projects.

**3. Approval of the February 20, 2013 Meeting Minutes**

Due to lack of time, this item was deferred.

**4. OahuMPO Meeting Highlights**

Due to lack of time, this item was deferred.

**5. Announcements**

Chair Magaldi announced the remaining OahuMPO listening sessions.

**6. Other Business**

There was no other business.

The meeting was adjourned at 4:40 p.m.