FARRINGTON HIGHWAY CORRIDOR STUDY
WAIʻANAE ʻĀINA MEETING ROUND #1: TRANSPORTATION ISSUES & BEHAVIORS

Time: 6:00pm – 8:00pm
Date: Thursday, February 20, 2020
Location: S&L Building (85-888 Farrington Highway)

Event Description
This ʻĀina meeting was the first of three rounds of meetings to be held in Waiʻanae for the Hawaiʻi State Department of Transportation (HDOT) Farrington Highway Corridor Study. For HDOT, the purpose of the meeting was to introduce the project to the Waiʻanae community, gather input on critical transportation issues, and learn how people get around in their community. The input provided will go towards the development of recommendations for Farrington Highway that meets the needs of Westside communities into the future.

The project team shared a presentation of what has been done so far for the project, facilitated a group discussion, conducted a question and answer session, and provided information on how the community can continue to participate and provide input for the project. Attendees received copies of the agenda, as well as copies of the presentation, project fact sheet, and comment sheets. A copy of the meeting presentation is appended to this meeting summary.

Agenda
- Welcome & Introductions
- Slideshow Presentation
- Q&A Session and Group Discussion
- Report back, Next Steps, and Wrap-up.
Project Team Attendees:
HDOT: Ken Tatsuguchi, Marshall Ando, Patrick Tom, Pua Aiu, Shelly Kuneshige
SSFM: Jared Chang, Melissa May, Susan LeBrun, Matthew Fernandez, Carlos Kelton

Stakeholder Attendees
Attendees at the meeting included State and City Agencies, community representatives, neighborhood board members, and community residents.

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Notes from Group Discussion and Q&A Session
Following the presentation, attendees were given the opportunity to provide input during the group discussion and question and answer (Q&A) session regarding the various issues and opportunities the community encounters as they move along the Waiʻanae Coast. Attendees were also given comment sheets to provide written comments. The input from the group discussion and comment sheets were recorded and are documented below.

Group Discussion and Q&A Session

- Address deaths occurring along this coast. This needs to stop.
  - **A:** HDOT is interested in solutions that they can implement now to improve safety.
- Open emergency access road to allow people to travel through.
- Contraflow is messing people up – they can’t turn left.
- Emergency Access Road is useless because of the “choke point” located at Nānākuli Ave. & Farrington Hwy.
- Māʻili has traffic too – not just Nānākuli.
- Overdevelopment is the problem creating the traffic here.
- At night, need safer roads for pedestrians. Need blinking lights at crosswalks.
- **Q:** Does the assessment take into account future growth? Development in Mākaha, etc.?
  - **A:** Yes, we are using 2040 forecasts that take into account projections included in the Waiʻanae Sustainable Communities Plan.
- **Q:** Has anyone studied an offshore second access route?
- **Q:** Kapolei is getting improvements – why do they get it instead of Waiʻanae? They are a new community.
  - **A:** DOT has spent a lot of $ on the Waiʻanae coast. Different funding sources for some projects over others. We don’t favor some communities over others.
- If there’s a tsunami, Kahe Point to Māʻili needs help – there needs to be a long-term solution.
- We don’t inherit the Earth; we borrow it from our children.
- I am a truck driver, the biggest issue for me is crosswalks. Better lighted signals for crosswalks is needed to decrease pedestrian accidents.
- The biggest concern is emergency access (+1 agree).
- Envision a tunnel/road from Nānākuli to Makakilo.
- If you build a 2nd road, you increase development.
- **Q:** How many cars traveling from Kapolei to Waiʻanae? The value of time spent in traffic. We should consider toll roads.
  - **A:** 50,000 cars
- What needs improvements are major drainage issues from Māʻili to Nānākuli, near the 7-Eleven, and at Kaukama Road and Hakimo Road.
• Evacuation route in Māʻili.
  o Need more makai to mauka routes in this area.
  o SeaCountry connecting road to St. Johns.
  o Not going to the elementary school (too low elevation), need to get to Paʻakea St. (between Kaukama Rd. and Paʻakea St.).
• Traffic overpass recommended.
• I count 25 traffic lights not synchronized on my route along Farrington Highway.
  o A: DOT is testing cellular optimization technology on Nimitz Highway due to heavy truck freights there. Right now, fiber technology is being used from Nānākuli to Haleakalā.
• My 1st concern is our proximity to the ocean. High surf occurring at Mākaha Valley Rd. and near Lualualei Naval Rd. My 2nd concern is drainage issues from Helelua St. to Haleakalā Ave.
• Drainage issues: water pools at Princess Kahanu Avenue.
• Bus pull-outs are needed.
• Deceleration lanes are needed. For example, there are backups from the McDonald’s drive-thru onto Farrington Highway.
• Turning lanes are important which can be mixed-use for both town-bound or westbound traffic.
• Lighting at night in certain areas is needed.
• Emergency access routes needed.
• Q: Is there another phase for the implementation of raised crosswalks in the area? Are any more going in?
  o A: Not at this time.
• Cars would pull into Ala Wālua Street in order to go around the raised crosswalk here on Farrington Highway.
• I like to bike on the sidewalks from my home near Pokaʻi Bay to the library because I don’t feel safe in the bike lanes.
• No drainage on Kulaaupuni Street fronting Māʻili Elementary School.
• Don’t use Paʻakea as a route through the mountains.
• The Hawaii Freeway Service Patrol (FSP) service needs to be extended to reach Farrington Highway.
• An Express Bus is needed from Waiʻanae to bring people to the 1st rail station in Kapolei.
• Is it possible to add sidewalks on Paʻakea Road to Hakimo Road?
• Sidewalks need to be upgraded near Coral Sands.
• The crosswalks were removed along Farrington Hwy (people use to cross there historically). Pedestrian visibility in crosswalks an issue.
• Look at the maintenance of Maipalaloa Bridge, how long will that take?
• My idea in the short-term is to implement raised crosswalks because it is safer. There were raised asphalt crosswalks from Māʻili to Nānākuli, but it was removed past Māʻili Point near the 76 gas station, it is dangerous.
• Access Road + crosswalks + stoplights (+1 agree)
• This is the worst highway for pedestrians, it is too dark.
• We need to increase job opportunities here and opportunities for micromobility.
• Raised crosswalks needed for crosswalks near the Mākaha Surfside. Also, need to use more jersey barriers.
• The current emergency access has no access key when it is needed. Why can’t we just leave it open?
• What they do in harbors – stagger water breaks?
• I’ve been hearing the same solutions for over 40+ years – get creative with an offshore route right thru Pookele Street to Kahe. Keep Farrington Hwy, but add an offshore route.
• Each subdivision should have shopping areas to alleviate traffic.
• Kupuna bus stop (moved) and sidewalks (to connect) at Nanikeola St.
• Drainage issues & flooding, water comes over barrier.
• No left turn yield signs. Makai to mauka at Mā‘ili Road.
• In her subdivision, people park cars on sidewalks.
• Some sidewalks were removed on Farrington Hwy for safety. 200 yards or farther.
• Bring back crosswalks.
• Parked cars obstruct visibility.
• Extend the 5th lane to Wai‘anae Mall.
• Population increase & climate change – more jobs and plan for emergencies.
• Add light rail on existing rail tracks along Farrington Hwy.
• When will Jade Street crosswalk be improved? There is a blind exit and visibility problems.
• We have to evacuate to higher ground.
• I wouldn’t mind seeing rail extended to the west side to decrease traffic and add multimodal.
• Center lanes and overpasses would clear up traffic.
• Eliminate some lights.
• Traffic – look at bus stop pull outs.
• Lighting is difficult for pedestrians.
• At crosswalks, try to slow cars down.
• Trucks and SUVs go over too fast, made easier for speeders.
• It is unsafe to bike.
• Safe routes to school.
• A public service program has to be created to get cars off the road after an accident in order to prevent traffic.
• Need to stop pollution and dumping, sidewalks will help.
De-Brief

Near the end of the meeting, a project team member from SSFM summarized the main issues and ideas that were expressed, and asked for attendees’ confirmation and agreement. The summary of key issues and ideas for safety, congestion, and resilience is below.

Safety:
- **Issue:** Road feels unsafe for pedestrians/cyclists especially at night, too many deaths and crashes due to speeding, lack of lighting, people parking on sidewalks
  - Improve lighting at night
  - Need more sidewalks
  - Improve bus access and shelters
  - Make it safer to bike
  - Make crosswalks safer - blinking lights, move stop line back
  - More raised crosswalks - make them more effective

Congestion:
- **Issue:** We spend too much of our lives in traffic - our time is valuable, and development is still happening
  - Extend 5th lane
  - Turn lanes
  - Deceleration lanes
  - Promote alternatives to driving - rail extension, micro mobility, express bus
  - Bus pullouts
  - Alternate routes or overpasses to separate commuter traffic
  - Control development to alleviate traffic
  - Need more economic opportunity and jobs out here

Resilience:
- **Issue:** The community is at risk of being cut off by disasters, the road’s proximity to the ocean is a concern for flooding/SLR
  - Need to complete WCEAR, improve it and keep it open 24 hours
  - Drainage issues and flooding at multiple locations - Mākaha, Princess Kahanu
  - More mauka/makai access in Mā‘ili
  - Need permanent solution for alternate access
**Written Comments**

Comment sheets were provided to attendees to garner additional concerns and suggestions regarding the Farrington Highway Corridor Study. Three questions listed on the comment sheets are documented below along with attendee input.

1. **Use this space to provide additional input, support or concerns.**
   - We need to survey, in detail, commuters to find out when they commute, where to, and how. We want to reduce the commuting by 25%. Use algorithms to design better solutions for commuters.
   - It should not take an hour to drive 11 miles from Kapolei. Traffic decisions should consider the hourly value of the time people spend waiting in traffic. Toll roads for funding.
   - We need a new separate road. I have heard all this for 30 years with no improvement.
   - There was discussion about the 5th lane for right/left turns. In Nānākuli, by the Hale Na’au Pono (old Nanakapono Elem). There was a barrier set up I believe to discourage left turns from Farrington Hwy (westbound), but people continuously destroyed those barriers.
   - Constituents have asked to transition the *makai* lane of Farrington Hwy between Mākaha Surfside and the bridge into a parking lot. This would reduce the homeless problem at Lahilahi Beach & finally allow the public to access the beach again. Traffic in this part of Mākaha is light.
   - DOT CRESAD Report connections and other coastal resilience planning. Coordinated planning with public and private utilities – shared risks and vulnerabilities (e.g., HECO, BWS, ENV).
   - Any thought of ROW preservation for future *mauka* road that could be developed if/when military bases are decommissioned?

2. **Is there other information you would like to see at future meetings?**
   - Involve planning & permitting in community design to reduce the need to drive for basic needs and employment.
   - The in-street traffic safety measures should be installed at the Ala Hema St. unsignalized crosswalks; either that or raise this crosswalk.
   - Counts, speeds, and other graphics like some of the City Complete Streets meetings.
   - Helpful graphic/color-coded map of state roads, city streets, private roads, and notes of people’s comments.
   - How, if at all, will new traffic management center help the west side?
   - What effects will sea level rise have in Nānākuli and Wai‘anae?
3. How did you hear about this public meeting?
   - Newspaper (+1)
   - Media Coverage (+1)
   - Advertisement
   - Email
   - Website (+1)
   - OMPO Facebook
   - Another Person

Email Comments

Email #1: Below are documented comments received by an HDOT project team member from an attendee who participated at the Waianae ‘Āina meeting:

1. Attendee’s uncle passed away two weeks earlier at the Maipalaoa Bridge project.

2. The 2<sup>nd</sup> route through Nānākuli is needed, it is beyond critical, it is beyond an emergency. Advocated this 2<sup>nd</sup> route for the past 10 years. The route would alleviate the congestion on Farrington Hwy and assist the residents of Nānākuli to get off Farrington Hwy sooner. Minimize accidents, too. Said to use existing roads, such as NAD?, WOA?. Said Andrea Tupola was the only one who could open up the road. Get NAD fixed.

   Traffic is bad during school and peak hour periods. Traffic is bad until 6-7pm. She shared that behavior is a contributing factor to accidents, and the traffic congestion is a contributing factor to poor driver behavior. She acknowledged there are other behavior factors such as drugs and drunks that contribute to deaths. But, putting in the 2<sup>nd</sup> route would alleviate congestion and a lot of bad behavior, which would lower traffic accidents.

3. Maipalaoa Bridge construction’s bad traffic control methods and construction phasing led to her Uncle’s death. Someone else sped through the construction site which hit another car, which hit her Uncle. Believes too much work was being done in a confined area; the barriers were too close; should have done bridge work first, not same time as the pad (?). She worked in construction for 20 years.

   Suggested to follow the construction methods and process of the bridge replacement done in Mākaha. The bridge is before Ohikololo St (?), get barriers there now; there is remnant road pavement; the bridge and road were realigned. Seems a detour road wasn’t necessary since the existing road was used during the construction of a new parallel bridge.
4. Candle sticks used for crossings along the shoulder do not work. Drivers will purposely drive through them to get through traffic or turn. Suggests something more solid be used. Attendee is also a teacher along the coast and has strong concerns about pedestrian students and kids. The candlesticks provide no protection to these pedestrians when vehicles go through them.

5. Raised crosswalks do work, and recommends further refinement. Attendee pointed out raised crosswalks near intersections are very dangerous to pedestrian kids waiting to use the crosswalk. Drivers will swerve into the side street to use the swale gap between the raised crosswalk and shoulder/curb. This brings the vehicle very close to the kids on the sidewalk/shoulder waiting to cross. She has seen the kids almost getting hit and/or jumping out the way. Requests better design or better location of the raised sidewalks.

6. Attendee also shared her niece passed away when she was struck by a vehicle while crossing the street to the bus stop. This was several years ago. Her niece would catch the bus everyday to go to work.

Email #2: Below is an idea received by an attendee who participated at the Waiʻanae ʻĀina meeting:

1. Traffic Management Center: This center is exclusively for the ʻĀina meeting:
   - Manage traffic lights
   - If there is a fatality or multiple car crash that spans many lanes, the emergency access roads can be automatically opened.
Meeting Photos
Farrington Highway Corridor Study

‘Aina Meetings Round 1:
Wai‘anae 2/20/20, Nānākuli 2/24/20, 6-8 pm
Introduction & Meeting Goals
Hawai‘i Department of Transportation
• Ed Sniffen (Deputy Director)
• Marshall Ando (Administrator)
• Ken Tatsuguchi (Head Planning Engineer)
• Patrick Tom (Planning Engineer)
• Jill Tanabe (Planning Engineer)
• Pua Aiu (Planning Specialist)
• Shelly Kunishige (Public Affairs)

Consultant Team (SSFM)
• Sue LeBrun (Traffic Engineer)
• Melissa May (Planner)
• Jared Chang (Planner)
• Carlos Kelton (Planner)
• Matt Fernandez (Planner)
• Puanani Burgess (Community Engagement Specialist)
• Lelemia Irvine, Pat Uchigakiuchi, Pua Ena Burgess (KMAPP)
• Welcome & Team Introductions
• Discussion Kuleana & Meeting Goals
• Presentation
  • Project Overview, Goals, Planning Process and Timeline
  • Community Engagement and Opportunities for Input
  • Issues and Opportunities Identified to Date for Safety, Congestion, Resilience
• Breakout sessions:
  • Wai‘anae Coast yesterday, today, tomorrow
  • How you get around Farrington Highway
  • Issues and opportunities for Farrington Highway
• De-Brief
• Closing
DISCUSSION KULEANA

You are personally responsible for working toward future solutions/aspirations by:

> actively listening and keeping an open mind
> making sure everyone has an opportunity to express their ideas
> being creative and prepared to hear and try new things

It’s okay to disagree as long as we are respectful of each other
• Start a process of collaborating with the community to develop solutions for Farrington Highway. Encouraging people to participate in all 3 rounds of meetings.

• Bring everyone here up to speed on the project and what’s been done to date.

• Learn about how you see and use Farrington Highway in the past, present, and future.

• Hear about issues and opportunities you encounter while traveling around the area.
The Hawai‘i Department of Transportation (HDOT) Highways Division is conducting a study to determine the long term vision and management for Farrington Highway Corridor (Route 93).

The study will analyze and identify short (6 months - 2 years) and long (2 - 20 or more years) term multimodal solutions that address:

- Safety
- Congestion
- Resilience
PLANNING PROCESS

**DISCOVERY:** Identify Transportation Patterns, Issues & Opportunities
July 2019-February 2020
- Study Past Efforts (Safety, Congestion, Resilience)
- Data Collection to identify “hotspots”
- Elected Official & Agency Coordination
- Meet with Neighborhood Boards and Stakeholders
- Aina Meetings Round 1: Behaviors, Issues, Opportunities
- Online Interactive Map

**SOLUTIONS:** Identify & Vet Potential Solutions
December 2019-March 2020
- Technical Study (Operations Assessment)
- Neighborhood Board Coordination
- Aina Meetings Round 2: Survey and Map results, discuss solutions
- Assess Feasibility of Solutions
- Generate Draft Solutions

**PRIORITIES:** Prioritize Solutions, Identify Short and Long Term Projects
April 2020
- Aina Meetings Round 3: Solutions, Priorities, Phasing
- Develop Recommended Solutions
- Develop Timeline, Phasing, Costs

**PROGRAM:** Final Recommendations for Priority Short and Long Term Projects and Implementation
May-July 2020
- Draft Corridor Study
- Agency review
- Neighborhood Board Coordination
- Final Corridor Study

Opportunities for Community Input*

* Input may also be provided anytime during the process by e-mail or phone – see website for details!
COMMUNITY ENGAGEMENT

- Agency & Elected Official Outreach
- Neighborhood Board Presentations & Transportation Committees
- Stakeholder Meetings
- Drive/Walk Audit (2/8)
- KMAPP School Coordination & Development
- Survey and Interactive Map Development
KAHU MALAMA ĀLALOA PATHWAYS PROGRAM (KMAPP)

• A youth education program is being piloted in partnership with UH West O‘ahu, led by a team including Dr. Lelemia Irvine, Puanani Burgess, and Pua Ena Burgess.

• The program is designed to teach high school students from the Nānākuli and Waiʻanae Coast how to become a Kahu Mālama Kealaloa, or Steward of Pathways.
OPPORTUNITIES FOR INPUT

- Project Website: Information, Mailing List, Contact Info
- Online Interactive Map (posted on the project website)
  - Send us your input on where improvements are needed!
UPCOMING ACTIVITIES

• ‘Āina Meetings:
  • Round 1: Meet the team, identify transportation issues and opportunities; learn how people see and use Farrington Highway
    • February 20th, Wai’anae
    • February 24th, Nānākuli
  • Round 2: Report results from survey and technical studies; identify preliminary solutions
    • March 30th, Nānākuli
    • March 31st, Wai’anae
  • Round 3: Present draft recommendations, discuss priorities and phasing.
    • April 22nd, Wai’anae
    • April 28th, Nānākuli

ALL MEETINGS ARE 6-8 PM, S&L Building in Waiʻanae, Library in Nānākuli
TECHNICAL STUDIES TO DATE

• Draft Operations Assessment:
  • Traffic forecasting
  • Traffic Counts
  • Crash Analysis for intersections and segments
  • Traffic modeling and analysis
  • Signal warrant analysis
  • Bike, pedestrian and transit assessment
  • Freight assessment
  • Access point inventory and recommendations
  • Contraflow evaluation
  • Transportation Demand Management (TDM)/trip reduction recommendations

• Second Access Report:
  • Review of Prior & Ongoing Efforts
RESEARCH & TECHNICAL STUDIES

- Crash Study with data from HDOT 2013-2016. 694 total crashes
- Notable crashes: 55% are rear end (35%), broadside, cross median, angle-opposite direction
- Overall % Severity, least to worst: no-injury/C/B/A/K 35/36/24/3/2%
- 64 ped crashes, 5 no-injury, 48 Injury, 11 fatal (9 of those at night)
ISSUES AND OPPORTUNITIES: SAFETY

WHAT WE’VE HEARD FROM THE COMMUNITY:

• Speeding is a big safety concern:
  • Add speed monitors in some areas to slow people down
  • Make lanes narrower
  • Islands/medians/bump-outs to calm traffic
  • More enforcement needed

• Support for more raised crosswalks (especially in Maili); need more signage/lights to warn drivers about them

• Need better lighting in some stretches and at crosswalks

• Add/improve sidewalks, especially around schools and bus stops

• Add/improve bike lanes – lots of people bike
ISSUES AND OPPORTUNITIES: CONGESTION

RESEARCH & TECHNICAL STUDIES

• Collected 6-12 hour turn movement counts at 37 intersections and 24-hour tube counts at 3 locations

• Modeling/analysis of existing and future conditions. Intersections expected to have the most delays in 2040 without improvements: Haleakala Avenue and Lualualei Naval Road

• Possible improvements: extension of 5th lane/contraflow, addition of turn lanes, computerized ITS traffic signal system
WHAT WE’VE HEARD FROM THE COMMUNITY

- Congestion is extremely heavy in AM and PM - especially PM
- People are always late, have to plan travel far ahead
- Nānākuli is biggest problem area
- Signal timing needs to be coordinated to help with congestion and letting cars turn off side streets
- Support for expanded contraflow/5th lane
- Add or expand center turn lanes where possible
- Bus pullouts help so they don’t have to stop in the lane
- Need bypass to separate commuters from local traffic
- Difficulties turning onto Farrington from side streets (signal timing, pedestrians crossing, etc.)

- New development needs to consider and provide solutions for congestion.
ISSUES AND OPPORTUNITIES: RESILIENCE

RESEARCH & TECHNICAL STUDIES

• Review of planning studies for sea level rise and emergency evacuations

• Review of second access studies done in the last ~60 years. None have been implemented due to factors including cost, opposition, land ownership, archaeology/historic concerns, environmental concerns
AREAS VULNERABLE TO:

- Seasonal beach erosion
- Wave overtopping
- Flooding (wetland)
- Sand deposits on Farrington Highway
- Rainfall flooding
What we’ve heard from the community

- Strong opinions around second access:
  - Pro: Provide emergency access, alleviate traffic congestion.
  - Con: Concern about impact of bypassed traffic on neighborhoods/school zones, encouraging more development.

- WCEAR has segments that don’t connect, 24-hr access needed.

- Concern about sand/waves washing up on the highway.

- Flooding/drainage problems impede access and create safety issues.

- Need to understand what development is planned, and update the Wai‘anae Sustainable Communities Plan.
What is the Wai‘anae Coast to you?

• Think about your memories, how you experience it today, and how you see it into the future.
• Where do you go and how?
WHAT ISSUES AND OPPORTUNITIES DO YOU SEE?

• What issues and/or opportunities do you encounter as you move around the area?
DE-BRIEF

• Reporting Back
• Did we meet our meeting goals?
Contact us with questions or comments:
SSFM International
Contact: Melissa May
Phone: 808-628-5861
Email: mmay@ssfm.com

See you at the Next Meetings!

Project Website:
http://hidot.hawaii.gov/highways/farringtoncorridorstudy/