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Kahekili Highway Community Workshop July 25, 2011

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Kahekili Highway Facilitation
 Group 1 - Facilitated by Miki Lee
 7/25/11

What important changes have there been in the community surrounding Kahekili Highway since 1990

- East Hui Iwa – Kahekili modification
- H-3 (but the interchange wasn't built)
- Increased development (defined as more homes/housing)
- Younger population in the area
- Partial widening of Kahekili
- Increase in ocean pollution as a result of H-3 development (no silt traps)
- More runoff in the bay/ocean
- Increased speeding at Ahuimanu toward the Hygienic Store
- Loud cars
- Completion of the regional park (resulting in increased weekend traffic)
- Longer wait at lights (East and West Hui Iwa, for example)
- Change in weather (global warming) increased storms, rain
- Increased congestion at Windward Mall and Temple Valley, especially on weekends and holidays
- Streams poorly managed, not maintained
- More pedestrians along Hui Iwa (walkers, runners, bikes, dogs, families)

Widening options A & B (Group felt their comments applied to both widening proposals.)

PRO	CON
Adding turn lanes will help congestion	More concrete
Positive if a divide is erected for safety, to prevent speeding cars from crossing lanes	Ugly. Don't continue the ugly concrete corridor already in place.
Positive if care taken to beautify what's built, create a green corridor to cover up walls and hide homes	Not safe for pedestrians
Allows us to all get there faster and easier	Will lead to more traffic, not reduced
Less noise pollution because people are moving	Speeding comes with widening; people are forced to slow down on 2-lane roads
	Makes it a highway, not a road
	May harm watershed and wetlands
	Will lead to more development (=housing)

Comments:

- Widening will happen sooner or later – do we want/need it now or can it wait?
- Leave the country beautiful
- We don't take care of what we already have, why create more that we can't care for?
- Construction will create even more traffic slow downs
- Widening simply moves the bottleneck down the highway; it doesn't make it go away
- You should be listening and asking the people who live closest to the area; they are impacted the most

What is your reaction to grade separation of the interchange of Kahekili at Likelike Highway?

PRO	CON
<p>Like it [Every person in the group indicated their support]</p> <p>Resolves safety issues at that intersection; reduces conflict points</p> <p>Save money by removing costly stoplights</p>	

Comments:

- The current design is backwards (but the right idea); follow the natural ground elevation
- Create more of a sweeping turn/arc, so traffic doesn't have to go fast, then slow, then speed up again (less of a sharp turn/arc)
- What is the cost for this improvement?

Contraflow Options A & B (Group felt their comments applied to both Contraflow proposals)

Comments:

- The group was divided on where exactly to deploy contraflow strategies, however, they were overwhelming in favor of it as a concept/strategy
- We should do everything we can to alleviate congestion and improve safety before widening
- Contraflow all the way.
- Contraflow only from Hygienic Store to Haiku
- Suggest that resident closest to the proposed areas be consulted

Bikes and Paths: (Group bundled their comments of the different options together)

- While one participant said she was comfortable sharing a bike lane with vehicles, the majority felt pedestrian and bike lanes needed to be away from vehicle traffic for safety
- The group was generally split on whether pedestrians and bikers needed their own, separate paths
- The group was divided on the length of the path; some suggested the whole length, while others suggested part of the way

Comments:

- Connect Ahuimanu to Koolau Center with a bike path.
- Make it easier and safe to get to and from Ahuimanu Community Park; it's a very well-used, popular site in the area
- A multi-use path would reduce the hazard of people using the sides of the road, especially over weekends

Traffic Systems Management (TSM) Ideas:

Traffic Engineering

- East/West Hui Iwa – Kahekili is the worst section; can system for legal merging be created thru widening just at that area? (Currently merging occurs on an ad hoc basis)
- Create longer stacking lanes
- Fix the timing and sequence of lights at East/West Hui Iwa. (One woman noted waiting up to 40 minutes to get thru a light.)
- Make turn option BOTH with an arrow and upon yielding so that if cars have the opportunity to turn without a signal, they can
- Create right turns lights for stacking lanes
- Create a pedestrian overpass, near school, for increased safety (A participants noted this has been brought up before and was estimated to cost \$6 million)
- Minimize or limit tour bus traffic during peak hours; have them go the other way
- Fix the left turn wait at East Hui Iwa
- Need right turn and left turn fixes
- Place a light at the Hygienic Store
- Consider a combination of contraflow strategies and widening, just at the congested areas

TheBus/Public Transit

- Create park and ride facilities to get people out of their cars and off the road (One person commented he would never take a bus; he likes the convenience of his car)
- More express buses to University, Downtown and Kaneohe
- Question: Why are there two Pearl Harbor Express buses when ridership is low; there's more needed to go to UH
- More buses, in general
- Earlier and later bus schedules

Other

- Like it just the way it is
- Four people said they didn't think there is a traffic problem (as bad as other parts of the island)
- This is God's country
- Ban people from this side of the island [joking]
- Create a grade separation at Likelike/H-3 for traffic going to Kailua at Luluku Road
- To avoid the Kahekili jam up, people take the Hui Iwa Loop, which is causing increased traffic on that street, in a residential area

Round Robin: Final Comments

- People take their cars because it's easy, hoping someone else carpools
- Supports widening
- What accommodations will be made to help the growing elderly population move about?
- Stop tourist buses on Kahekili
- Resurface Likelike, near Kalihi
- Contraflow is the answer
- Create bike lanes for safety
- Combination of contraflow and multi-use paths/lanes
- Widening: Do it now or do it later
- Let people closest to the proposed areas make the decision
- Put utility poles underground; keep poles 40ft from highway
- What's good for Leeward is good for Kaneohe (buses)
- Is there a formula for widening? If you widen by so much, it will alleviate so much traffic congestion?

Summary by Group Member at the Wrap Up (by David Henkin):

- Want more data for decision making (population growth)
- All in favor of the overpass/interchange
- Some in favor of contraflow; need to consult commuters
- Need a bikeway now
- Kahekili should be a main express
- Not into development

REPORT BY GROUP FACILITATORS

Miki Lee

Group 1

1. Did members of your group seem to have a fair understanding of what they were being asked to do? If not, did that hinder your community dialogue and do we need to understand that when we read the notes?

Group #1 members were fairly well informed of the project. Several had participated in earlier (1990 era) activity. While they were comfortable offering their opinion, they suggested, more than once, that those residents living closest to the most impacted areas be consulted.

2. Edit the notes for each of the alternatives where you did PROs and CONs. We will send you by email the scanned copies of the Recorder Notes. Tell us about anything that arose during the discussion which didn't fit neatly into a PRO or CON box.

I included the non PRO CON feedback in my notes, under a heading titled "Comments".

3. Were there any issues where you felt the group had nearly unanimous opinions? Did you try some way of gauging this (such as show of hands)?

My group unanimously supported the interchange concept. The only difference of opinion on this topic was the best pathway, or which level of the interchange should lead to a specific direction.

The group was near unanimous in support of pedestrian and bike paths, with some distance between vehicle traffic.

4. Were there any issues where you felt the group was widely divergent? How is this shown in the notes?

While the group was basically in support of bike and pedestrian paths, they did not have a strong or united opinion of which side of the road to construct the path(s). They also were not clear whether they preferred a shared path or paths designated for one type of use.

5. Was there any urgent message that this group seemed to want to communicate?

The Hui Iwa – Kahekili intersection seemed to be the more problematic. They felt that more needed to be done to understand the problem and to develop site-specific fixes.

Most of the group (not all) felt that much more can be done to reduce congestion and increase

safety before widening. Suggestions included improving stop light timing, allowing for left and right turns with lights, contraflow, alternative transportation (bus), etc.

6. How well did this break out format work or not work for achieving some degree of dialogue. Did you write down all suggestions, even when they conflicted? Do the notes show or can you add notes that show how we should interpret this

Overall, the format worked. It was a lot of paper to track. The wall space we had to work with was not ideal. The PRO and CON on a single sheet, made for a small writing space.

I was surprised to find the three long tables at each breakout area. The idea of allowing people to see, write, and draw on paper is a good one, but I didn't pursue it because I didn't think we had the time. If I had to do it over again, I might have started them working on paper. A good way to open might have been to gather around the drawing and ask them to show us where they experience congestion or where the dangerous areas are. (Or to give each person a drawing and have them do their work alone, then share with everyone. This would likely show a LOT of overlap and shared opinion.) With more time and space, we might also have them go back and draw their solutions. Where should paths go, Where does contraflow start and end, etc.

More time would allow for greater exploration and clarity.

I believe we were able to capture the group's thinking, even their ideas that were unrelated to the immediate discussion. They felt heard and appreciated.

7. Since a follow-up is intended to continue the Community Dialogue, tell us your suggestions for how the next meeting should be structured. For example, one thing we want to do at the next meeting is demonstrate to them that we heard what they said at this meeting.

More generous time frame to have a conversation.

More room to operate, with distance between groups.

8. Anything else you want us to know.

Great support team. Made our job easier. And I appreciate the ability to collaborate on the design of the process.

Kahekili Highway Facilitation

Group 2 Facilitated by Kem Lowry

7/25/11

1. What important changes have there been in the community surrounding Kahekili Highway

- Renewal of ag lands makai of Hygienic Store
- Kahului Regional Park
- Taking Second City out of planning for the area in the 1980 General Plan [originally dividing line between suburbia and country was Ahuimanu Rd.]
- Positive impact of H-3 and widening of Kahekili on traffic congestion
- Makai housing infill has added to traffic flow
- DOT didn't listen to community in original planning. Didn't make an effort to keep the area green. ["Historically, HDOT ignores landscaping."]
- "Why weren't utilities put underground?"
- New Koolaupoko Sustainable Community Plan calls for population reduction
- "Hard to turn left at Hui Iwa" [west]

2. Widening option A: Four lanes from Haiku Rd. to Hygienic Store in Kahaluu.

PRO	CON
<ul style="list-style-type: none"> ▪ Improved safety ▪ Reduced congestion 	<ul style="list-style-type: none"> ▪ More tourist/cars/noise ▪ More housing/traffic jams ▪ More trees removed ▪ More highways = more development ▪ More pressure to widen Kamehameha Highway ▪ Increased speed/safety hazard ▪ Opportunity costs ▪ Danger to bikes/pedestrians ▪ Increased runoff ▪ Left turn phase problems ▪ Time saved vs. cost?

3. Widening Option B: Four lanes from Haiku Road to East Hui Iwa [McDonald's]

PRO	CON
<ul style="list-style-type: none"> ▪ Reduced congestion 	<ul style="list-style-type: none"> ▪ More tourist/cars/noise ▪ More housing/traffic jams ▪ More trees removed ▪ More highways = more development ▪ More pressure to widen Kamehameha Highway ▪ Increased speed/safety hazard ▪ Opportunity costs ▪ Danger to bikes/pedestrians ▪ Increased runoff ▪ Left turn phase problems ▪ Time saved vs. cost? ▪ More growth, impacts on heiau. Negative effects on agriculture ▪ Bottlenecks moved to McDonald's ▪ Potential rock slide ▪ Justification for re-zoning for more urban

4. What is your reaction to grade separation of the interchange of Kahekili at Likelike Highway?

PRO	CON
<ul style="list-style-type: none"> ▪ Reduced accidents ▪ Smoother traffic flow 	<ul style="list-style-type: none"> ▪ Ugly ▪ Adverse impacts on agricultural uses, heiau ▪ Not bike or pedestrian friendly ▪ Potential attraction for undesirable uses [e.g. homeless] ▪ Sightline impacts.

5. Contraflow Option A: Three lanes from Haiku Road to Hygienic Store in Kahaluu.

PRO	CON
<ul style="list-style-type: none"> ▪ Less \$ [reduced cost compared to 4 lane option ▪ Easy to implement 	<ul style="list-style-type: none"> ▪ Impacts during set-up ▪ Won't work on weekends ▪ Safety and maintenance costs increase ▪ Any widening will have adverse cultural and agricultural impacts ▪ Bike safety concern ▪ Need to separate for bike lane ▪ Impact to widening/restriping?

6. Contraflow Option B: Three lanes from Haiku Rd. to East Hui Iwa [McDonald's].

PRO	CON
<ul style="list-style-type: none"> ▪ Less \$ [reduced cost compared to 4 lane option ▪ Easy to implement ▪ Road available—restriping 	<ul style="list-style-type: none"> ▪ Impacts during set-up ▪ Won't work on weekends ▪ Safety and maintenance costs increase ▪ Any widening will have adverse cultural and agricultural impacts ▪ Bike safety concern ▪ Need to separate for bike lane ▪ Impact to widening/restriping? ▪ Re-engineering for left turn @ sewer treatment?

7. For bicyclists and pedestrians: A. widened shoulder [entire corridor]

PRO	CON
<ul style="list-style-type: none"> ▪ Safety ▪ Incentive to use bike/walk ▪ Pedestrian improvement ▪ Sustainable/healthier ▪ Energy efficiency 	<ul style="list-style-type: none"> ▪ Higher project \$

8. For bicyclists and pedestrians: B. Sidewalk should be separated from the road by a grass strip or barrier.

PRO	CON
<ul style="list-style-type: none"> ▪ Safety ▪ Incentive to use bike/walk ▪ Pedestrian improvement ▪ Sustainable/healthier ▪ Energy efficiency ▪ Aesthetically pleasing ▪ Promotes walkable community 	<ul style="list-style-type: none"> ▪ Potential ugly barrier ▪ High cost

Comment: possible use of berm, rumble strip to mark separation?

9. For bicyclists and pedestrians: C. Need sidewalk and bicycle path only on one side.

PRO	CON
<ul style="list-style-type: none"> ▪ IF on Mauka side ▪ Safer for children [mauka] ▪ \$ savings. 	<ul style="list-style-type: none"> ▪ Potential safety for runners/walkers. Better to face traffic

10. Improve bus services and provide park and ride facilities; see how that goes before widening the road. If you agree with this statement, what improvements should be made?

- Need smaller buses and shorter routes [on the windward side—including into the valley [flexible local service.
- Less wait time
- Bus on Kamehameha highway
- Need UH express bus not just morning and night, but several times a day
- Need to have 'pull-off' space to alleviate traffic delay.

11. Improve bus services and provide park and ride facilities; see how that goes before widening the road. If you do not agree with this statement, why not?

- Done right

12. How might it be possible to make changes to the highway, say between Haiku Rd. and Hui Iwa [Temple Valley] and NOT cause growth up the along the coastline?

- Improved signal timing
- Land use policy [zoning]
- Increased bike/bus/options
- Improve Kamehameha Highway

GROUP 2 REPORT TO WHOLE GROUP

Past thinking was Kahaluu as “second city” for Oahu

Mostly “cons” to widening Kahekili

Need to preserve cultural sites

Reduce runoff, maintain green

Contra-flow---mixed feeling. Does this mean using existing pavement or new?

Grade separation---UGLY. Affects view plane.

Liked bike/pedestrian addition. What will this look like? What is the best cross-section?

Transit!—need shuttles within community, park and ride needed. Need express bus to UH.

REPORT BY GROUP FACILITATORS

Kem Lowry

Group 2

1. Did members of your group seem to have a fair understanding of what they were being asked to do? If not, did that hinder your community dialogue and do we need to understand that when we read the notes?

Most of the participants seemed to have a good understanding of the information they were asked to provide. In a few cases, they asked for additional information about specifics of what was being asked. In some cases we were able to provide that information. When we couldn't we developed shared assumptions of the intentions of the question [e.g. the location of the end of the four lane extension of Kahekili to Hui Iwa]. As with any group this size, a few made comments that were not related to the question.

2. Edit the notes for each of the alternatives where you did PROs and CONs. We will send you by email the scanned copies of the Recorder Notes. Tell us about anything that arose during the discussion which didn't fit neatly into a PRO or CON box.

A few people made rhetorical comments such as "HDOT does a terrible job of landscaping." I put those comments in quotes or, in one case, as a note outside the PRO/CON box. This particular comment referred to technologies for separating pedestrians and bikes from the road right-of-way. There were several references to "do it like they do on the North Shore".

3. Were there any issues where you felt the group had nearly unanimous opinions? Did you try some way of gauging this (such as show of hands)?

All but one of the people who spoke were opposed to road widening. There was also very strong support for pedestrian and bike lanes, but no consensus on the best technology for that. Lots of support for improved regional bus transport. I did not ask for a show of hands primarily because I didn't want to encourage the notion that the group was making decisions at this meeting.

4. Were there any issues where you felt the group was widely divergent? How is this shown in the notes?

Although there seemed to be substantial support for bike/pedestrian lanes, there was some divergence on the best way to provide separation from the road. Some thought a barrier or berm was needed. Others thought rumble strips or clear marking was sufficient.

5. Was there any urgent message that this group seemed to want to communicate?

The message I got was that there is great community interest in the topic of traffic as relates to ease of travel, safety, and issues of growth. They also communicated their enthusiasm for participating in the decision-making related to these issues. Opposition to road widening—at least as currently understand—seemed strong in this group.

6. How well did this break out format work or not work for achieving some degree of dialogue. Did you write down all suggestions, even when they conflicted? Do the notes show or can you add notes that show how we should interpret this.

I thought the format was great for collecting opinions. There wasn't much obvious deliberation. A few people, particularly those who approve of road widening, tried to engage the group in justifying that opinion, but there wasn't much dialogue. I think the notes are a good summary of the opinions expressed. I don't have a clear sense whether anyone was intimidated by the more verbal people in the group. At the end I distributed 5X8 cards and encouraged people to write down any views that they thought should be added to the record. Two people responded directly to me.

7. Since a follow-up is intended to continue the Community Dialogue, tell us your suggestions for how the next meeting should be structured. For example, one thing we want to do at the next meeting is demonstrate to them that we heard what they said at this meeting.

This is a bit difficult to answer because the organization of the next meeting will depend on where in the planning process you are. Will you be at the stage of identifying impacts of particular options more precisely? If so, you might show the group what impacts are being analyzed and ask what, in addition, should be examined. Or if you are at a point at which you are prepared to evaluate alternatives, you might present them with the alternatives, tell them the criteria to be used in evaluation and ask what additional criteria should be used or how criteria should be weighted. That might lead to a dialogue about how to gauge the impacts of highway changes on urban growth along the coast.

I do think I'd plan for more people next session. Even if group size is the same, I think you should consider a different recording style in which the recorder has a laptop connected to a projector so that people can see exactly what is being recorded. [Projectors can usually be borrowed for such a purpose]. I also think facilitators and staff should take a couple of hours and do a 'walk-through' to anticipate the sorts of questions that will arise [this could be done via phone, I think]. [I thought I understood the options going into Monday's meeting, but couldn't respond to some of the questions they raised. I don't think that was critical to our discussions, but we should be better prepared next time].

8. Anything else you want us to know.

I really enjoyed working with such a professional group as SSFM. The meeting was carefully planned and the logistics were handled very well. Most importantly, everything about the planning and execution conveyed the message that you cared about community input and you were willing to do everything possible to insure a process in which people got to offer their views with the feeling that those views would be taken seriously.

Kahekili Highway Facilitation

Group 3 Facilitated by Jana Wolff

7/25/11

1. What important changes have there been in the community surrounding Kahekili Highway in the past 20 years?

(Half of those in Group 3 lived in the community in 1990.)

- Population has gone up.
- Pookela subdivision—entrance to highway—widening of Keaahala Road.
- Sewer system impact: system is obsolete and needs bleeder lines, bigger pipes. Manhole covers are depressed below grade. Waikalua Pumping Station is overtaxed.
- Widening of Kahekili has had positive impact.
- Population in Ahuimau creates a bottleneck in traffic.
- More cars: negative impact.
- Koolau Center has changed from a tourist to neighborhood center.
- Population is older, so pedestrian safety and bus services are issues. Younger population means more bicycles.
- Significant increase in through traffic—both tour buses to the North Shore and straight through traffic.
- More noise in Temple Valley.
- Hui Iwa Street has its own merge/turn; protected left turn Hui Iwa E/W positive.
- Three generational families living in one home; taxes, infrastructure.
- More pedestrians hit.
- Kamehameha Highway pawn shop.
- More traffic lights.
- Increased weekend traffic.
- We need hard data to match perceptions. Show 1) new housing developments; 2) population growth.
- Additional road out of Ahuimanu causes backup to people from North Shore.

2. Widening Option A: Four lanes from Haiku Rd. to Hygienic Store in Kahaluu.

PRO	CON
<ul style="list-style-type: none"> ▪ Accommodates perceived point of density. ▪ Funeral processions are able to pass. ▪ Relieves congestion on Kamehameha bypass. ▪ Saves time to North Shore. ▪ Shouldn't affect development because Koolau is slated for no growth. ▪ Opportunity to beautify with widening. 	<ul style="list-style-type: none"> ▪ More development mauka of Hygienic Store. ▪ "Concrete walls." (Can put plants.) ▪ Length of construction due to staggered funding. ▪ Keep country country. ▪ If you widen, it will impact flood control project and eliminate green buffer—flooding concerns. Needs EIS/topographic study.

3. Widening Option B: Four lanes from Haiku Road to East Hui Iwa Street.

PRO	CON
<ul style="list-style-type: none"> ▪ Overdue; planned over 50 years ago. ▪ Consider widening up to Ahuimanu because that's where traffic ends. 	<ul style="list-style-type: none"> ▪ Needs new EIS. ▪ Wetland impacts. ▪ Will it really improve traffic? ▪ People will cut through Hui Iwa residential to get to Ahuimanu.

4. What is your reaction to grade separation of the interchange of Kahekili at Likelike Highway?

PRO	CON
<ul style="list-style-type: none"> ▪ I'm ready. ▪ People have a difficult time slowing down for tunnels; this prevents that. ▪ Prevents illegal turns at intersection. ▪ Reduces conflicts. ▪ Whatever it takes to improve traffic. ▪ Makes sense due to topography. 	<ul style="list-style-type: none"> ▪ Moves congestion without lights and without widening. ▪ Widening needs to be done before interchange. ▪ Large volume through intersection; light allows traffic to self-meter onto Kahekili.

5. Contraflow Option A: Three lanes from Haiku Road to Hygienic Store in Kahaluu.

PRO	CON
<ul style="list-style-type: none"> ▪ Second choice to widening. 	<ul style="list-style-type: none"> ▪ Against it—it’s outdated, should have been done 20 years ago. ▪ It’s a temporary fix and highway would never get widened. ▪ Expensive—do all four lanes. ▪ Prohibitive to left turns. ▪ Loss of mobility. ▪ Labor/maintenance.

6. Contraflow Option B: Three lanes from Haiku Rd. to East Hui Iwa Street.

PRO	CON
<ul style="list-style-type: none"> ▪ Same as above. 	<ul style="list-style-type: none"> ▪ Same as above.

7. For bicyclists and pedestrians:

A. A widened shoulder (Bike path 5 feet. Multi-use path 10 feet. Each side 12 feet travel lane; 6 foot shoulder.)

PRO	CON
<ul style="list-style-type: none"> ▪ Could be used for emergency stops. ▪ Complete Streets Act 54. 	<ul style="list-style-type: none"> ▪ Safety. ▪ Too dangerous. ▪ Should not be at expense of widening highway.

8. For bicyclists and pedestrians:

B. Sidewalk should be separated from the road by a grass strip or barrier.

PRO	CON
<ul style="list-style-type: none">▪ Safety.▪ Organized lane.	<ul style="list-style-type: none">▪ Should not be at expense of widening highway.

9. For bicyclists and pedestrians:

C. Need sidewalk and bicycle path only on one side.

PRO	CON
<ul style="list-style-type: none">▪ If separated by grass strip.	<ul style="list-style-type: none">▪ Should not be at expense of widening highway.

10. Bus Service

Improve bus services and provide park and ride facilities; see how that goes before widening the road.

If you agree with this statement, what improvements should be made?

- Need more bus routes around Kahekili.
- Need more/better locations of stops.

If you do not agree with this statement, why not?

- Route 55 should run all night—irrespective of highway widening.
- Route PH4 (Pearl Harbor) needed more—irrespective of highway widening.

11. Community discussion about growth, development, and Kahekili Highway.

How might it be possible to make changes to the highway, say between Haiku Rd. and Hui Iwa [Temple Valley] and NOT cause growth up the along the coastline?

- Keep with the General Plan.
- North Shore needs to comply.
- Addresses need that has built up over years; it's a quality of life issue.
- Road catching up to demand.
- We can't choose what other people do.
- It always impacts growth and traffic will be just as bad; we're fooling ourselves.
- A lot of people don't want to live that far out—they won't move.
- Those who are planning to build will do it.
- Tourists aren't in rush hour.

Parking Lot

Questions/issues/ideas that fell outside of prescribed headings:

- What about traffic circle—widen four lanes—then two lanes around Hygienic Store.
- Prohibit right turns on red during rush hour from Ahuimanu Pl/Rd to Kahekili Highway.
- Want data before input, such as: accident data; traffic counts; number of new structures since 1990.
- Will the widening increase development up to the North Shore?
- Need a model of proposed interchange: what does it look like; height; length of backup around interchange.
- What is LOS for all 4.4 miles?
- Cars traveling the entire length?
- People who live farther out should not be penalized.

Questions from meeting:

- Funding—part of federal aid?
- What law governs the re-evaluation?
 - Turtle Bay example (HRS 343)
 - This FEIS is 20 years old
 - New issues

Group 3 Summary: (Given by Ben Schaefer)

- Widening is OK, but keep it green.
 - Selective widening
 - It will happen, but when?
- Diverse views on contraflow.
- Park and Ride.
- Get people off the road.
- Construction delay.
- TSM in the short term.
- Mixed feelings on widening.
- Good process.

REPORT BY GROUP FACILITATORS

Jana Wolff

Group 3

1. Did members of your group seem to have a fair understanding of what they were being asked to do? If not, did that hinder your community dialogue and do we need to understand that when we read the notes?

Members of the group did have a fair understanding of the issues they were being asked to weigh in on, but several wanted to be provided with data first from DOT before they could offer informed feedback. Requests for data included stats on actual commute times; car counts; accident reports; and a model of the grade separation at the interchange. While some members of the group wanted data first, others had strong opinions about proposed changes that seemed impervious to whatever the data might illustrate.

2. Edit the notes for each of the alternatives where you did PROs and CONs. We will send you by email the scanned copies of the Recorder Notes. Tell us about anything that arose during the discussion which didn't fit neatly into a PRO or CON box.

We created a page called "Parking Lot" for concerns and ideas that did not fit into the headings on the flip charts. These are listed at the end of the Recorder Notes.

3. Were there any issues where you felt the group had nearly unanimous opinions? Did you try some way of gauging this (such as show of hands)?

For the most part, the group seemed to favor widening of the entire stretch, although an outspoken latecomer had strong reservations because of the impact of widening on flood control. We did not ask for a show of hands. Several people acknowledged that previous improvements were positive but that they did not go far enough.

A majority of participants were either against contraflow or saw it as a second but inferior choice to widening. The group tended to see things in an either/or dichotomy; participants wanted to make it clear that neither contraflow nor bike/pedestrian options should come at the expense of widening Kahekili Highway.

4. Were there any issues where you felt the group was widely divergent? How is this shown in the notes?

While there was not unanimity on issues, neither were there diametrically opposed opinions.

5. Was there any urgent message that this group seemed to want to communicate?

Give us data on each of the issues you want thoughtful responses to.

6. How well did this break out format work or not work for achieving some degree of dialogue. Did you write down all suggestions, even when they conflicted? Do the notes show or can you add notes that show how we should interpret this

Because there were so many issues to cover in such a short time, the small group discussion became a series of opinions that were expressed consecutively as people raised their hands and were called on by the facilitator. The short time and dense agenda were not conducive to the kind of dialogue that would encourage participants to drill deeper on a subject and consider all ideas on the table. Feedback on TSM issues was asked for in writing, via a handout.

7. Since a follow-up is intended to continue the Community Dialogue, tell us your suggestions for how the next meeting should be structured. For example, one thing we want to do at the next meeting is demonstrate to them that we heard what they said at this meeting.

A list of often repeated concerns/opinions/ideas that came up July 25th across all groups should be presented at the next community meeting, along with an invitation to add to that list (either in advance or at the meeting). You could let people know when the notice of the next meeting comes out that this is what will be covered. To the extent that DOT has responses to each of the items, they can be reviewed.

Break-out groups could be assigned according to the issues you identify as of greatest interest/concern to the community.

Although the conversation of July 25 was positioned as an opportunity to hear about the level of community support for different options (without any particular agenda on the part of DOT), some folks seemed skeptical that they would actually be listened to. Your effort to underscore the importance of community feedback is very appropriate.

8. Anything else you want us to know.

In retrospect, we went from asking about changes in the community over the past 20 years to the reaction of participants to widening options for Kahekili Highway. I wonder if a transition question—along the lines of “What is your personal experience of Kahekili Highway?” would have allowed people to feel heard before having to weigh in on pros and cons of identified options.

It would have been helpful to have a large scale image of the different bike/pedestrian options; not everyone could quickly grasp what these might look like.

Overall, I thought this was a constructive community meeting. It was much less antagonistic than it could have been and the “agenda-free” nature of the conversation helped to set a positive tone.

**Kahekili Hwy Widening Project
Attendees**

	LAST NAME	FIRST NAME	ADDRESS	CITY, STATE, ZIP CODE	PHONE	EMAIL
1	DEBO	LINDA	47-560 HUI IWA ST.	KANEOHE, HI 96744	221-5200	ldebo@sacredhearts.org
2	SAGER	BILL	44-211 MIKIOLA DR.	KANEOHE, HI 96744	375-1114	bsager42@gmail.com
3	COCKETT	LENNOX	47-715 LAMALILA PL.	KANEOHE, HI 96744	239-7678	cockett001@hawaii.rr.com
4	ALIMENT	AL	47-748 HUIKEU ST., #2	KANEOHE, HI 96744	438-3632	voyager2k@hotmail.com
5	IBARA	MARK	47-339 HUI Kōloa PL.	KANEOHE, HI 96744	239-5850	mark@ee3.com
6	PADEKEN	EMMA	47-170 PULAMA PL.	KANEOHE, HI 96744	258-7451	epadeken@gmail.com
7	HARPER	SCOTT	47-457 HUI IWA ST.	KANEOHE, HI 96744	778-5392	haldolpoima@earthlink.net
8	HARPER	REBA	47-457 HUI IWA ST.	KANEOHE, HI 96744	778-5392	haldolpoima@earthlink.net
9	JOHNSON	DAVID E.	47-522B HIO PL.	KANEOHE, HI 96744	239-2036	dejinhi@gmail.com
10	CYPHER	MAHEALANI	P.O. BOX 4749	KANEOHE, HI 96744	226-4195	malamapono@aol.com
11	AULD	PATRICIA	47-455 HUI IWA ST., #5	KANEOHE, HI 96744	258-2425	alohakeakudist@aol.com
12	MICONCZYK	DAVID	1088 BISHOP STREET, #1202	HONOLULU, HI 96813	533-0773	miconzyk@hawaii.rr.com
13	BORTFELD	WILLIAM	54-269 KAMEHAMEHA HWY.	HAAULA, HI 96717	293-7649	billbortfeld@yahoo.com
14	KORSAK	ANDREW	47-436 LULANI ST.	KANEOHE, HI 96744	239-9014	N/A
15	WARMKESSEL	MEI LI	47-160#C, HUI AKIAHA PL.	KANEOHE, HI 96744	239-2570	N/A
16	WARMKESSEL	BARRY	47-160#C, HUI AKIAHA PL.	KANEOHE, HI 96744	239-2570	yaridanjo@hotmail.com
17	SAKATA	MICHAEL	COUNCILMEMBER ERNIE MARTIN 530 S. KING ST.	HONOLULU, HI 96813	768-5037	msakata@honolulu.gov
18	MOSSMAN	JOHN	47-277A HUI IWA ST.	KANEOHE, HI 96744	234-6464	jmossman@hawaii.rr.com
19	BLAND	MERLE	47-376 MAPUMAPU RD.	KANEOHE, HI 96744	239-7724	mbland-hi@gmail.com
20	NAKATA	BOB	47-237A WAIHEE RD.	KANEOHE, HI 96744	295-1316	bobnabata239@aol.com
21	ALEXANDER	GARY	47-278 #2, HUI KELU ST.	KANEOHE, HI 96744	239-5478	N/A

	LAST NAME	FIRST NAME	ADDRESS	CITY, STATE, ZIP CODE	PHONE	EMAIL
22	ALEXANDER	KAY	47-278 #2, HUI KELU ST.	KANEOHE, HI 96744	239-5478	N/A
23	JAMES	NORM	47-251 AHAOLELO RD.	KANEOHE, HI 96744	239-9101	skjrealtor@hotmail.com
24	JAMES	SHARON	47-251 AHAOLELO RD.	KANEOHE, HI 96744	239-9101	skjrealtor@hotmail.com
25	LONGFELLOW	MATT	47-209C HUI AKIKIKI PL.	KANEOHE, HI 96744	239-9116	matt@longfellow.com
26	FUKUSHIMA	ROY	P.O. BOX 762	KANEOHE, HI 96744	239-9007	royanddora@hawaiiantel.net
27	FUKUSHIMA	DORA	P.O. BOX 762	KANEOHE, HI 96744	239-9007	royanddora@hawaiiantel.net
28	TUPOU	MOANA	P.O. BOX 687	HAUULA, HI 96717	293-8681	mtupou@hgvc.com
29	SHAFER	BEN	52-210 KAMEHAMEHA HWY.	HAUULA, HI 96717	222-3138	bdshafer@gmail.com
30	WONG	GABRIEL P.	53-041 POKIWAI	HAUULA, HI 96717	690-1992	N/A
31	LEE	ROCHELLE	47-745 HUI KELU ST.	KANEOHE, HI 96744	239-8415	N/A
32	LEE	WESCOTT	47-745 HUI KELU ST.	KANEOHE, HI 96744	239-8415	N/A
33	FUJISE	DEREK	47-588 MAIAPILO WAY	KANEOHE, HI 96744	239-2286	dfujise@earthlink.net
34	DOTSON	KAHALA	47-648 MELEKULA RD.	KANEOHE, HI 96744	239-6275	tdotson911@yahoo.com
35	PROTHEROE	MARY	44-519 KANEOHE BAY DRIVE	KANEOHE, HI 96744	235-1153	maryproth@aol.com
36	VOLOCH	ROBERT	46-281 HAIKU RD.	KANEOHE, HI 96744	216-8636	kvoloch@yahoo.com
37	MEDEIROS	MIKE	47-595 PUAPOO PL.	KANEOHE, HI 96744	291-9858	N/A
38	HENKIN	DAVID	47-856 KAMEHAMEHA HWY	KANEOHE, HI 96744	599-2436	davidlhenkin@yahoo.com
39	CORREA	LAHELA	47-651 MELEKULA RD.	KANEOHE, HI 96744	450-3186	lahela1@gmail.com
40	CORREA	BRIAN	47-651 MELEKULA RD.	KANEOHE, HI 96744	450-3186	correa97@yahoo.com
41	REINHARD	RUDY	47-560 HUI IWA ST.	KANEOHE, HI 96744	239-4884	rudyrr@hawaii.rr.com
42	DEBO	PEG	47-560 HUI IWA ST.	KANEOHE, HI 96744	N/A	N/A
43	BUSCH	NED	47-019 LIHIKAI DR.	KANEOHE, HI 96744	239-4651	nedbusch@aol.com
44	BOOKER	DEBORAH	51-444 KAMEHAMEHA HWY.	KAAAWA, HI 96730	N/A	N/A

	LAST NAME	FIRST NAME	ADDRESS	CITY, STATE, ZIP CODE	PHONE	EMAIL
45	HARPER	GREER	47-451-2 HUI IWA ST.	KANEOHE, HI 96744	778-3825	ainsleyharper@gmail.com
46	SHINTANI	RANDAL	47-496 APOALEWA PL.	KANEOHE, HI 96744	532-1222	rlsesq@hawaiianisp.com
47	MILLER	ANNE M.	47-522A HIO PL.	KANEOHE, HI 96744	239-2036	anneminhi@hawaii.rr.com
48	SANTIAGO	DIANE	45-850 ANOI RD.	KANEOHE, HI 96744	247-4819	N/A
49	LUERSEN	AMY	47-102 HUI KELU PL.	KANEOHE, HI 96744	239-5603	luersena001@hawaii.rr.com
50	GARO	NOEL	46-363 HOLOKAA PL.	KANEOHE, HI 96744	864-4192	noel@ngaroconstruchm.com
51	GARO	KAREN	46-363 HOLOKAA PL.	KANEOHE, HI 96744	864-4192	noel@ngaroconstruchm.com
52	TOM	CORY	811 MIDDLE ST.	HONOLULU, HI 96819	852-6092	ctom@thebus.org
53	BOLAND	RAY	46-225 AHUI NANI PL.	KANEOHE, HI 96744	352-8444	jboland@aarp.org
54	BOLAND	JACQUELINE	46-225 AHUI NANI PL.	KANEOHE, HI 96744	352-8444	jboland@aarp.org
55	KAWAMOTO	DEAN	45-270 WAIKALUA RD.	KANEOHE, HI 96744	247-2166	N/A
56	NOUCHI	JON	811 MIDDLE ST.	HONOLULU, HI 96819	852-6092	jnouchi@thebuss.org
57	KALUHIWA	JERRY	46-620 KAMEHAMEHA HWY.	KANEOHE, HI 96744	286-7953	N/A
58	KALUHIWA	ROCKY	46-620 KAMEHAMEHA HWY.	KANEOHE, HI 96744	N/A	N/A
59	URASAKI	RANDALL	47-545 HUI IWA ST.	KANEOHE, HI 96744	239-7356	N/A
60	LOO	CLIFFORD	P.O. BOX 664	KANEOHE, HI 96744	341-4809	N/A
61	CHAPPELL	URSULA	47-736 HUI KELU ST., #4	KANEOHE, HI 96744	239-7184	N/A
62	PIPER	JOHN	47-724 HUI KELU ST., #2	KANEOHE, HI 96744	239-1010	N/A
63	PIPER	CECILIA	47-724 HUI KELU ST., #2	KANEOHE, HI 96744	239-1010	N/A
64	LIU	LINDA	45-660 KEAAHALA RD. P.O. BOX 4042	KANEOHE, HI 96744	233-7306	liliu@honolulu.gov
65	FALTSTROM	GLORIA	47-204 AHAOLELO RD.	KANEOHE, HI 96744	239-2313	N/A
66	GOULD	BOB	44-365 KANEOHE BAY DR.	KANEOHE, HI 96744	254-5242	bob.gould@stanfordalumini.com
67	GOULD	GRETCHEN	44-365 KANEOHE BAY DR.	KANEOHE, HI 96744	254-5242	N/A

	LAST NAME	FIRST NAME	ADDRESS	CITY, STATE, ZIP CODE	PHONE	EMAIL
68	GOBOSKI	GREGORY	47-423 HUI IWA ST, #4	KANEOHE, HI 96744	239-5952	gtgoboski@gmail.com
69	DURAN	ROM	KANEOHE OUTDOOR CIRCLE 45-601 HAA MAILE ST.	KANEOHE, HI 96744	235-8921	N/A
70	MURONAGA	KAREN	46-081 MAEHA PL.	KANEOHE, HI 96744	247-5866	karenmuronaga@gmail.com
71	BANIAGA	BEN	45-205 KANAI PL.	KANEOHE, HI 96744	235-8845	N/A
72	MENDES	KEHAU	P.O. BOX 6496	KANEOHE, HI 96744	478-4503	kehou@airprohawaii.com
73	LORENTZ	M.	P.O. BOX 453	KANEOHE, HI 96744	239-0277	pml47@aol.com
74	MEDEIROS	RAYE	47-473 APAU LP.	KANEOHE, HI 96744	239-7079	N/A

**Kahekili Hwy Widening Project
HDOT Project Team**

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1	LEE	TAMMY	869 PUNCHBOWL ST., 1ST FLOOR	HONOLULU, HI 96813	587-2022	tammy.l.lee@hawaii.gov
2	YOUNG	DARELL	869 PUNCHBOWL ST., ROOM 301	HONOLULU, HI 96813	587-1835	darell.young@hawaii.gov
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4	ZEVENBERGEN	DAVID	869 PUNCHBOWL ST., ROOM 301	HONOLULU, HI 96813	587-6341	david.l.zevenbergen@hawaii.gov
5	URASAKI	JADINE	869 PUNCHBOWL ST., 5TH FLOOR	HONOLULU, HI 96813	587-2156	jadine.urasaki@hawaii.gov

**Kahekili Hwy Widening Project
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	LAST NAME	FIRST NAME	ADDRESS	CITY, STATE, ZIP CODE	PHONE	EMAIL
1	SOON	CHERYL	501 SUMNER STREET, SUITE 620	HONOLULU, HI 96817	356-1269	csoon@ssf.com
2	FORESTER	HEATHER	99 AUPUNI STREET, SUITE 202	HILO, HI 96720	356-1258	hforester@ssf.com
3	COLORETTI	APRIL	501 SUMNER STREET, SUITE 620	HONOLULU, HI 96817	628-5831	acoloretti@ssf.com
4	LOUDERMILK	ROBYN	501 SUMNER STREET, SUITE 620	HONOLULU, HI 96817	628-5854	rloudermilk@ssf.com
5	PACKARD	MIKE	501 SUMNER STREET, SUITE 620	HONOLULU, HI 96817	628-5824	mpackard@ssf.com
6	WOLFGRAMM	NITA	501 SUMNER STREET, SUITE 620	HONOLULU, HI 96817	628-5848	jwolfgramm@ssf.com
7	KAI	LUANA	501 SUMNER STREET, SUITE 620	HONOLULU, HI 96817	628-5828	lkai@ssf.com
8	BARNES	ROBIN	501 SUMNER STREET, SUITE 620	HONOLULU, HI 96817	628-5826	rbarnes@ssf.com

**Kahekili Hwy Widening Project
Mediators**

	LAST NAME	FIRST NAME	ADDRESS	CITY, STATE, ZIP CODE	PHONE	EMAIL
1	LOWRY	KEM	1477 Halekoa Drive	Honolulu, HI 96821	469-5823	lowry@hawaii.edu
2	LEE	MIKI	PO Box 235521	Honolulu, HI 96823	779-7235	leewayenterprise@gmail.com
3	WOLFF	JANA	PO Box 61595	Honolulu, HI 96839	497-9600	jana@janawolff.com