

**M E M O R A N D U M**

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*Chairman / Principal*

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*President / Principal*

RUSSELL Y. J. CHUNG, FASLA, LEED® AP BD+C  
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*Vice-President / Principal*

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*Project Director*

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*Senior Associate*

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*Senior Associate*

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*Associate*

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*printed on recycled paper*

**DATE:** February 22, 2019

**TO:** Erron Redoble / DTS  
Mike Riebe / Nelson \ Nygaard  
Catie Cullison / PBR HAWAII

**FROM:** Catie Cullison / PBR HAWAII

**DISTRIBUTION:** File

**SUBJECT:** UNIVERSITY/MCCULLY/METCALF  
COMMUNITY MEETING NO. 2,  
FEBRUARY 12, 2019, SUMMARY

**Attachments:** Mayor's Press Release  
Meeting Flyer  
Meeting Notification Statistics  
Sign-In Sheet  
Presentation  
Open House Activity Photos

This memo summarizes the second public meeting for the University/McCully/Metcalf Complete Streets conceptual designs held on February 12, 2019. A summary of the meeting and meeting results follow.

**Meeting Summary**

The meeting included a brief, 20-minute presentation followed by an open house. Attendees included members of the public, elected officials, and agency/ non-profit representatives (see Attachment D, sign in sheets). The presentation was delivered by DTS staff and Nelson / Nygaard, the project's transportation engineering and planning consultant. It covered background about the Complete Streets program, provided education about Complete Streets treatments that are proposed, and introduced the open house workshop component of the meeting. The presentation is attached, and the entire meeting - both the presentation and the following open house - was broadcast on Facebook Live for interested members of the public who were unable to attend.

Upon close of the presentation, attendees were invited to visit any or all of four stations, each of which provided more detailed information about the proposed changes for one of the streets in the project area: 1) McCully Street, 2) Metcalf Street, 3) University Avenue Makai, and 4) University Avenue Mauka. Each station included a roll plot representing in graphic detail the proposed changes to each street, with cross section renderings for sections within the street, as well as boards with existing traffic and crash data for each street for reference. Participants were asked to provide comments relating to different modes of transportation with either green (support comment) or yellow (concerns) sticker.

## **ERRON REDOUBLE**

### **SUBJECT: UNIVERSITY/MCCULLY/METCALF COMMUNITY MEETING NO.2, FEBRUARY 12, 2019, SUMMARY**

**Page 2 of 4**

#### **Meeting Results**

##### **Meeting Notifications**

Notification of the public meeting was provided by multiple outlets: a Mayor's press release and announcements to Neighborhood Boards by the Mayor's representatives, an email blast to subscribers of Complete Streets' e-newsletter, Facebook posts, and mail distribution directed to business owners along McCully Avenue where parking changes are proposed. Additionally, flyers were distributed at the UH Manoa student center at the BikeUHM popup event hosted by the University of Hawaii's Commuter Services Office and Cycle Manoa. Notification statistics are included as an attachment to this memo (Attachment B). It was noted that of the 51 attendees who signed in to the meeting, most learned of the meeting through the email blast (29), followed by social media (11), word of mouth (7), saw a flyer (6), or learned of it on the news (3) (see sign in sheets in Attachment C). Eight sign-ins indicated that they heard of the meeting by more than one media.

##### **Open House Proposed Changes and Comments Results**

The results of the Open House activity and submitted comments are compiled in Attachment D. Attendees were asked to place stickers indicating the mode type and tone (orange for 'caution' and green for 'support') on which they could write questions, concerns, or suggestions for each of the proposed strategies in each roadway segment. In total, participants submitted 24 comments pertaining to the proposed McCully Complete Streets concepts, 10 of which were in support/green and 13 orange/'caution', and one of which was not attached to a sticker. The Metcalf proposed concepts received 29 comment stickers, nine of which were green or in support of the proposed Complete Streets concepts. The University Makai road segment received 35 comments, seven of which were green/in support of the proposed concepts, and the University Makaua road segment received 28 comments, of which eight were green/in support.

The complete list of comments are listed in the attached table (Attachment D), and photos of the roll plots are also included in Attachment G.

UNIVERSITY/MCCULLY/METCALF COMPLETE STREETS  
COMMUNITY MEETING NO. 2  
FEBRUARY 12, 2019  
ATTACHMENTS TO MEETING NOTES

**ATTACHMENT A:  
MAYOR'S PRESS RELEASE**

UNIVERSITY/MCCULLY/METCALF COMPLETE STREETS  
COMMUNITY MEETING NO. 2  
FEBRUARY 12, 2019  
ATTACHMENTS TO MEETING NOTES

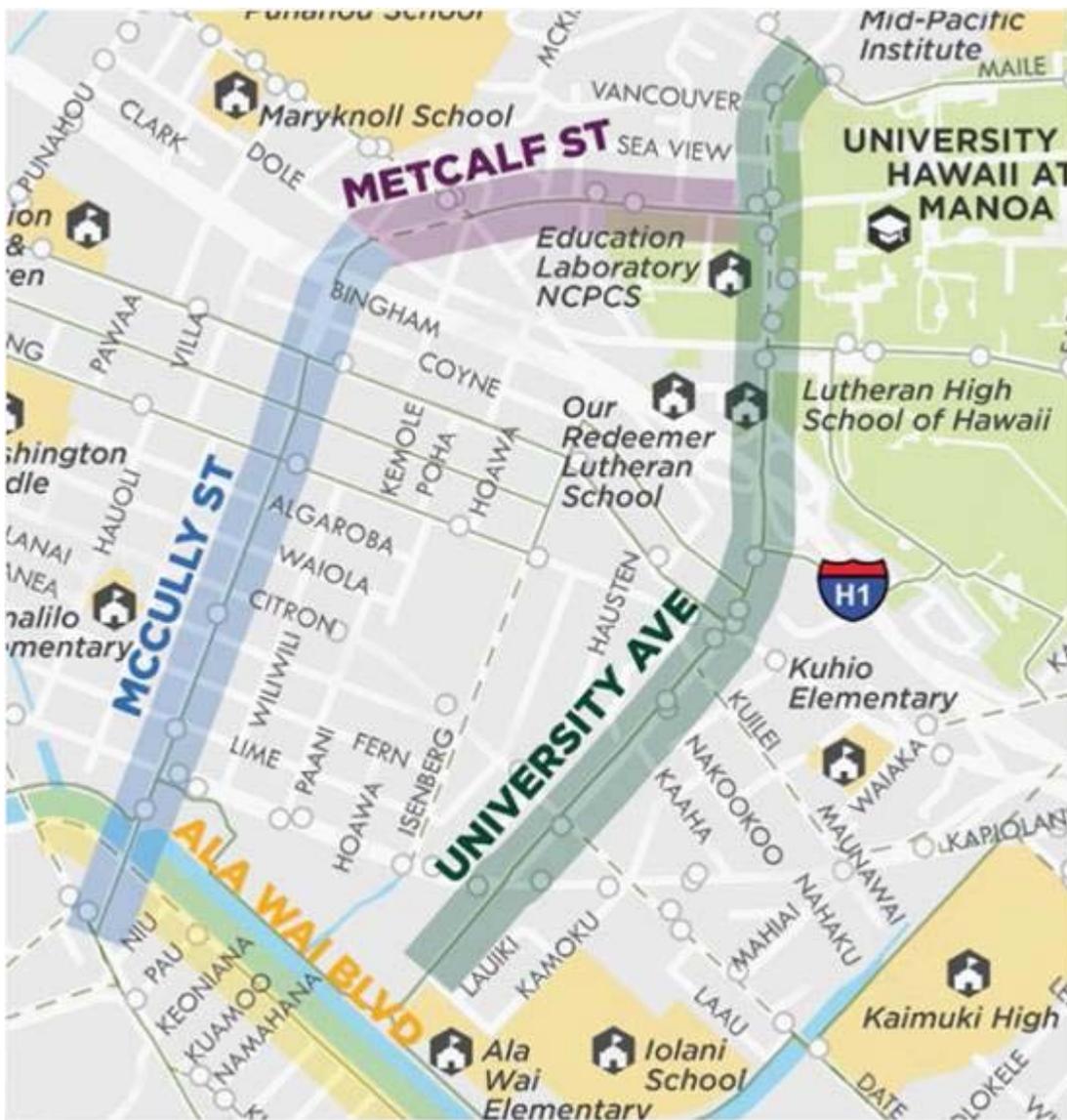
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PRESS RELEASE  
MAYOR KIRK CALDWELL  
DEPARTMENT OF TRANSPORTATION SERVICES  
CITY AND COUNTY OF HONOLULU

FOR IMMEDIATE RELEASE  
Tuesday, January 29, 2018  
Press office: 768-5768

**Public invited to attend Complete Streets meeting on University Avenue;  
McCully and Metcalf streets**



## University/McCully area project corridors

Honolulu – The Department of Transportation Services (DTS) Complete Streets Program is pleased to announce the second public meeting focused on University Avenue, and McCully and Metcalf streets.

The meeting will be held on **Tuesday, February 12 from 6:30 p.m. to 8 p.m.** at the Ala Wai Elementary School Cafeteria located at 503 Kamoku Street.

The purpose of the meeting is to keep the community informed about the project and to share Complete Streets concepts that have been developed based on public input at the first community meeting. The goal is to carry forward street design concepts in order to make multi-modal improvements.

The meeting will include a presentation followed by an opportunity for attendees to provide feedback on the concepts that have been developed.

Complete Streets is part of a transportation and design approach that aims to create a comprehensive, integrated network of streets that are safe and convenient for all users. Complete Streets is designed to accommodate people of varying ages and abilities traveling by foot, bicycle, transit, or automobile. The principles supporting Complete Streets moves away from streets designed with a singular focus on automobiles toward a design approach that is context sensitive, multimodal, and integrated with the community's vision and sense of place.

Community engagement is important to ensure the Department of Transportation Services develops recommendations that reflect community needs and character. To review past community meeting outcomes, stay informed of community meeting dates, provide feedback, and to subscribe to our mailing list, please visit the Complete Streets homepage at: [www.honolulu.gov/completestreets](http://www.honolulu.gov/completestreets).

For questions and/or comments on the University/McCully/Metcalf Complete Streets project, or if special accommodations are needed for this meeting, please contact Erron Redoble at (808) 768-8328, allowing one week for accommodations.

—PAU—

UNIVERSITY/MCCULLY/METCALF COMPLETE STREETS  
COMMUNITY MEETING NO. 2  
FEBRUARY 12, 2019  
ATTACHMENTS TO MEETING NOTES

**ATTACHMENT B:  
MEETING FLYER**

UNIVERSITY/MCCULLY/METCALF COMPLETE STREETS  
COMMUNITY MEETING NO. 2  
FEBRUARY 12, 2019  
ATTACHMENTS TO MEETING NOTES

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# Community Meeting

## UNIVERSITY AVE. - McCULLY ST. - METCALF ST.

- Please join us to review the results of the 2018 community kick-off meeting.
- View and provide feedback on street design concepts that have been developed based on public input.

**February 12, 2019**

6:30pm – 8:00pm

Ala Wai Elementary School Cafeteria

503 Kamoku Street

See map on the back of this flyer.

More information:

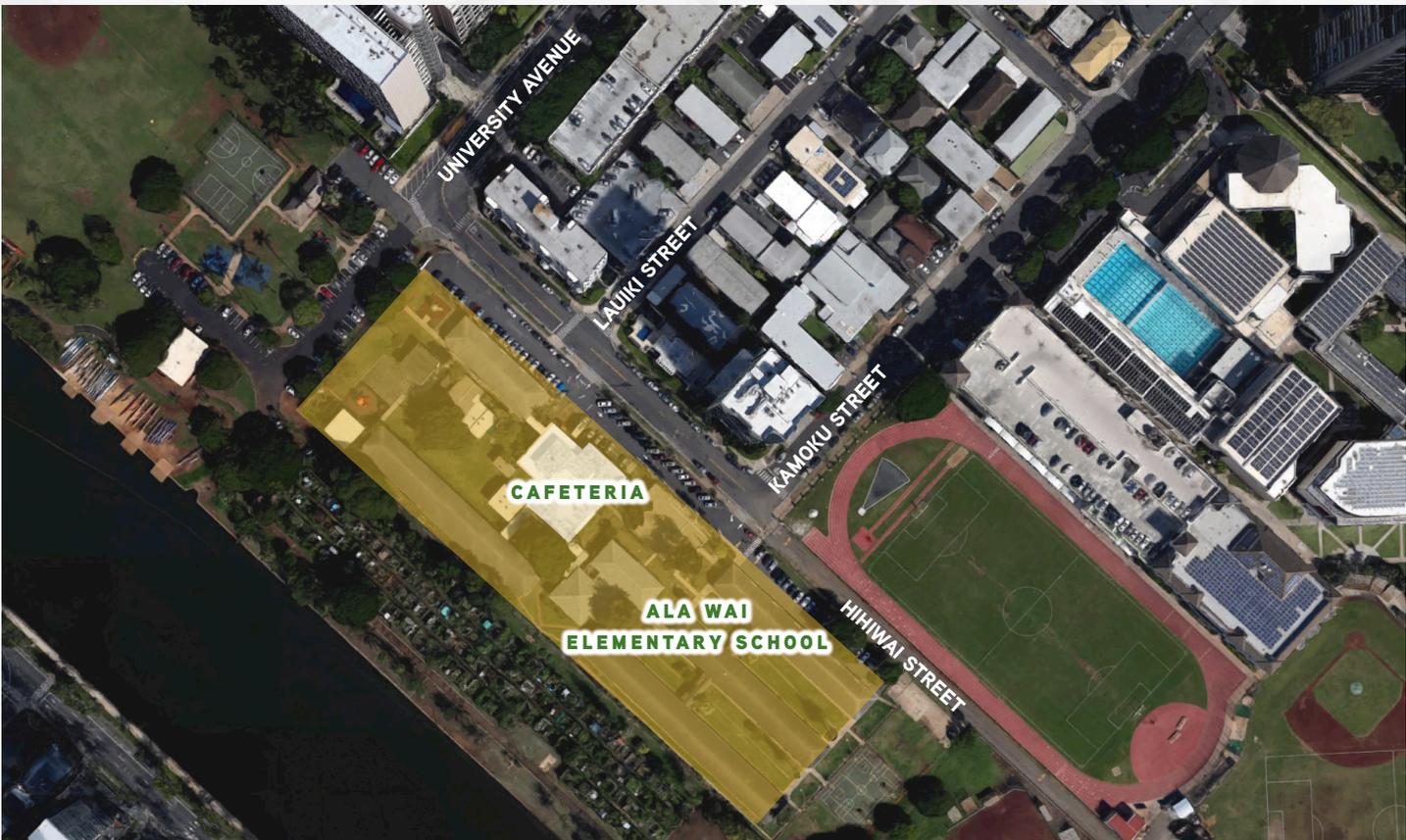
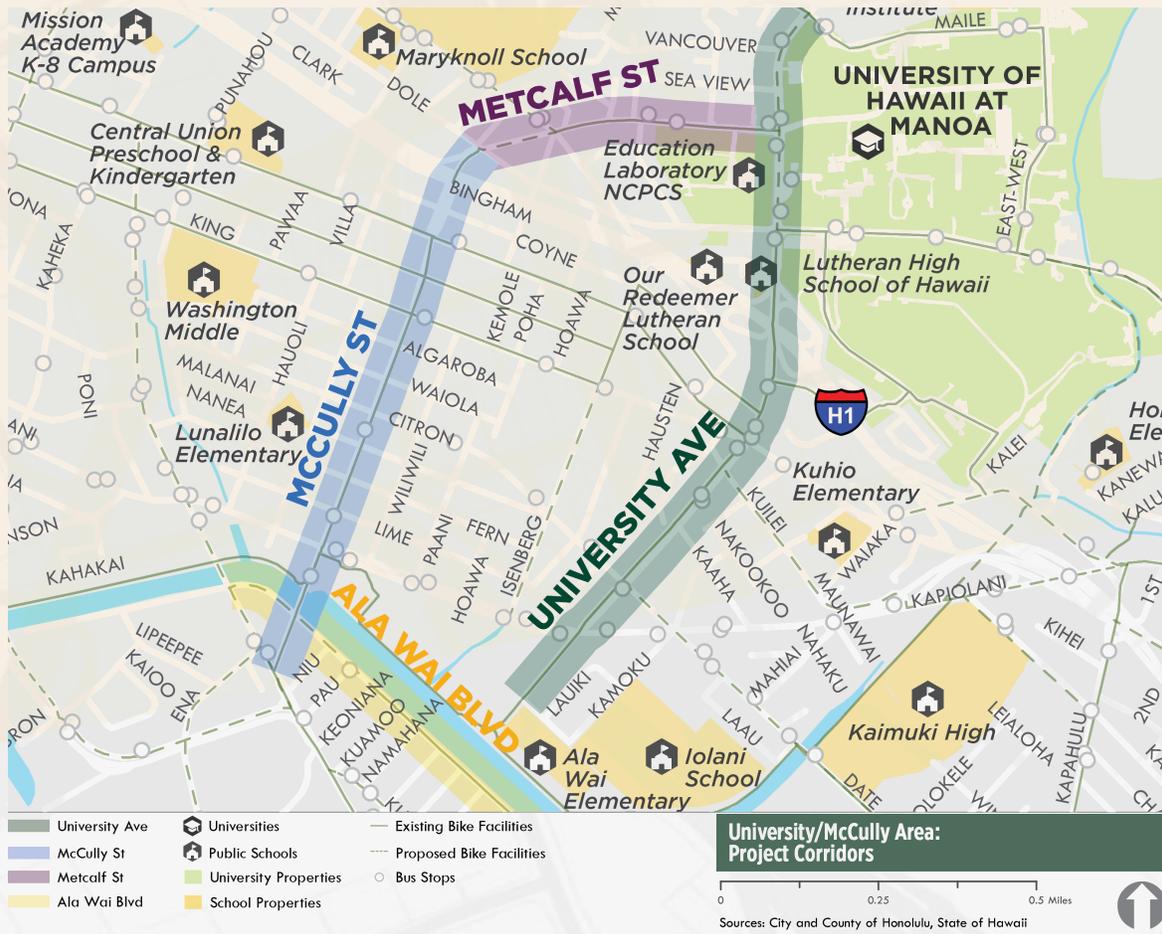
<https://www.honolulu.gov/completestreets>

Facebook: @hnlcompletestreets

Email: [completestreets@honolulu.gov](mailto:completestreets@honolulu.gov)

If you have questions or require special accommodations to attend the meeting, please contact Catie Cullison at [ccullison@pbrhawaii.com](mailto:ccullison@pbrhawaii.com) or (808) 521-5631 at least three (3) days prior to the meeting.





**MEETING LOCATION: ALA WAI ELEMENTARY SCHOOL CAFETERIA**

201801221





## Community Meeting

# UNIVERSITY AVE. - McCULLY ST. - METCALF ST.

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- View and provide feedback on street design concepts that have been developed based on public input.

**February 12, 2019, 6:30pm – 8:00pm**

Ala Wai Elementary School Cafeteria  
503 Kamoku Street  
See map on the back of this flyer.

More information:

<https://www.honolulu.gov/completestreets>  
Facebook: @hnlcompletestreets  
Email: [completestreets@honolulu.gov](mailto:completestreets@honolulu.gov)

If you have questions or require special accommodations to attend the meeting, please contact Catie Cullison at [ccullison@pbrhawaii.com](mailto:ccullison@pbrhawaii.com) or (808) 521-5631 at least three (3) days prior to the meeting.



## Community Meeting

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- View and provide feedback on street design concepts that have been developed based on public input.

**February 12, 2019, 6:30pm – 8:00pm**

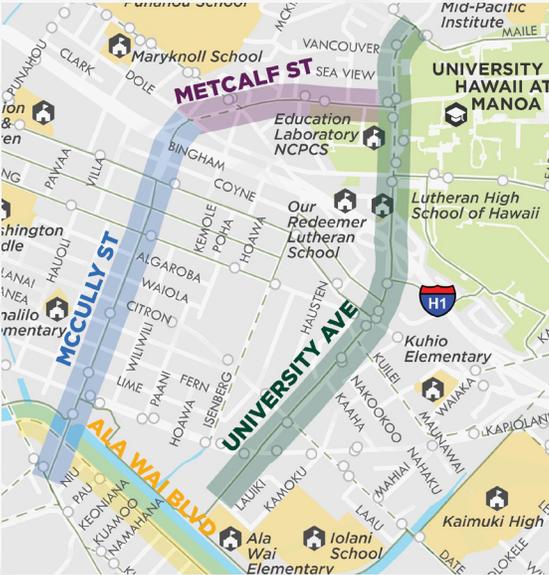
Ala Wai Elementary School Cafeteria  
503 Kamoku Street  
See map on the back of this flyer.

More information:

<https://www.honolulu.gov/completestreets>  
Facebook: @hnlcompletestreets  
Email: [completestreets@honolulu.gov](mailto:completestreets@honolulu.gov)

If you have questions or require special accommodations to attend the meeting, please contact Catie Cullison at [ccullison@pbrhawaii.com](mailto:ccullison@pbrhawaii.com) or (808) 521-5631 at least three (3) days prior to the meeting.



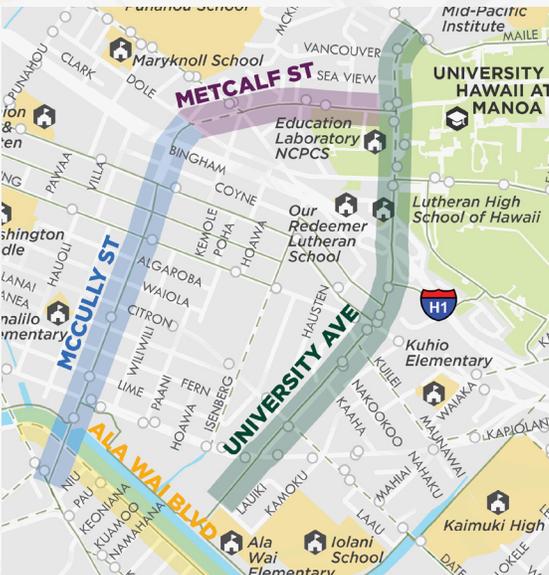


UNIVERSITY/MCCULLY AREA: PROJECT CORRIDORS

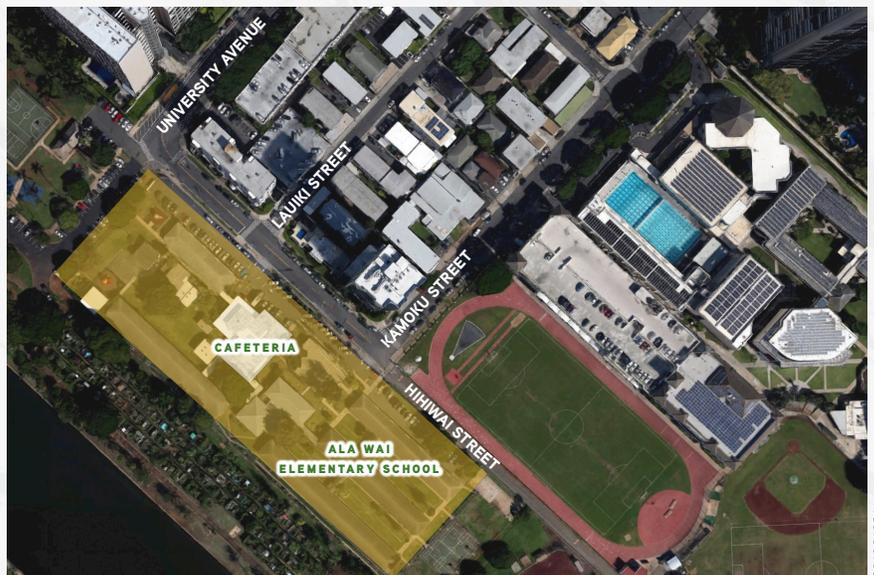


MEETING LOCATION: ALA WAI ELEMENTARY SCHOOL CAFETERIA

201801221



UNIVERSITY/MCCULLY AREA: PROJECT CORRIDORS



MEETING LOCATION: ALA WAI ELEMENTARY SCHOOL CAFETERIA

201801221



UNIVERSITY/MCCULLY/METCALF COMPLETE STREETS  
COMMUNITY MEETING NO. 2  
FEBRUARY 12, 2019  
ATTACHMENTS TO MEETING NOTES

**ATTACHMENT C:  
MEETING NOTIFICATION STATISTICS**

UNIVERSITY/MCCULLY/METCALF COMPLETE STREETS  
COMMUNITY MEETING NO. 2  
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UNIVERSITY/MCCULLY/METCALF COMPLETE STREETS  
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Meeting Announcement Results

<b>UHM Pop-up Posts (Facebook)</b>	Original Event Post January 31, 1:44 pm	Day-of Post- February 5, 10:53 am	
People Reached	203	357	
Likes	7	26	
Shares	3	4	
Comments	1	0	
Total	214	387	601

<b>Meeting Posts / Boost (Facebook)</b>	Original Event Post January 30, 1:39 pm	Day Prior Post February 11, 9:17am	Reminder February 12 at 11:43 am (organic)	Event Summary February 12 at 10:06pm	
People Reached	470	107	104	92	
Likes	20	10	7	6	
Shares	8	0	1	0	
Comments	1	1	0	0	
Event Responses	n/a	n/a	n/a	n/a	
Clicks	50	5	3	44	
Total	549	123	115	142	929

<b>Live Videos (Facebook)</b>	Original Event Post	24-hour Recap	
People Reached	5 (peak live views)	631	
Likes	N/A	32	
Shares	0	4	
Comments	3	3	
Video Views	99	318	
Clicks		59	
3-second views	294	294	
10-second views	110		
Total	511	1,341	1,852

UNIVERSITY/MCCULLY/METCALF COMPLETE STREETS  
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<b>University McCully Metcalf Meeting No.2 (MailChimp e-Newsletter Results)</b>	University/McCully List	2018 BikeUHM Contacts
Total Recipients	292	29
Successful Deliveries	286	26
Opened	147	12
Total Opens	425	15
Open Rate/List Average	51.4%/34.7%	46.2%/34.7%
Click Rate/List Average	6.6%/4.9%	0%/4.9%
Total Clicks	22	0

Additionally, a direct mailing of the meeting flyer was sent to 64 business owners within a block radius of McCully Street between King and Beretania. This mailing list was purchased from a third party vendor that provides mailing list services for advertising purposes.

UNIVERSITY/MCCULLY/METCALF COMPLETE STREETS  
COMMUNITY MEETING NO. 2  
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**ATTACHMENT D:  
SIGN-IN SHEETS**

UNIVERSITY/MCCULLY/METCALF COMPLETE STREETS  
COMMUNITY MEETING NO. 2  
FEBRUARY 12, 2019  
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University/McCully/Metcalf Public Meeting # 2  
February 12, 2018

(Please print legibly so that we can keep in touch!)

Name	E-mail	(if you don't use email) mailing address	How did you learn of this meeting?						
			Email blast	Social media	News	Saw a flyer	Word of mouth	Other	
Malcolm Baccarse Jr	mbarcarsejr@gmail.com		✓						
Colby Takeda	colby.takeda@sharecare.com		✓						
Chris Castillo	clcasti@hawaii.edu								
PETER HILL	PETERHILL88@gmail.com		✓						
Paul Ryan	prar@hawaii.edu		✓						
MALIA K HARUNAGA	MALIA@HBL.ORG		✓	✓	✓	✓	✓	✓	☺
Patricia Johnson	patriciaj@aol.com		✓	✓		✓	✓		
Larry Dahm	larrydahm@yahoo		✓						HBL
Jon LOTT	lottj@4@gmail.com		✓						



University/McCully/Metcalf Public Meeting # 2  
February 12, 2018

(Please print legibly so that we can keep in touch!)

Name	E-mail	(if you don't use email) mailing address	How did you learn of this meeting?					
			Email blast	Social media	News	Saw a flyer	Word of mouth	Other
MICHAEL ROHRBACHER	MRROHRBACHER@GMAIL.COM						✓	
Matthew Genser	matthew.genser@honolulu.gov		✓	✓				
Sharon Gi	shgi@lesbe.edu		✓					✓
Tom HEINRICH	t.heinrich@capitol.hawaii.gov					✓	✓	
Christopher Tipton	CATipton@gmail.com		✓					✓
Tim Streit	tStreit.nb8@gmail.com		✓					NB
Billy Meinke	billy.meinke@gmail						✓	
Claire Fukuoka						✓		
Peter Hinely	cxeling@sent.com					✓		



University/McCully/Metcalf Public Meeting # 2  
February 12, 2018

(Please print legibly so that we can keep in touch!)

Name	E-mail	(if you don't use email) mailing address	How did you learn of this meeting?						
			Email blast	Social media	News	Saw a flyer	Word of mouth	Other	
Jeff Gaskell	jpg@5p-5p.com	95-1037 Ad. ke SA, Mililani #1 96789		<input checked="" type="checkbox"/>					
Sharlun Andrade	andradeedb2005@gmail.com								HBL
Robert Benham	bbenham12@gmail	1731 Naku Place 96822	<input checked="" type="checkbox"/>						
Kari Benes	kari.benes@gmail.com		<input checked="" type="checkbox"/>					<input checked="" type="checkbox"/>	
Michelle Kwok	michellek303@yahoo.com		<input checked="" type="checkbox"/>						
Renee Kinchla	renee.kinchla@gmail.com		<input checked="" type="checkbox"/>						
Oliver Byrd	oliverbyrd@gmail.com		<input checked="" type="checkbox"/>						
Rita Ryan	rkscott@hawaii.edu		<input checked="" type="checkbox"/>						
Linda Schatz	lindaschatz@Schatzcollaborative.com								<input checked="" type="checkbox"/>
Reid Gushiken	rgushiken@iolani.org		<input checked="" type="checkbox"/>						



University/McCully/Metcalf Public Meeting # 2  
February 12, 2018

(Please print legibly so that we can keep in touch!)

Name	E-mail	(if you don't use email) mailing address	How did you learn of this meeting?						
			Email blast	Social media	News	Saw a flyer	Word of mouth	Other	
Terrance Arashiro	tarashiro@atahawaii.com								✓
S. Hall	kapbiz@gmail.com		✓		✓				
Kelsey Colpitts	kelsey@bikesharehawaii.org		✓	✓					
JANET MEINKE - CAU	DHTJANO@EMAIL.COM		✓		✓			✓	
<del>BILLY MEINKE - CAU</del>	<del>P</del>								
Chang	Candyzunicar@gmail.com		✓						
Pam Noguichi	pnoguichi@hawaiiintel.net		✓						
Luciano Minerva	luciano@hawaii.edu		✓				✓		
EMILY DAVIDS	emldavids@ksbe.edu								✓
HENRY PANG				✓					



UNIVERSITY/MCCULLY/METCALF COMPLETE STREETS  
COMMUNITY MEETING NO. 2  
FEBRUARY 12, 2019  
ATTACHMENTS TO MEETING NOTES

**ATTACHMENT E:  
PRESENTATION**

UNIVERSITY/MCCULLY/METCALF COMPLETE STREETS  
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# University Avenue McCully Street Metcalf Street

Complete Streets Public Meeting #2

February 12, 2019  
6:30-8:00pm  
Ala Wai Elementary School

*Honolulu*  
COMPLETESTREETS



# Introduction

## Aloha! Meeting Agenda:

- Welcome and Introductions
  - Housekeeping
- Presentation
  - Introduction
  - Complete Streets Overview
  - Project Details
- Open House



*Honolulu*  
COMPLETESTREETS



Erron:

Since we last met, we have been using community input and evaluation to recommend draft striping and roadway plans that would support the types of streets, McCully Metcalf and University are intended to be according to the Complete Streets Policies. This includes introducing street designs that prioritize the users you told us were most important for each street.

## Introduction Meeting Purpose

- Share Complete Street design concepts
- Gather community feedback on concepts



*Honolulu*  
COMPLETESTREETS



Robert:

The Complete Streets program is a city-wide effort lead by four agencies. This is an important effort that will include dedicated staff that reports to the Directors...

Community input is critical to the process of identifying solutions that balance the needs of the neighborhood's diverse users and match community character. We need your input to augment the engineering and planning work prepared by our team.

## Complete Streets Overview Current Projects



Kelly:

This is part of a bigger effort – Complete Streets Planning Projects include the Oahu Pedestrian Plan – a public meeting is expected this Spring, 2019, and the Oahu Bike Plan Update, which is expected to be completed in draft form also this Spring. A project that is considered a “catalytic” project is Ala Pono, which is looking at the potential for an additional crossing for pedestrians and bicycles across the Ala Wai Canal...

## Ala Pono – Brief Update



### Alternative Analysis (on-going)

- Site Analysis
- Community Input
- Informal consultation with agencies
- Technical screening
- Next public meeting anticipated, Spring, 2019

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COMPLETESTREETS



Kelly: An alternatives Analysis is currently underway to recommend the least environmentally damaging and community preferred location for a better Ala Wai crossing for people walking and bicycling. We are in the technical screening phase, and the final public meeting will be in March.

# Introduction Project Team

- City and County of Honolulu Complete Streets Program Planners and Engineers



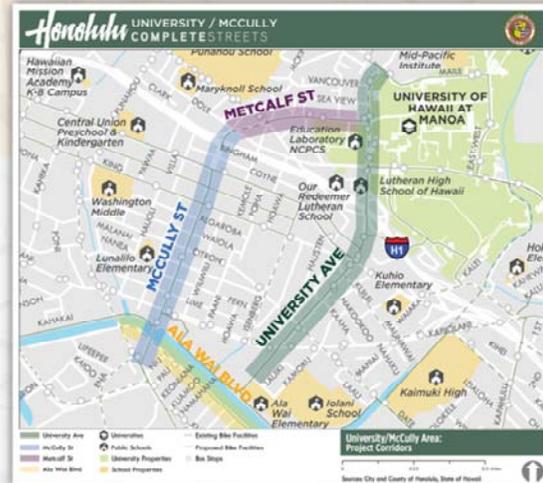
- Consultants:



Kelly:

# Complete Streets Overview The Opportunity...

- Resurfacing
- Redevelopment
- Infrastructure Improvements



Honolulu  
COMPLETESTREETS

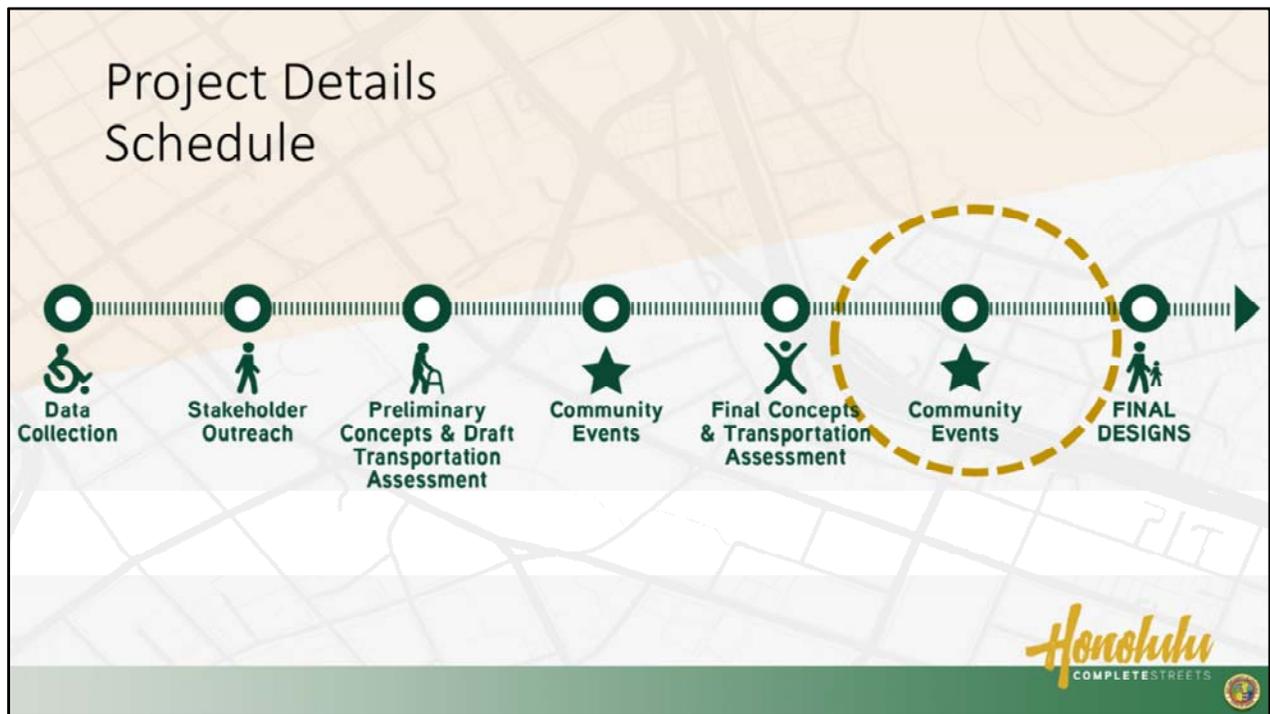
Kelly

This project's elements:

Concept designs to prepare for eventual resurfacing (not final designs, tonight's input is important). Adjustments to the concepts can be made.

Agreement from the city and the public that our streets can be improved for safe travel by all modes

Side note here: Team acknowledges that there are times of day when these roadways are very congested, and there are also times of day when they are not. So our project looked to maintain level of service standards for automobiles in accordance with our emerging transportation impact analysis guidelines, and also plan to move more people on transit, walking and bicycling. There are some locations where the tradeoff for this direction is vehicle or parking lanes.



Dru (to end): Through its Complete Streets program, the City and County of Honolulu is committed to implementing street designs that improve safety, accessibility, and comfort for all users, encourage physical activity, and reflect community needs and character.

We have been collecting and analyzing data, studying existing transportation patterns, and working with landowners and community stakeholders to identify and design solutions that balance the needs of all users and modes, in accordance with the state law and city ordinance.



We'd like to share with you tonight the description of the decision-making process – Please refer to the board near the front of the room for the details that accompany each picture.

Observe existing conditions

Listen to the public's concerns at the first public meeting

Meet with stakeholders (such as University of Hawaii)

Recognize and incorporate the City's Complete Streets Manual, which includes a consideration of different street types and how people move on them.

(McCully=Avenue, Metcalf=Street, University = Street, makai of Kapiolani;

=Boulevard mauka of Kapiolani to UH

Modal Priorities: Avenue- Bike 'high', Ped & Auto 'medium'

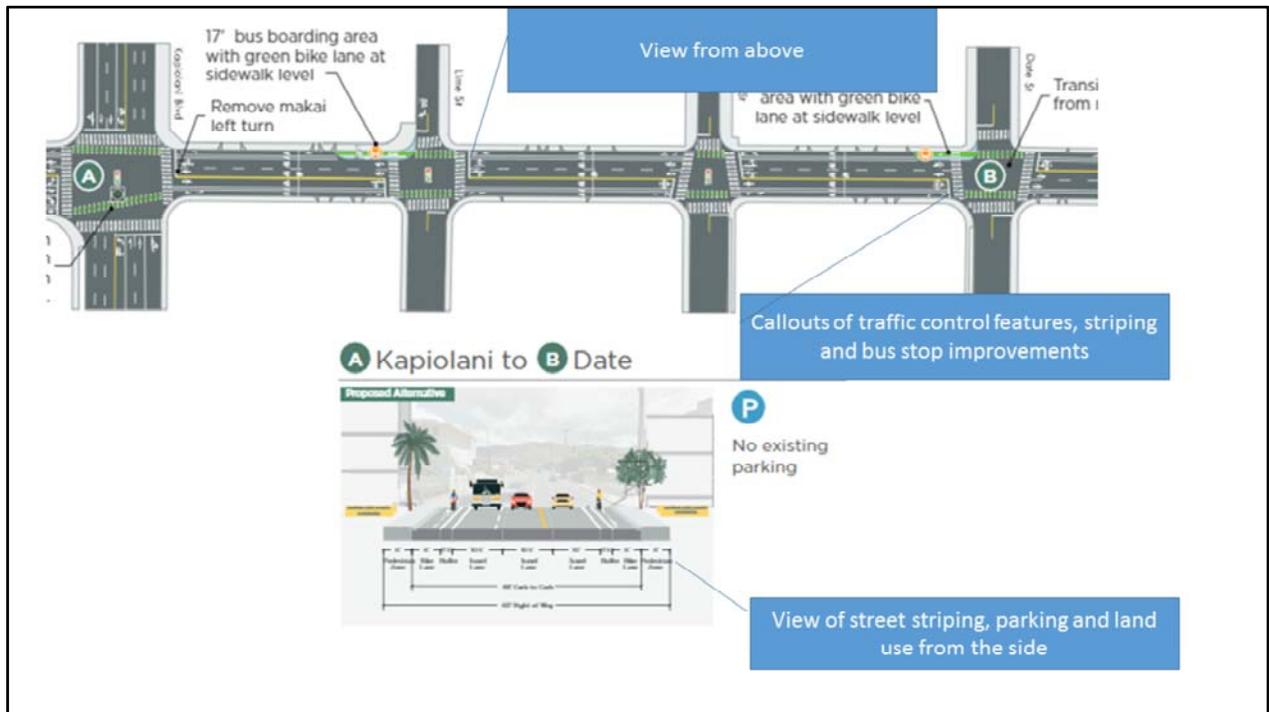
Street – Ped 'high', Auto and parking 'medium'

Boulevard – Ped, Transit, Auto all 'high', bike 'medium'

Technical Analysis which includes multi-modal analysis of how safety could be improved, how much delay will be experienced by people driving, and how many people per day the corridor can move

*Expressway*

Boulevard and Parkway  
Avenue  
Main Street  
Street  
Mall (Transit?)  
Rural Road  
Lane/Alley (Shared Streets?)  
*Mews (Ped Mall?)*



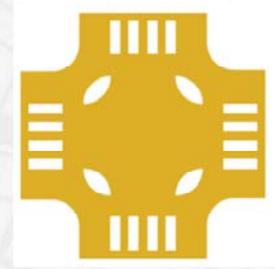
This slide is a snippet from the three corridor concept designs we want to talk with you about at the tables.

But before we break into that we wanted to introduce some new features that you might not yet be familiar with because they are in other neighborhoods or not yet in use on Oahu.

## Project Details Proposed Elements – Protected Intersection



Vancouver, B.C.



*Honolulu*  
COMPLETESTREETS



Protected intersections include treatments like you see in this image, such as pedestrian refuge islands that provide a more safe and visible space for people waiting to cross the street. They also include curb extensions that shorten the crossing distance and reduce pedestrian exposure to turning cars. For bicycle safety, bicycle queuing areas allow people on bikes to line up and wait for the light to change with protection from a corner safety island. You can see a diagram of these treatments on a board (gesture to board with protected intersection).

## Project Details Proposed Elements –Protected Bike Lane



Honolulu, HI



*Honolulu*  
COMPLETESTREETS



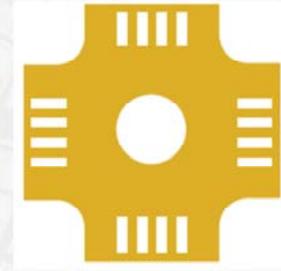
Protected Bike Lanes (like the one on South Street, pictured here), provide greater comfort to cyclists than riding in the vehicle lanes by separating people from moving traffic. The separation can be delineated by using a raised median, bollards, or on-street parking. When on-street parking is used to create a protected bike lane, the parked cars offer opportunities to eliminate conflicts between buses, transit users and people on bikes.

## Project Details

### Proposed Elements –Neighborhood Traffic Circles



Kailua, HI (Hele St.)



*Honolulu*  
COMPLETESTREETS



Neighborhood Circles are safety features that help to reduce speeding, eliminate left turn conflicts, manages space in large intersections. They can be low cost (painted), raised, like the photo from Kailua, above, or can provide space for landscaping or public art.

## Project Details Proposed Elements – Enhanced Crossings



Brooklyn, NY



*Honolulu*  
COMPLETESTREETS



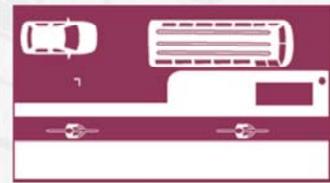
Enhanced crossings are helpful safety measures on roads with higher volume and speeds. Treatments include raised or painted medians with room for pedestrians to take refuge as they cross a roadway. In the picture, you can see that the pedestrians only have to tackle crossing two lanes at a time.

## Project Details

### Proposed Elements - In-lane Bus Stops



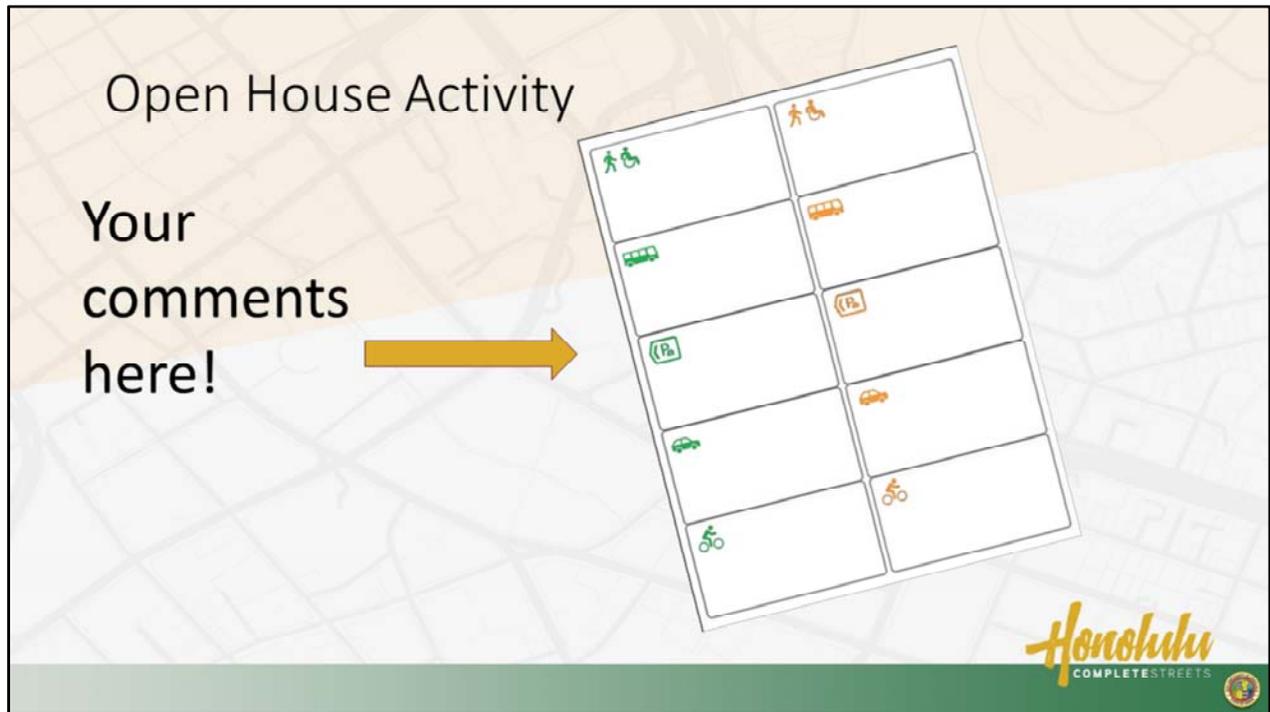
Honolulu, HI (Waialae Ave.)



*Honolulu*  
COMPLETESTREETS



Bus efficiency can be improved with in-lane bus stops. When the bus can stop in a lane rather than pulling in and out of traffic, it can improve their efficiency and ability to stay on schedule. It can further enhance transit service by reducing boarding time for riders. On streets with both transit service and parking protected bike lanes, the bike lane runs between the bus stop and the sidewalk, creating a bus boarding island (there is a picture of a bus boarding island in Austin TX on the board for Transit Efficiency).



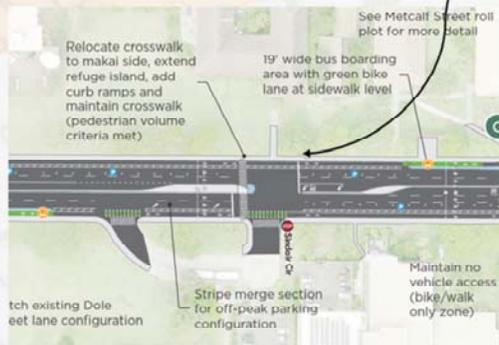
Please review the roll plots for University, McCully, and/or Metcalf Streets (there is time for everyone to view all three roadways). If you have specific comments relating to a mode of transportation or parking, choose a sticker and note your comments. If you feel you support a certain treatment, use a green sticker. If you have concerns or questions about a treatment, use an orange sticker

## Open House Activity

I cross here to  
catch the bus.



Glad improvements  
are being made!



Honolulu  
COMPLETESTREETS



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## Open House Activity



Please review the roll plots for University, McCully, and/or Metcalf Streets (there is time for everyone to view all three roadways). If you have specific comments relating to a mode of transportation or parking, choose a sticker and note your comments. If you feel you support a certain treatment, use a green sticker. If you have concerns or questions about a treatment, use an orange sticker

Mahalo for your time tonight!  
Here's how to stay involved:

Learn more about the project, participate in the on-line mapping and sign up for e-mail updates at:

<http://www.honolulu.gov/completestreets/university>

Send your comments or questions **by March 12<sup>th</sup>**,  
to: [completestreets@honolulu.gov](mailto:completestreets@honolulu.gov)



UNIVERSITY/MCCULLY/METCALF COMPLETE STREETS  
COMMUNITY MEETING NO. 2  
FEBRUARY 12, 2019  
ATTACHMENTS TO MEETING NOTES

**ATTACHMENT F:  
ROLL PLOT MAPPING COMMENT RESULTS**

UNIVERSITY/MCCULLY/METCALF COMPLETE STREETS  
COMMUNITY MEETING NO. 2  
FEBRUARY 12, 2019  
ATTACHMENTS TO MEETING NOTES

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Street Name	Segment	Sticker Decal	Comment	Placement/Directional Arrows, Additional Comments
<b>McCully</b>				
McCully	Kalakaua to Ala Wai	orange bike	Need contra flow bike lane b/t Kalakaua-Ala Wai	
McCully	Kalakaua to Ala Wai	orange bike	Walk signal not long enough	points to McCully/Ala Wai Blvd Intersection
McCully	Ala Wai to Kapiolani	green bike	Possible to switch bike lane & void so more sidewalk?	points to diamond head side of McCully, mauka of Ala Wai Blvd
McCully	Ala Wai to Kapiolani	green bike	potential for a bike lane here for those continuing Ala Wai?	points to bike lane where it turns mauka off ala wai up McCully (meaning for bikes continuing Ewa along the ala wai)
McCully	Ala Wai to Kapiolani	green bike	This is good it gets bikes off the sidewalk	Points to bike lane on McCully Ewa-side
McCully	Ala Wai to Kapiolani	Green car	Create connection by a tunnel under McCully (same for Kalakaua)	Points to bus lane on McCully Ewa-side
McCully	Ala Wai to Kapiolani	orange car	need serious enforcement or any means to stop blowing thru/rolling thru stop line	
McCully	Ala Wai to Kapiolani	orange bike	Linking ala wai (safely) to McCully	Points to buffer on bike lane at turn from Ala Wai to McCully
McCully	Ala Wai to Kapiolani	orange bike	This intersection is usually why I avoid McCully :) Now I'll come back	Under McCully/Kapiolani intersection
McCully	Kapiolani to Lime St.	green bike	such a fabulous improvement!	Points to mauka side of McCully/Kapiolani intersection
McCully	Kapiolani to Lime St.	orange bus	concrete: asphalt interface (a bus stops) can be problematic for bikes - cracking	
McCully	Kapiolani to Lime St.	orange car	Don't like elimination at left-turn. Where will cars be able to turn not Kapiolani?	
McCully	Lime to Fern	green bike	very radical to remove one travel lane! Not sure about it	points to McCully street heading mauka to Fern
McCully	Fern to Dole	green bike	Protected bike lanes in both direction look fantastic	
McCully	Fern to Dole	green bike	Sidewalk widening over bike lane buffer	points to diamond head side bike lane on McCully
McCully	Dole to Citron	green bike	Need electric signage warning to start merging to left (right lane)	Points to McCully street heading mauka to Citron, just after Fern
McCully	Waiola to Algaroba St.	orange car	Should have explained these lane changes & trade-offs in the presentation	more general? Doesn't seem or indicate specificity to this segment/location
McCully	Waiola to Algaroba St.	orange bike	Please put a sharrow in center of lane	
McCully	Algaroba to King	green bike	This is a good design! Keep up the good work	
McCully	King to Young	orange car	concerned about raised concrete islands in bike lane.	points to traffic circles on either side of King/McCully intersection, mauka-side of king
McCully	King to Young	orange bike	Dedicated bike light - split the green right below the walk & arrow are the same - it creates accidents	*another writer underlined 'dedicated bike light' and wrote 'yes please!' next to it
McCully	Young to Beretania	orange car	improve signage for drivers in right lane, so they are informed to move over to access HI	brackets whole segment
McCully	Beretania to H1?/Mauka	no sticker	please put a sharrows on the bridge	points to both directions of McCully street going toward/from bridge
McCully	Beretania to H1?/Mauka	orange bike	Need Bike lane over McCully overpass	
<b>Metcalf</b>				
Metcalf	Beretania to Dole	green bike	Add bollards to separate lanes	
Metcalf	Dole to Wilder	green bike	bikes may want to share sidewalk with peds to avoid taking road lane	points to Metcalf just Mauka of Dole
Metcalf	Beretania to Dole	green car	This is a very dangerous area	points to intersection of dole and Maile
Metcalf	Beretania to Dole	orange bike	Will this be sharrows?	
Metcalf	Beretania to Dole	orange bike	need bike lanes to overflow (points to Metcalf bike lane) both sides and sweep debris frequently	
Metcalf	Beretania to Dole	orange bike	add traffic calming island	on Dole, Ewa side of Maile
Metcalf	Beretania to Dole	orange bike	sharrows or share the road signage	
Metcalf	Dole to Wilder	orange bike	This area is risky, sidewalk riding may happen	
Metcalf	Dole to Wilder	orange peds	Add island	points to Wilder at Ewa side of Maile intersection
Metcalf	Wilder to Hoonanea	green bike	Climbing lane is crucial sidewalk is very important!	
Metcalf	Wilder to Hoonanea	green bike	sidewalk may help conflicts w/people walking	
Metcalf	Wilder to Hoonanea	green peds	I like the idea of a dedicated walkway	indicates mauka-bound side of Metcalf street
Metcalf	Wilder to Hoonanea	green bike	I really like the design of Metcalf, uphill is prioritized, no parked cars or blocked view of cyclists no bike lanes designated to cross over traffic, get to parking	
Metcalf	Wilder to Hoonanea	orange peds	what about a 4' s/walk + 2 way PBL here from end bike lane to wilder. Take 2' from 12' lane for 2 way PBL	brackets mauka-bound side of Metcalf street
Metcalf	Wilder to Hoonanea	orange car	transformer box on utility pole - terrible to take left	
Metcalf	Wilder to Hoonanea	orange car	cars too fast along ridge stop sign for volume?	points to car lanes from either extent of this intersection * another writer noted in blue (different color) 'treatment to slow traffic more'
Metcalf	Wilder to Hoonanea	orange peds	Need to calm the speed of cars as they reach the crest of hill. STOP!	points to Hoonanea Street entrance onto Metcalf from Mauka side
Metcalf	Wilder to Hoonanea	no sticker	this seems unsafe	points to Hoonanea Street entrance where it crosses bike lane onto Metcalf from Mauka side
Metcalf	Hoonanea to University	green peds	raised crossing? Xwalk in right place?	points to entrance from Hoonanea onto Metcalf from Makai side
Metcalf	n/a	green bike	Rails a ped bridge over H1	
Metcalf	Hoonanea to University	orange car parked	What will the future of this parcel be? UH Parking?	placed makai of Metcalf on empty lot
Metcalf	Hoonanea to University	orange bus	getting off the bus here and needing to get to the other side of Metcalf means walking down to proposed crosswalk and crossing 2 streets	points to bus stop at Metcalf/Hoonanea
Metcalf	Hoonanea to University	orange car parked	consider parking protected bike lane	points to parking spots as indicated along makai side Metcalf leading to University
Metcalf	Hoonanea to University	orange bike	flip the lane with parking. Put bike lane near sidewalk not parking	points to parking spots as indicated along mauka side Metcalf leading to University
Metcalf	Hoonanea to University	orange bike	concerned that this bike lane is placed in the (parked car) door zone :o	points to parking spots as indicated along mauka side Metcalf leading to University

Metcalf	Hoonanea to University	orange peds	concerned that bus riders exiting bus will walk right into cyclists in bike lane	points to bus stop island on Metcalf at University intersection
Metcalf	Hoonanea to University	orange car	drivers will be delayed b/c of transit	points to Ewa-bound car lane on Metcalf adjacent to/makai of bus stop island
Metcalf	Hoonanea to University	orange car	concern with LR turn in one lane b/c back up to traffic when peds crossing scramble for peds or independent car signal	
Metcalf	Hoonanea to University	orange car	Hit posts look ugly fast - not best solution aesthetically	
<b>University Makai</b>				
University Makai	Hiihawai to Kapiolani	green car	Hooray for traffic circles!	points to the circle at Hiihawai and University
University Makai	Hiihawai to Kapiolani	green car	Please add a left turn lane to the ...	
University Makai	Hiihawai to Kapiolani	orange peds	Yay! Cute traffic circle!	points to the circle at Hiihawai and University
University Makai	Hiihawai to Kapiolani	orange parked car	Bridge over Palolo-Manoa Stream? Bike path on golf course to connect to top golf and Kapahulu to Moiliili and Waikiki	
University Makai	Hiihawai to Kapiolani	orange car	Please consider a left turn on green arrow only signal from University Mauka bound onto Kapiolani. Especially given the proposed Hbr-Univ crosswalk which will further hack or Univ	
University Makai	Hiihawai to Kapiolani	orange car	Curb extension is reducing the wide of the car lane, and a car must wiggle to enter the Lane had - CM	points to the bulbout on Diamond Head side of University, at far makai end, before Hiihawai
University Makai	Hiihawai to Kapiolani	orange car	Please consider all options to make left hand turns easier and faster to alleviate traffic during school drop-off hours ---	points to 2 car lanes mauka-bound on University and Ewa side of University at Kapiolani
University Makai	Hiihawai to Kapiolani	orange car	...this includes not having a pedestrian crosswalk on Ewa side of Kapiolani	continued from prev. sticker comment
University Makai	Hiihawai to Kapiolani	orange car	is this a parking stall Might confuse others and indicate more parking...	
University Makai	Kapiolani to Date	orange parked car	Dedicated right turn is too sweeping & can be driven fast. Needs to reduce radius	
University Makai	Kapiolani to Date	orange car	is this a parking stall Might confuse others and indicate more parking...	points to single parking space on University Diamond head side, mauka of Kapiolani intersection
University Makai	Kapiolani to Date	orange car	Don't ADD crosswalk on Ewa side of University x Kapiolani	
University Makai	Kapiolani to Date	orange car	No reducing to one lane Traffic will be backing up	
University Makai	Kapiolani to Date	orange bus	Bus stops & waits here for a long time not just dropping off & picking up, will block all traffic going straight.	points to bus stop on University Diamond Head side just makai of Date Street
University Makai	Date to King	green bike	Hooray for protected bike lanes both ways on University.	
University Makai	Date to King	green bike	YES! For protected bike lanes on University :) One lane is enough	
University Makai	Date to King	green bike	yes! =)	points to 18' wide bus boarding area with green bike lane' just mauka of Kuilei Street * Another hand/second note says 'no right turn on red' and points to S. King leading to University Ewa side
University Makai	Date to King	orange car	No eliminating one lane of traffic will be backing up. Cars exiting housing will be delayed	
University Makai	Date to King	orange parked car	One issue of potential concern is the elimination of parking of all btwn. Date St & Bere. St.	
University Makai	Date to King	orange parked car	Is one lane going mauka enough? Any traffic studies or simulations? Volume is high and traffic will back up.	
University Makai	Date to King	orange car	NO Reducing to one lane. Traffic will be backing up.	
University Makai	Date to King	orange bike	Plastic bollards look UGLY! Can something else be used?	
University Makai	Date to King	orange bus	Agree with this person	
University Makai	Date to King	none	Always maintain	arrow from note 'Maintain existing crosswalk (if 20 pedestrians/hour criteria met)
University Makai	King to H1	green bike	I love this! The area is dangerous for bikes & pedestrians. Thanks [heart]	points to green bike lane at bus boarding bulb-out on University Diamond Head side mauka of King
University Makai	King to H1	green bike	Way finding to UH option	points to Diamond head side of University just makai of Varsity Place, with diagram of wayfinding sign pointing to UH for bikes
University Makai	King to H1	orange bike	Every slip lane cross is concerning	point to Ewa side of University just mauka of King Street
University Makai	King to H1	orange car	I would revisit this bump out-congestion at Peak hours. More residents will be upset!	points to green bike lane at bus boarding bulb-out on University Diamond Head side mauka of King
University Makai	King to H1	orange car	Think bus service is very important here but for safety & traffic reasons, I would prefer that the bus not stop in the lane	points to green bike lane at bus boarding bulb-out on University Diamond Head side mauka of King
University Makai	King to H1	orange car	Prefer bus to pull into a protected area	points to green bike lane at bus boarding bulb-out on University Diamond Head side mauka of King
University Makai	King to H1	orange bike	If on ramp gets backed up and cars are gonna be sticking out into bike lane, potentially... I think w/hanging bike lane now that's usually not SO much an issue?	points to the bike cross-over from University to H1
University Makai	King to H1	orange bike	why switch from bikeway to sidewalk? Continue same facility up Uni Ave.	points to Diamond Head side of University proposed sidewalk
University Makai	King to H1	orange bike	conflict not resolved, buffer & bike lane should be extended to Dole	Points to H1 EB off-ramp intersection with University
University Makai	King to H1	orange bike	most conflict, had yield sign for many years, missing now?	Points to H1 EB off-ramp intersection with University
University Makai	King to H1	orange bike	This must be a STOP sign. There is sidewalk traffic in both ways	Points to H1 EB off-ramp intersection with University

University Mauka				
University Mauka	H-1 to Dole	green bike	Very disappointed in design of University, especially under H1 overpass and beyond to Dole St. The existing buffered lane should be extended at least to Dole, w/2 lanes for cars. Uphill should be priority	
University Mauka	H-1 to Dole	orange bike	Need continuous bike lane. Remove the 3rd car lane	
University Mauka	H-1 to Dole	orange bike	there should be climbing lane here sidewalk to ---- bikes + peds reduce road to 2 lane, extend buffered bike lane from under bridge	points to Diamond head side of university just before H1 entrance ramp
University Mauka	H-1 to Dole	orange bike	This should have a STOP sign	points to entrance ramp from H1 onto King Diamond Head Side
University Mauka	H-1 to Dole	orange bike	Bikes going downhill pretty fast... putting them on a sidewalk w/pedestrians and at painted dividers or clear space definition it may be dangerous for bike + ped interactions	points to curb extensions on Ewa side of University btwn H1 on-ramp and Puena Place
University Mauka	H-1 to Dole	orange bike	Yes, great idea	points to curb extensions on Ewa side of University btwn H1 on-ramp and Puena Place
University Mauka	H-1 to Dole	orange bike	This area needs to be widened - too narrow for people & bikes	points to sidewalk on Diamond Head side of University from just before H1 entrance to intersection with Puena Place
University Mauka	H-1 to Dole	orange bike	YIELD TO CYCLISTS should be painted on road surface	points to beginning of bike lane on University Diamond Head side just after Puena Place
University Mauka	H-1 to Dole	orange bike	One Straight lane is better, too many conflicts - 1 lanes straight + right turn	points to 'bike lane cross over to accommodate right turn pocket' marked just before Dole intersection on University Ewa side
University Mauka	H-1 to Dole	orange car	Will the U-turn be taken away for cars? This is heavily used & probably won't be possible with the widened sidewalk	points to U-turn on University at Puena Place
University Mauka	H-1 to Dole	orange bike	Frighten some ---- up a cross on Dole... This will create conflict as they cross already dangerous	points to 'bike lane cross over to accommodate right turn pocket' marked just before Dole intersection on University Ewa side
University Mauka	H-1 to Dole	orange bike	Why not swap bike & car lanes in slip-lanes?	points to right-turn from mauka-facing University onto Dole
University Mauka	H-1 to Dole	orange bike	transition to sidewalk on downhill no good, speed too fast, will not use	points to curb extension on University toward makai between H1 on-ramp and Puena Place
University Mauka	H-1 to Dole	orange bike	Sharrow is better for downhill	points to curb extension on University toward makai between H1 on-ramp and Puena Place
University Mauka	H-1 to Dole	orange bike	downhill is too fast, I would stay on the car lane, not go onto the sidewalk	points to curb extension on University toward makai between H1 on-ramp and Puena Place
University Mauka	Dole to Metcalf	green bike	Any measures that de-incentivize cars is a good thing here. Focus should be entirely on ped & bike/students.	points to bike lane on dole just before intersection with University
University Mauka	Dole to Metcalf	green bike	Very good to change Location of the bike lane that here is between 2 car lanes <-- S shore on --P more	*another comment 'I agree!' written in a different hand
University Mauka	Dole to Metcalf	green bus	much needed protected curb cuts on both sides of Metcalf for all other campus commuters	placed over arrow for '19' wide bus boarding area with green bike lane at sidewalk...'
University Mauka	Dole to Metcalf	green car	Is one lane from Metcalf turning into Univ reasonable due to long wait for peds - both rt and left turns have to wait for ped xing	
University Mauka	Dole to Metcalf	orange bus	do NOT relocate crosswalk! It allows busses from Sinclair circle to make L turn in between cars during rush hour. Moving crosswalk gives turning buses more hazards	placed over arrow for 'Relocate crosswalk to makai side, extend refuge island...'
University Mauka	Dole to Metcalf	orange pedestrians	No medium here, if anything move across the intersection	points to intersection in middle of University separating 2 directions
University Mauka	Dole to Metcalf	orange peds	keep mediums on both sides of Metcalf to cross 5 lanes of traffic.	points to crosswalks across university on both sides (mauka/makai) of Metcalf
University Mauka	Metcalf to Maile	green car	Is one lane mauka bound enough for volume of cars going into Manoa? Were any studies done or ----?	
University Mauka	Metcalf to Maile	green bike	How to communicate w/[arrow to bike] to turn left over to Oahu Ave (esp. tourists)	arrow points to crosswalk at Ewa side of University/Mauka of Maile
University Mauka	Metcalf to Maile	green bike	Use Oahu Ave - do not access Univ. beyond this point	placed mauka of Maile next to Univ.
University Mauka	Metcalf to Maile	orange bike	Should say YIELD TO CYCLIST in road way. No one understands [hearts x3]	arrow points to right turn bike cross over on University mauka bound just before Maile Way intersection
University Mauka	Metcalf to Maile	orange bike	this is bad design, creates more conflicts & no bike will willfully cross traffic to turn right	points to bike lane right turn from University onto Maile crossover with vehicles
University Mauka	Metcalf to Maile	orange bike	Fix detector to sense bikes writing ad traffic light	points to Maile Ewa bound at intersection with University

\*red text denotes unclear or illegible handwriting

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UNIVERSITY/MCCULLY/METCALF COMPLETE STREETS  
COMMUNITY MEETING NO. 2  
FEBRUARY 12, 2019  
ATTACHMENTS TO MEETING NOTES

**ATTACHMENT G:  
OPEN HOUSE ACTIVITY PHOTOS**

UNIVERSITY/MCCULLY/METCALF COMPLETE STREETS  
COMMUNITY MEETING NO. 2  
FEBRUARY 12, 2019  
ATTACHMENTS TO MEETING NOTES

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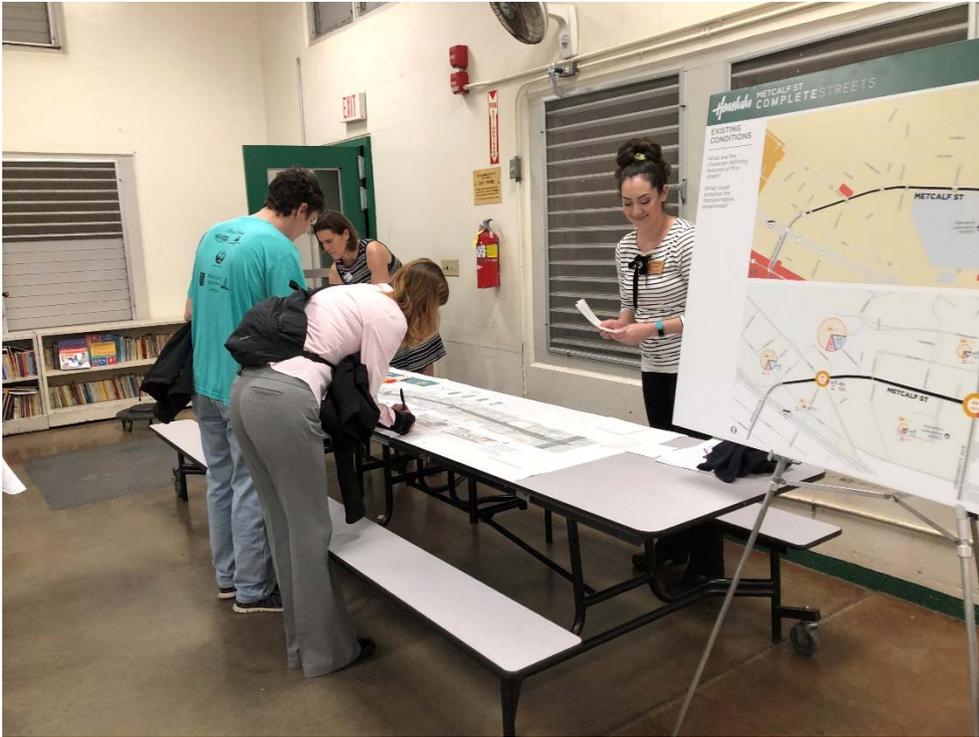
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UNIVERSITY/MCCULLY/METCALF COMPLETE STREETS  
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UNIVERSITY/MCCULLY/METCALF COMPLETE STREETS  
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UNIVERSITY/MCCULLY/METCALF COMPLETE STREETS  
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University  
 Roll Plot Comments

