



KALIHI COMPLETE STREETS COMMUNITY MEETING # 1 SUMMARY

SEPTEMBER 17, 2019

CITY AND COUNTY OF HONOLULU COMPLETE STREETS PROGRAM

Prepared by: PBR Hawaii



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Key Findings

- In general participants were concerned about pedestrian safety.
- Several comments were made regarding the need for better bike facilities and improvements to existing bike facilities.
- Attendees have concerns regarding the safety of elderly and kids walking to school.
- Need to ensure connections from Kalihi to Downtown.
- No modal priorities were assigned for any of the project corridors in the “Your Transportation Priorities” activity. Participants understood the tradeoffs of assigning modal priorities to streets.
- Although transit was not highlighted in Activities 1 and 2, in Activity 3, “Build your own cross-section,” all project corridors had at least one result that included a “Bus-only” lane.

Meeting Summary

The Kalihi Complete Streets Community Meeting # 1 was held on Tuesday, September 17, 2019 from 6:30 pm to 8:00 pm at the Farrington High School Cafeteria. Attendees included members of the public, elected officials, and agency/ non-profit representatives. Of the 60 attendees who signed-in to the meeting, most learned of the meeting through the email blast (28), followed by social media (7), news (3), or others (17) which included word of mouth, Hawaii Bicycling League and Neighborhood Board announcements. Twenty-seven (27) sign-ins indicated that their “home” was in the projects area, i.e. Kalihi, Liliha, Palama, Lower Alewa/Upper Palama and Kamehameha Heights.

The meeting included a 30-minute presentation followed by an open house. The presentation was delivered by City staff and Nelson\Nygaard, the project’s transportation consultant. It covered background about the Complete Streets program, provided information about the Kalihi Complete Streets project, and introduced the interactive activities of the meeting. The presentation can be found in Attachment E. The meeting 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 informational boards and activities which provided information about complete streets and the streets in the project area: North King Street, Waiakamilo Road/Houghtailing Street, Middle Street and North School Street. Each of the activity stations offered attendees the opportunity to share their ideas and opinions about the project corridors. Each activity was manned by staff from either the City or its Consultants. Lastly, comment cards were provided to participants that wanted to provide additional comments. The open house consisted of interactive activities and informational boards. The information boards included General Complete Streets information and key features, “Your Street” board which showed existing cross sections of the project corridors, supplementing information for Activity #3, and “Safety Snapshot” board with vehicular speeds and collision data. Attachment F contains photos of the meeting and open house activities.

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Pre-Meeting Notifications

The meeting was announced through a Mayor's press release (attachment A). The meeting's flyer (attachment B) and meeting information was posted on the Kalihi Complete Streets website. Social media was utilized as well, to advertise the community meeting. The Complete Streets Instagram and Facebook were utilized for outreach, as well as the DTS Twitter account. The Facebook event reached over 2,400 individuals, and there have been over 200 views of the meeting's live video. See attachment C1 for detailed Facebook statistics. Furthermore, announcements and presentations to six Neighborhood Boards by City staff were conducted during August and September (attachment C2).

City staff, project consultants, and Councilmember Manahan's staff conducted a walkabout (door-to-door) to distribute and post flyers in the project corridors on the morning of Wednesday, September 4, 2019 and the afternoon of Tuesday, September 10, 2019 (attachment C3). During the walkabout, 114 businesses and organizations were engaged, and flyers were posted on doors, windows or bulletin boards of organizations that agreed to have them posted. The walkabout staff met with the Honolulu Community College (HCC) Vice Chancellor, Derek Inafuku, who committed to share the meeting flyer with the entire HCC campus, staff and students.

Three emails blasts were sent to subscribers of the City's Complete Streets mailing list (e-newsletter) on August 28, September 10, and September 16. The emails were sent to subscribers that were interested in "All (*complete streets*) projects" and the "Kalihi" area. To help reach communities that are not traditionally active in public meetings, the project team identified 37 community activists, elected individuals, and representatives of non-profit organizations to form a Community Advisory Committee (CAC) for the project. The City requested the CAC members share the community meeting invitation with their networks. An additional 67 area stakeholders, business and organizations along the project corridors, were invited to the meeting via email as well (attachment C5).

The community meeting event was posted on the Midweek and Hawai'i Public Radio community online calendars. Lastly, the meeting invite was re-posted on partner organizations' websites, such as the Kalihi Business Association and the Hawaii Bicycling League.

Meeting Results

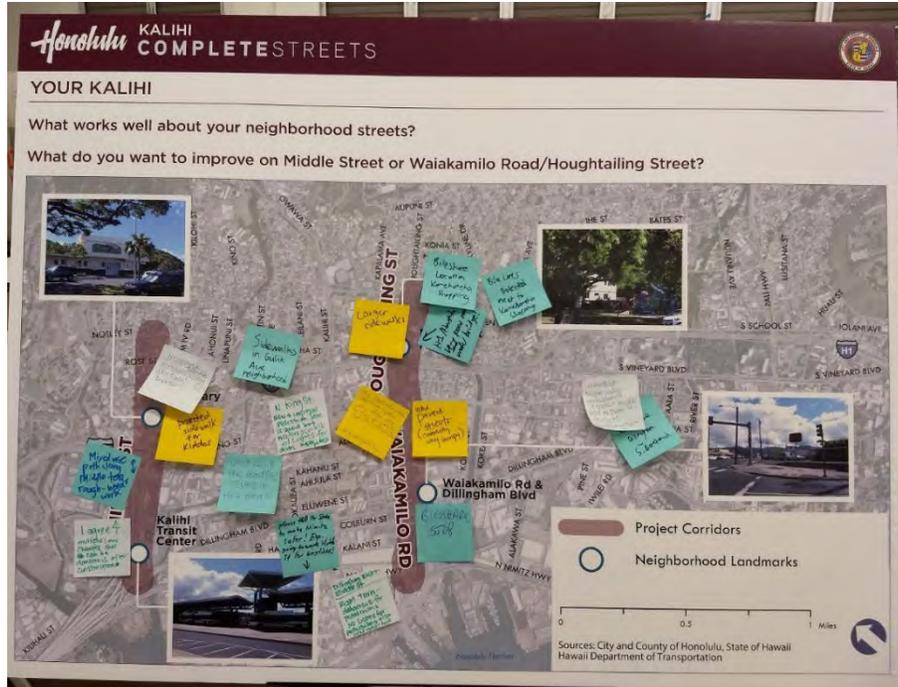
Activity #1: "Your Kalihi"

Attendees were asked "What works well about your neighborhood streets? What do you want to improve on *the focus streets*?". This activity had two boards, one that focused on the mauka-makai corridors Middle Street and Waiakamilo Road/Houghtailing Street, and the other focused on N. School Street and N. King Street. Participants were then asked to share their ideas and comments on Post-it Notes and on flipcharts. Following are a summary of responses.

The Middle Street corridor comments were focused on increasing safety for pedestrians and other modes, with requests for protected sidewalks for keiki, improving the mixed-use path, and noting the dangers of "right turns on red" for pedestrians. For Waiakamilo Road/ Houghtailing Street the comments were focused on the need for better pedestrian and bike facilities, and the poor road

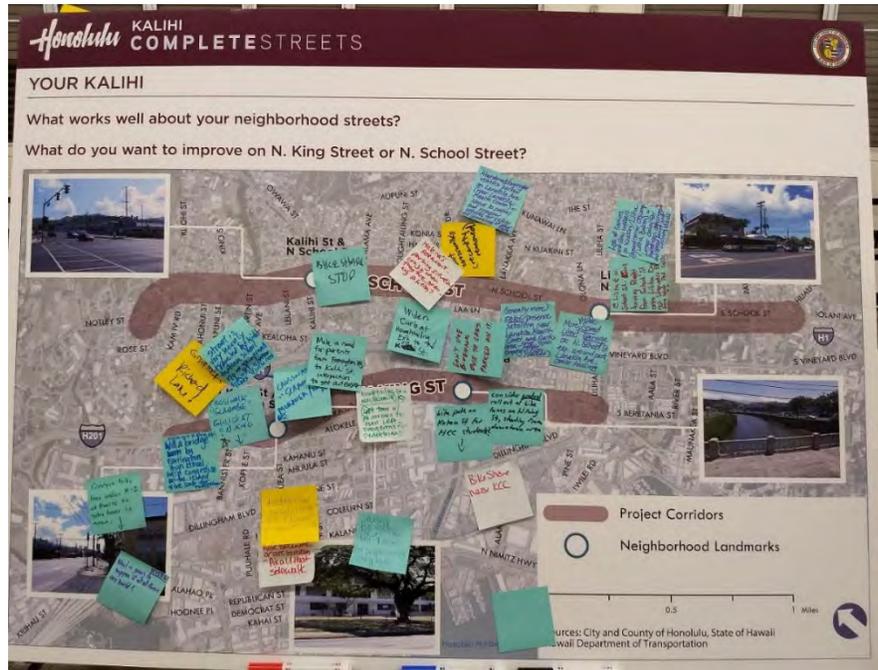
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conditions of Houghtailing Street. Participants noted the need for larger sidewalks on Houghtailing and that crosswalks had been removed in the area, making it unsafe for pedestrians. There were two requests to add bikeshare locations on Waiakamilo Road and Dillingham Boulevard, two comments that requested improved bike facilities (separate bike path and left turn for bikes) on Waiakamilo Road, and a comment regarding a bike path that was removed between N. King St. and H1.



For N. School Street and N. King Street an evident trend was the need for pedestrian improvements. Comments noted that the streets are heavily utilized by seniors and kids walking to school in the area, that streets have unimproved sidewalks or cars park on existing sidewalks, and that “scramble” crosswalks should be implemented at the following intersections: N. King St and Gulick Ave, and Mokauea and N. King St. A comment noted that when Helena’s Restaurant is open the parking situation creates traffic on N. School St. There were a couple requests for bikeshare stations and the need for bike facilities to connect Kalihi with the Downtown area.

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Other complete streets related comments (SIC) not specific to the Kalihi Complete Streets project corridors were also heard:

- What is going to happen if all of these are build? My concern is that what if this was build and would cause more accident, if the road is small.
- Connect bike lane under H-1 at Nimitz to bike lanes in town
- Bike path on Kokea St for HCC students (*Kapalama Canal*)
- Beckley Street – Limited walking space, kids have to move for cars
- Mokauea Ewa side – Doesn't have sidewalk or are broken – fix all that sidewalk
- What about the lead (pb) issues in this area? (*around N. King St and Gulick Ave*)
- Sidewalks in Gulick Ave neighborhood
- Allow commuters between 'Aiea/Pearl Harbor and Downtown/Town/Waikiki the option to cycle to work by connecting the bike path at H1 by Nimitz to the bike lanes east of Kalihi, preferably with protected bike lanes on N. King or Dillingham
- Step up ticketing at crosswalks for drivers who don't stop
- Ticket drivers stopping to drop off kids at schools in travel lane (right lane) during rush hour!
- Kalihi has largest elderly population on the island. Need more safe crosswalks – short distance crosswalks

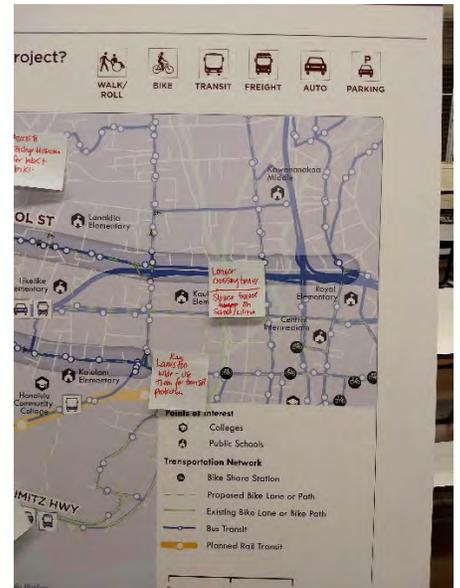
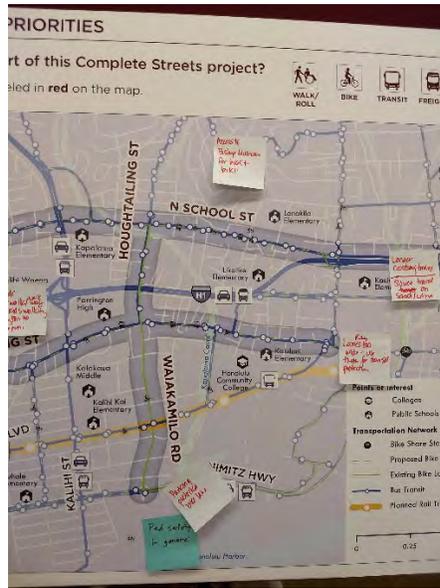
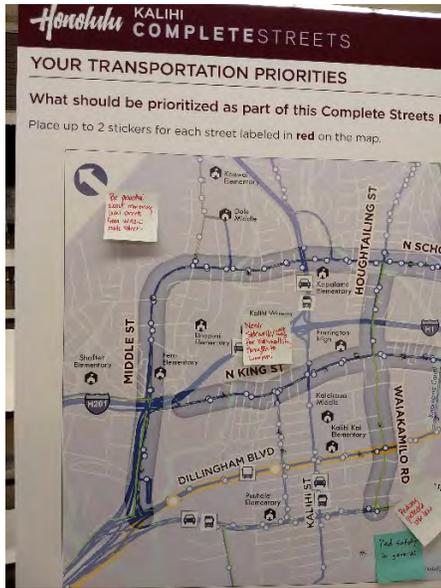
Activity #2: “Your Transportation Priorities”

Participants were asked to prioritize modal priorities on the project corridors with the question “What should be prioritized as part of this Complete Streets project? Place up to 2 stickers for each street labeled in red on the map”. The modal priority options where: Walk/Roll, Bike, Transit, Freight, Auto, Parking. Results of this activity are as follows.

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This activity generated a lot of interaction between participants and staff. A common takeaway of the participants was their understanding of the tradeoffs and challenges of assigning modal priorities to each street. Multiple participants were reluctant to vote on any modal priority and decided to provide comments on the other activities instead, which is reflected on the overall numbers of stickers that were placed in the project corridors (16) and other streets in the area (6). The quantitative data gathered demonstrates a preference for “Bike” as a transportation mode (7 votes), “Freight” (4 votes) and “Walk/Roll” (3 votes) on project corridors. There was only 1 vote for “Parking” and “Transit” and 0 votes for “Auto”. N. School St and N. King St, got multiple votes for diverse modes, which can be interpreted as a preference to support multiple modes of transportation on those streets.

Table 1: Modal Priorities for Project Corridors

	Walk/Roll	Bike	Transit	Freight	Auto	Parking
Middle Street		2				
N. School Street	2	2		2		1
N. King Street	1	2	1	2		
Waiakamilo Road		1				
Houghtailing Street						

Table 2: Modal Priorities for Other Area Streets

	Walk/Roll	Bike	Transit	Freight	Auto	Parking
Dillingham Boulevard		1				
Mokauea Street	1	1				
Kokea Street	1					
Liliha Street	1	1				

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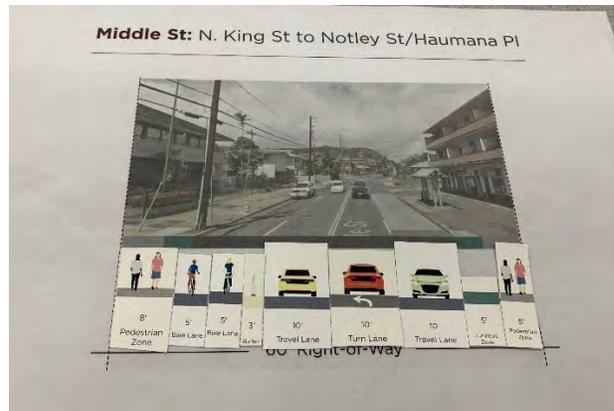
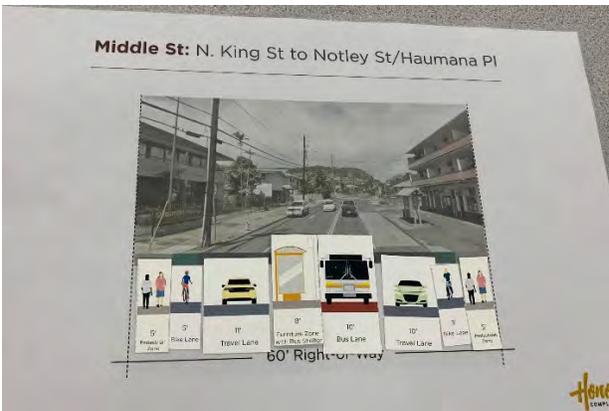
Participants also provided comments on post-it notes as follows:

- Pedestrian safety in general
- Parking protected bike lanes
- Richards Street gridlock due to access/narrow street
- N. King Street Area
 - Needs sidewalk/walkway for kids walking from Farrington to Linapuni Street
 - King Street Lanes too wide – use them for transit protection
- N. School St. Area
 - Access to Bishop Museum for bikes and Biki
 - Longer pedestrian crossing times. Slower travel on School/Liliha
- Be proactive about removing local streets from WAZE app

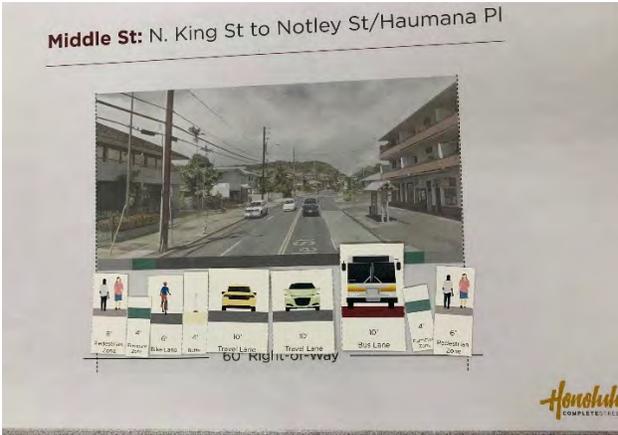
Activity #3: “Build your own cross-section”

Attendees were given the opportunity to create their own cross roadway sections using scaled model street sections elements and templates for sidewalks, bike lanes, bus and vehicle travel lanes. This activity was accompanied by the informational board “Your Streets” which showed the existing cross sections of all the project corridors. The activity participants voiced their increased understanding of the limitations of the right-of-way and the tradeoffs related to reducing auto lanes to provide improved bike and pedestrian facilities. In a majority of the activity results pedestrian and bike facilities were added or improved, e.g., larger sidewalks, adding landscape areas between sidewalks and travel lanes, protected bike lanes, etc. All of the project corridors had at least one result that included a “Bus-only” lane.

Middle Street Results



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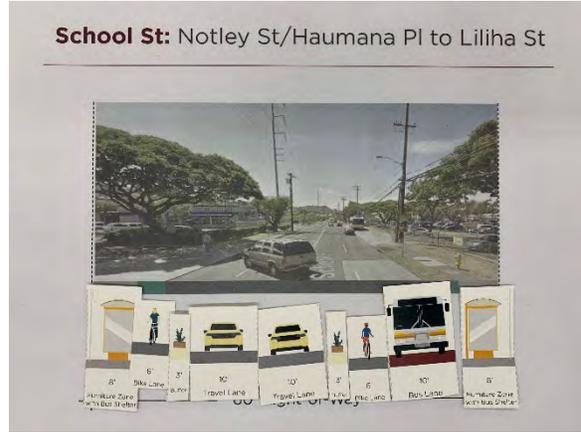
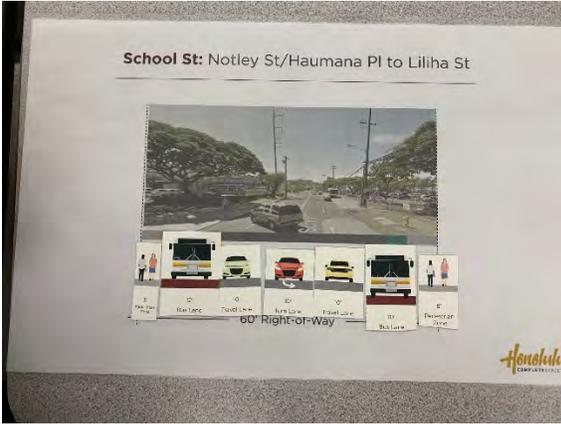


Waikamilo Road/Houghtailing Street Results

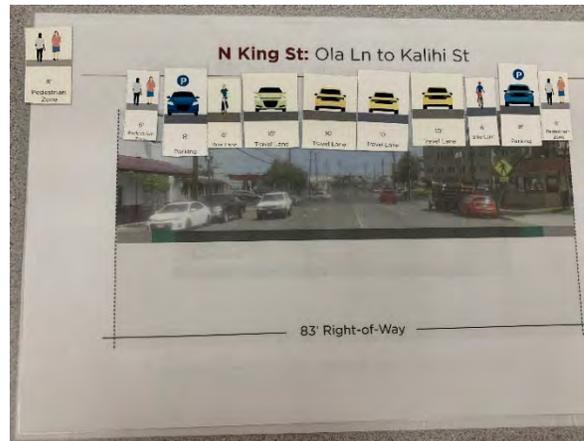
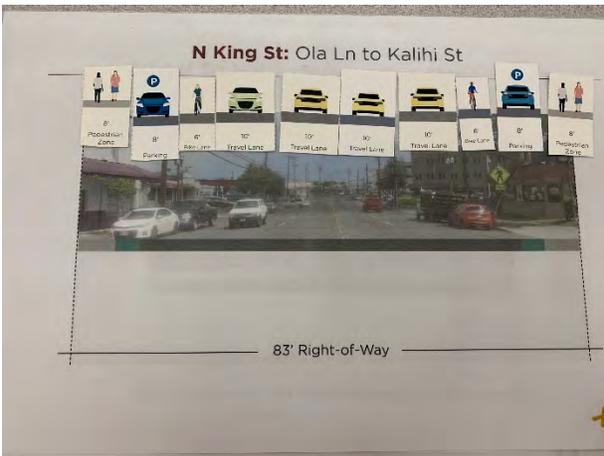


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N. School Street Results



N. King Street Results



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Comment Cards

The full list of comments received in written form on comment cards are as follows (SIC):

- Will these street renovations raise property value? How will this effect the cost of housing?
- Make it useful
 - Edible landscaping – fruit trees
 - Show distance walked on sidewalk
 - Quotes or lessons in pavement
 - Hawaiian word of the day
- How are we incorporating green or sustainable infrastructure into the design?
 - Biofiltration. Mini-retention ponds in planter box. Permeable pavers
 - *(Comment card included a drawing including new landscape, fire hydrant, plastic line to protect corrosion, raised curbs, etc.)*
- Learning Experience
 - Why do we do this?
 - When can you cross the road?
 - Where to bike/walk?
- Make it unique?
 - Incorporate art into design
 - Painting, sculptures, etc.
 - What sets Kalihi apart from the world?
- Pilot Projects
 - Sample “striping” before final installation. Study the ACTUAL traffic impacts before full installation. Reuse plans as necessary. The traffic engineer isn’t always right.
 - *Also, larger community input
- Innovative Traffic Calming
 - Colored asphalt or permeable pavers and intersection
 - Help mitigate peak storms (rainfall)
 - Reference 4-mile curb to curb permeable pavers in Atlanta
- Design Build Contracts
 - Need a design-build contractor to be present to adjust to site specific issues. Need fast response in community with small travel ways and no “back up route”.
- I would recommend public Q+A next time where each community member can voice their concerns on the mic, as it was hard to hear each other and it’s important everyone is heard and *(ineligible)* the concerns and emotions of their *(heart icon)* neighbors they might. (Private Q+A takes away fun and transparency and accountability)

ATTACHMENTS

- A Mayor's Press Release**
- B Meeting Flyer**
- C Pre-Meeting Notifications**
 - 1 Social Media – Facebook Statistics**
 - 2 Neighborhood Boards**
 - 3 Neighborhood Walkabout**
- D Presentation**
- E Photos from Community Meeting 1**

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

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**ATTACHMENT B:
MEETING FLYER**

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**ATTACHMENT C:
PRE-MEETING NOTIFICATIONS**

ATTACHMENT C 1: SOCIAL MEDIA - FACEBOOK STATISTICS

Event Post / Boost	Boost Report	Total Event Responses
People Reached	2,358	
Event Responses	42	67
Total	2405	67

Meeting Posts	Original Event Post August 29	Day Prior Post September 16	Day-of Post- September 17	
People Reached	88	59	25	
Engagements	12	10	9	
Total	100	60	34	194

Live Video (Facebook)	24-hour Recap
People Reached	463
Engagements	89
Shares	3
Comments	5
3-second views	220
Total	780

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**ATTACHMENT C 2:
NEIGHBORHOOD BOARDS**

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**ATTACHMENT C 3:
NEIGHBORHOOD WALKABOUT**

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**ATTACHMENT D:
PRESENTATION**

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**ATTACHMENT E:
PHOTOS FROM COMMUNITY MEETING 1**



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Post-it

INTERSECTIONS OF N. KING + GILBERT AVE - CREATE CROSSWALK SCRAMBLE - ALL VEHICULAR TRAFFIC STOPS IN ALL DIRECTIONS WHILE PEDESTRIAN CROSS.

SAVE REQUEST AT N. KING + MOKUAENA ST. - CROSSWALK CROSS

ADJUST TEMP CARB EXTENSIONS AT WAIKAMILLO + N. KING

CREATE TWO AVIAN ZONES IN CONGESTED AREAS.

Allow commuters to share their bikes to reduce traffic volume, in order to create the same bike capacity as the park at 80% of the time, so the bike lanes can use the bike paths and provide the same level of safety.

STREETWORK IMPROVEMENTS IN CONGESTED AREAS

MOKUAENA ST. (WALKER + BIKER)

- Stop up ticketing at crosswalks for drivers who don't stop
- ticket drivers stopping to drop off kids at schools in travel lane (right lane) during rush hour!

Kalihiki has longer riding population in the island, need more safe transportation options

and more bike lanes throughout the island

Post-it

- Housekeeping bike, Kalihiki St - H2 Bike Path was so mold, drive by + back?
- Waikeamilo: Separate bike path from St? Buoys?
- Waikeamilo: please make it easier to do left turn onto King / Drilling from per bike.
- make intersection King St - Kalihiki safer for pedestrians
- crosswalk solutions, improve safety
- make it easier for bike riding
- making it safe to ride through
- Kalihiki area - make it easier to crosswalk to school
- Drillingham, King School haven't been redone in decades
- Redesign area