



FARRINGTON HIGHWAY CORRIDOR STUDY

Virtual Q&A Session 2 – Aina Meetings Round 2, Nānākuli to Mā‘ili

Time: 10:00am – 11:00am

Date: Thursday, May 7, 2020

Event Description

This virtual Q&A session was part of the second round of ‘Āina meetings for the Hawai‘i State Department of Transportation (HDOT) Farrington Highway Corridor Study. It is an accompaniment to the virtual open house for Aina Meeting 2, which is focused on gathering input on preliminary solutions. The Q&A provides an opportunity for people to ask questions of the project team that relate to the posted online open house materials.

The project team shared a brief presentation of what has been done so far for the project, facilitated a group question and answer session, and provided information on how the community can continue to participate and provide input for the project.

Agenda

- Welcome & Introductions
- Slideshow Presentation
- Participant Q&A Session
- Debrief and Wrap-up

Project Team Attendees:

HDOT: Ed Sniffen, Ken Tatsuguchi, Pat Tom, Shelly Kunishige, Jill Tanabe, Pua Aiu

SSFM: Sue LeBrun, Jared Chang, Melissa May, Matt Fernandez, Carlos Kelton, Vera Tong

Community Participants:

- Alyson Hiapo (resident)
- Paula Ann Burgess-Tauala (lifetime Wai‘anae resident)
- John Rogers (‘Ewa, Hawai‘i Bicycling League Advocacy Group)
- Dierdre Maika (Maili Resident)



Q&A Session Notes

Q: Is a shared use path still going to happen from Kahe Point to Makaha? The maps do not show it in places where there are existing sidewalks.

A: It will likely happen in phases – put it in in segments where no sidewalks exist. In the interim, can use existing sidewalks. Also putting in bike lanes where none exist.

Comment (Ed Sniffen):

Shared use path from Haleakalā to Nānākuli Ave was the first phase. The railroad is the main constraint, but that project helped set up the precedent to move the railroad. One option as part of 5th lane from Haleakalā to Hakimo Road is to extend the shared use path as well. We have limited space except on the makai side.

HDOT will not put in bike lanes anymore – they will be widened shared use shoulders to accommodate all users.

Q: How do we tell what the priorities are for short/long term?

A: Next round of Aina meetings will talk about priorities and phasing in June.

Q: Please share what a high-visibility crosswalk would look like.

A: Continental (wide rectangular stripes) crosswalk with bright yellow paint.

Comment: Māili Beach Park gets crowded often on the weekends or holidays. Sometimes, parking is an issue. Definitely would be nice to have sidewalks, but I'm sure there will be mixed feelings about it. Folks now walk in the beach park itself.

Comment (HDOT): LED bulbs in traffic signals transition has been completed (Solutions for Safety).

Q: What is #5 (leading pedestrian interval)?

A: Crosswalk timing that gives people walking a head start so drivers can see them. Traffic starts going 5 or so seconds after people start walking.

Q: Does that mean right on red? No right on red would be a great improvement.

A: Depends on the intersection. Could be part of the solutions for an intersection to not allow right on red when there is a leading pedestrian interval.

Comment (Ed Sniffen, HDOT): Updates: signal delays to allow pedestrian movement first will move forward.

Q: Example for #12 (raised median)? Do we have on the coast?

A: A raised median even for a short distance at an intersection provides a refuge for a pedestrian crossing. They can be simple concrete curb and gutter. Also reduces crashes.



Q: Are any concrete barriers being considered for the stretch between Mailiili to Leihoku?

A: It's not proposed but we can look at it. Concrete barriers do reduce crashes, but they also limit access. These needs will need to be balanced when looking at solutions.

Q (from HDOT to attendees): How does the community feel about raised pedestrian crosswalks? We have them at several locations on the leeward coast in Waianae. We felt that the physical impediment slowed people better than a beacon.

A: After getting used to them I like the raised crosswalks. They really help to slow traffic down.

A: maybe paint the raised crosswalks other than a white color?

A: It does slow down the traffic. Just still getting used to it.

A: I think they are great only problem is they need better reflective paint.

A: Would like to see more raised crosswalks near schools like between Waianae Elementary and Boys and Girls club crosswalk to Pilila'au park. safer for our keiki. i know it's not on Farrington...

Comment (HDOT): Our feeling is that a beacon is not sufficient for pedestrian crossing safety. A raised crosswalk forces people to slow down.

Comment (Ed Sniffen, HDOT): Thanks for the comments on the raised crosswalk striping. We'll have it adjusted. Well send a schedule through this project to the community.

Q: Is second access via Kolekole Pass?

A: We are not specifying the route. We studied past efforts on second access and it's not an easy answer. Would need to be a larger effort involving the community and multiple agencies. Lots of people need to be involved in decisions like that.

Comment: Extending a shared use path between Costco and Ko Olina would add more multimodal connectivity to the Leeward Coast.

Q: Explain the green lights in the morning (Solutions for Congestion).

A: It's one solution being considered to clear the back-ups that happen in the morning. If we can incentivize people to travel outside peak hours, that would be beneficial.



Comment (HDOT): There are about 1,000 signals on O'ahu, managed by the City. HDOT is pulling all of their 350 signals out of that system to upgrade them. All of them will be upgraded within the next 2 years. During normally congested times, they will adjust so that people will get 60% green going in the heavy traffic direction. During the afternoon peak, they can't get enough green time to clear the congestion. Not feasible to provide green lights for longer than 7 minutes. This highlights that there is a capacity issue. The best way to provide additional capacity is extending the 5th lane to Hakimo.

Comment: Cars need to come out of the side streets onto Farrington Hwy to head out.

Comment: It is a LONG wait to get the "walk" light to cross Farrington Hwy to walk over to the bus stop. Meanwhile the bus driver sees you waiting to cross but will not wait. This happens at Auyong Homestead Rd, and I've heard of other community members complaining about their intersection as well.

A (HDOT): We can request a timing investigation

Q: We appreciate the ideas and thoughts and steps for improvements in our community, but you folks are familiar that this is at the top of our list of help and support. Do you have a timeline of when these will be completed? Just curious how often you folks have been in this pau hana traffic. Lived here for almost 20 years...e kala mai, improvements have been moving at a snails pace. Understand it depends on funding.

A: Traffic signal improvements in about a year. 5th lane can be completed in about 2 years. This project will put forward timelines.

Comment: It would be helpful if updates could be shared in the community newspaper, Westside Stories.

A: Great idea, we can do that going forward.

Comment: Again, mahalo for this Teams format for reaching out to our community. I'm a little disappointed at the low numbers in attendance yesterday and today but glad that Round 1 was well attended. maybe a better advertised meeting promotion. I found this via an email from participant. Mahalo!



De-Brief (What We Heard)

The project team recorded the following takeaways from the discussion and shared them with the group at the end:

- Interest in shared use path extending from Makaha to Kahe Point, also to Kapolei for connectivity with the rail.
- Interest in learning more and seeing examples of pedestrian safety treatments.
- Interest in looking at concrete barriers between Mailili and Leihoku.
- Desire for more raised crosswalks (especially near schools), and to make existing ones more visible with colored/higher reflectivity paint.
- Support for prohibiting right turns on red for safety.
- Interest in signal adjustments to alleviate congestion, but also need to allow people to turn off side streets and pedestrians to cross the street.
- These needs are urgent, interested in timing of when they will happen.
- Share information in the community newspaper.

Participants had no additional comments or corrections to add to the de-brief.