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**Kahekili Highway Community Charette #2**  
**November 8, 2011**  
Meeting Report

1. November 8, 2011 Facilitated Group #1 from David Tarnas (Yellow)
2. November 8, 2011 Facilitated Group #2 from Karen Cross (Blue)
3. November 8, 2011 Facilitated Group #3 from Anne Smoke (Green)
4. November 8, 2011 Facilitated Group #4 from Jared Chang (Orange)
5. November 8, 2011 Facilitated Group #5 from Miki Lee (Purple)



# KAHEKILI HIGHWAY ALTERNATIVES DISCUSSION

*(Notes from Yellow Group from 11-8-11 meeting by David Tarnas)*

## Widening Option A:

### Four lanes from Haiku Road to Hui Iwa West

LIKES	DISLIKES
Better than nothing. Creates jobs. Any of the widening options will reduce problem caused by the merge lane at Hui Iwa.	Doesn't go far enough. Increased noise from more traffic. Road improvements will encourage more development along Kahekili.

- Where you live makes a difference in your opinion.
- Population did not grow, but the # of vehicles increased.

## Widening Option B:

### Four lanes from Haiku Road to Ahuimanu Road

LIKES	DISLIKES
Better than nothing. Creates jobs. Any of the widening options will reduce problem caused by the merge lane at Hui Iwa.	Doesn't go far enough. Increased noise from more traffic. Road improvements will encourage more development along Kahekili.

## Widening Option C:

### Four lanes from Haiku Road to

### Kamehameha Highway (Hygienic Store) in Kahaluu

LIKES	DISLIKES
<p>Nine out of ten participants in this group want road widening the whole length.</p> <p>This would be the ideal alternative.</p> <p>Most likely to improve traffic flow.</p> <p>Any of the widening options will reduce problem caused by the merge lane at Hui Iwa.</p> <p>Creates jobs.</p>	<p>One out of ten participants in this group did not support widening, and only wanted contraflow.</p> <p>Widening of the road creates faster traffic and more speeding.</p> <p>There are still the same number of traffic lights!</p> <p>Noise.</p> <p>Widening the road encourages development*</p> <p>From haiku to Hui Iwa, it is relatively unpopulated, so most cars speed through the area, but they still need to stop at all those traffic lights.</p>

\*A majority of the group expressed skepticism that widening the road will encourage development. They said development is the result of land use decision making, and zoning.

## Widening Option D:

### No Action

LIKES	DISLIKES
It won't encourage development in the area.	It doesn't solve the problem of increased traffic and congestion.  Traffic mobility will decrease.  Congestion will increase.  Negative impacts on the environment from congestion will increase (all those cars idling and burning fossil fuels, creating exhaust).  Negative impact on quality of life because the people stuck in the congested traffic are not home with their families.

## Contraflow Option A:

### Three lanes from Haiku Road to Hui Iwa Street

LIKES	DISLIKES
Contraflow is a cost effective means of reducing traffic congestion.  Creates jobs.	Doing a contraflow system for just this short section would be a waste of time and money. If you're going to do contraflow, do it all the way.

**Contraflow Option B:  
Three lanes from Haiku Road to Ahuimanu Road**

LIKES	DISLIKES
<p>Creates jobs.</p> <p>Contraflow is a cost effective means of reducing traffic congestion.</p>	<p>Doing a contraflow for just this short section would be a waste of time and money. If you're going to do contraflow, do it all the way.</p>

**Contraflow Option C:  
Three lanes from Haiku Road to Kamehameha Highway (Hygienic Store) in Kahaluu**

LIKES	DISLIKES
<p>Of the three Contraflow options, the group preferred this alternative.</p> <p>The group preferred widening, since the cost was not that much more than contraflow. Nonetheless, the group felt that doing a contraflow system for the whole length of the project area would be the most cost effective means to deal with peak traffic flow congestion.</p> <p>An automated contraflow system is preferred, rather than one that relies on personnel to set up.</p> <p>Creates jobs.</p>	<p>Cost for operating the contraflow is ongoing.</p> <p>Commuters must rely on personnel to show up to work and set up the contraflow system. If they don't show up, then everyone is inconvenienced.</p> <p>Traffic is slowed down during the set up of the contraflow lane before peak traffic hours.</p>

## For bicyclists and pedestrians

### Shared Use Path separated from the road by a grass strip or barrier, Mauka Side

LIKES	DISLIKES
<p>Reduces the potential for collisions between cars and bicyclists, and between cars and pedestrians.</p> <p>It would be safer for all bicyclists, especially kids who are just learning to ride.</p>	<p>While the shared use path is a good idea, it really doesn't solve the traffic and congestion problems.</p> <p>The shared use path doesn't solve the problems associated with major organized bike rides, such as the Century Ride.</p>

- The public wants to know the statistics of fatalities for vehicle accidents with other vehicles, with bicyclists, and with pedestrians.

## 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?

The group agreed that bus service improvements need to be made, but not instead of road widening. Bus service improvements should be done in addition to road widening. Improvements should include:

- add more park-and-ride lots.
- increase frequency of buses on existing routes.
- increase the timeliness of the buses.
- improve the schedules to encourage more ridership.
- add an express bus service to UH.
- add more bus bays along the shoulder of Kahekili to make the buses stop on the shoulder, not in the middle of the road.
- add another stop on the bus route from town to Kaneohe to stop at Likelike and School Street.
- do something to make sure bus drivers pull their buses into the bus bays, and not stop in the middle of the road.

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

The group agreed that bus service improvements need to be made, but not instead of road widening. Bus service improvements should be done in addition to road widening. If you only improve bus service, and don't do any widening or contraflow, this will not solve the congestion problems.

## **Community Conversations about other Transportation System Management Alternatives**

- **Signal Timing**

During off-peak hours, re-evaluate the sequence of timing of lights to improve traffic flow.

Add pressure sensors to all the side streets where they intersect with Kahekili Highway.

Improve the timing of the lights at Hui Iwa West and Hui Iwa East.

- **Stacking Lanes**

Lengthen the right turn lane from Kahekili to Koolau Shopping Center.

Do something to improve the intersection at Hygienic Store, such as a roundabout, or stacking lanes.

Make a longer stacking lane going south bound on Kahekili to make left on Kamehameha.

Make a longer stacking lane going north bound on Kahekili to make a right turn on Kamehameha. This would also require moving the bus stop.

- **Other Suggestions**

Put pedestrian overpasses at each intersection.

A pedestrian overpass at Haiku would be very good for the school children.

A pedestrian overpass at Hui Iwa West,

Put a four-way red light for pedestrians to cross at Hui Iwa West intersection.

Do not allow right turn on red light from Hui Iwa West onto Kahekili.

During off-peak hours, allow cars to turn left on a green light (instead of only on a green arrow), after yielding to oncoming traffic, for cars turning from Kahekili onto Hui Iwa.

Increase enforcement.

# KAHEKILI HIGHWAY ALTERNATIVES DISCUSSION

*(Notes from Blue Group from 11-8-11 meeting by Karen Cross)*

## Widening Option A:

### Four lanes from Haiku Road to Hui Iwa West

LIKES	DISLIKES
<ul style="list-style-type: none"> <li>• Makes commute faster</li> </ul>	<ul style="list-style-type: none"> <li>• No safe pedestrian linkage</li> </ul>
<ul style="list-style-type: none"> <li>• There is a lot of population in that area that would use it.</li> </ul>	<ul style="list-style-type: none"> <li>• Would like to consider other options</li> </ul>
	<ul style="list-style-type: none"> <li>• This would begin urban sprawl north</li> </ul>
	<ul style="list-style-type: none"> <li>• Once it's widened, there will be more accidents.</li> </ul>
	<ul style="list-style-type: none"> <li>• It won't be that pretty.</li> </ul>
	<ul style="list-style-type: none"> <li>• There won't be trees.</li> </ul>
	<ul style="list-style-type: none"> <li>• There will be walls.</li> </ul>
	<ul style="list-style-type: none"> <li>• Once you build it part way, it has not alleviated the problem.</li> </ul>
	<ul style="list-style-type: none"> <li>• Don't like the cost.</li> </ul>
	<ul style="list-style-type: none"> <li>• Visual blight</li> </ul>
	<ul style="list-style-type: none"> <li>• Keep the country country—this option makes it not country with increased separation of <i>mauka/makai</i> communities</li> </ul>
	<ul style="list-style-type: none"> <li>• Noise of speeding cars at Haiku</li> </ul>
	<ul style="list-style-type: none"> <li>• Speeders</li> </ul>
	<ul style="list-style-type: none"> <li>• Time to construct the project</li> </ul>
	<ul style="list-style-type: none"> <li>• Possibly take property</li> </ul>

#### Modifications:

- How much time does this save really?

**Widening Option B:**

**Four lanes from Haiku Road to Ahuimanu Road**

LIKES	DISLIKES
<ul style="list-style-type: none"> <li>• Would alleviate traffic</li> </ul>	<ul style="list-style-type: none"> <li>• Negatively impacts Puu Maelieli Trail south of Hui Iwa St. East</li> </ul>
<ul style="list-style-type: none"> <li>• More cost effective than from Haiku to Hui Iwa only</li> </ul>	<ul style="list-style-type: none"> <li>• More traffic creates more runoff into <i>loi</i> in Heeia/Kea</li> </ul>
<ul style="list-style-type: none"> <li>• This is minimum distance for widening</li> </ul>	<ul style="list-style-type: none"> <li>• Affects sediments in Heeia Fishpond</li> </ul>
	<ul style="list-style-type: none"> <li>• SAME dislikes as Option A. Widening to Hui Iwa.</li> </ul>
	<ul style="list-style-type: none"> <li>• Don't need it this far; once you pass Hui Iwa East, there's no development.</li> </ul>
	<ul style="list-style-type: none"> <li>• Not safe</li> </ul>
	<ul style="list-style-type: none"> <li>• Creates congestion by bringing more cars</li> </ul>

**Modifications:**

- Peak travel patterns aren't increasing in number per hour. Only so many cars can get through.

**Widening Option C:**

**Four lanes from Haiku Road to Kamehameha Highway (Hygienic Store) in Kahaluu**

LIKES	DISLIKES
<ul style="list-style-type: none"> <li>• This is the best option for alleviating congestion.</li> </ul>	<ul style="list-style-type: none"> <li>• SAME as the widening options to Hui Iwa and to Ahuimanu.</li> </ul>
	<ul style="list-style-type: none"> <li>• Waste of 4 lanes past Hui Iwa</li> </ul>
	<ul style="list-style-type: none"> <li>• Minimum return on investment foot for foot (too costly)</li> </ul>
	<ul style="list-style-type: none"> <li>• Adding additional traffic lights</li> </ul>
	<ul style="list-style-type: none"> <li>• People can't turn from Kamehameha to Kahekili</li> </ul>
	<ul style="list-style-type: none"> <li>• Inappropriate use of taxpayer \$\$ will worsen the situation</li> </ul>
	<ul style="list-style-type: none"> <li>• Dangerous for pedestrians to cross 4 lanes</li> </ul>
	<ul style="list-style-type: none"> <li>• What about school children? Parents will drive them rather than let them walk.</li> </ul>

**Modifications:** Repair and fix potholes before widening.

**Widening Option D:  
No Action**

LIKES	DISLIKES
<ul style="list-style-type: none"> <li>If no action on widening, then bike/pedestrian lane can be considered.</li> </ul>	<ul style="list-style-type: none"> <li>More congestion</li> </ul>
<ul style="list-style-type: none"> <li>There would be less accidents, if not widening.</li> </ul>	
<ul style="list-style-type: none"> <li>Less speeding</li> </ul>	
<ul style="list-style-type: none"> <li>The way you get the charm of the Windward side is by slowing down and keeping the country country.</li> </ul>	
<ul style="list-style-type: none"> <li>Costs the least.</li> </ul>	

**Contraflow Option A:  
Three lanes from Haiku Road to Hui Iwa Street**

LIKES	DISLIKES
<ul style="list-style-type: none"> <li>Less disruptive than 4 lanes (keeps trees/no sound walls)</li> </ul>	<ul style="list-style-type: none"> <li>Changes visual character of country.</li> </ul>
<ul style="list-style-type: none"> <li>Less runoff</li> </ul>	<ul style="list-style-type: none"> <li>Have to hire people to put up cones, and it is an additional cost.</li> </ul>
<ul style="list-style-type: none"> <li>Costs less than widening</li> </ul>	<ul style="list-style-type: none"> <li>We won't have a landscape median for contraflow to increase safety</li> </ul>
<ul style="list-style-type: none"> <li>People will get used to it</li> </ul>	<ul style="list-style-type: none"> <li>People may get confused and drive on the wrong side AM/PM</li> </ul>
<ul style="list-style-type: none"> <li>Creates jobs</li> </ul>	<ul style="list-style-type: none"> <li>Safety – tourists-head-on collisions.</li> </ul>
	<ul style="list-style-type: none"> <li>You only push the problem North.</li> </ul>
	<ul style="list-style-type: none"> <li>No contraflow, build median instead</li> </ul>
	<ul style="list-style-type: none"> <li>Wouldn't work here</li> </ul>
	<ul style="list-style-type: none"> <li>Bad for pedestrians like widening</li> </ul>
	<ul style="list-style-type: none"> <li>Cones may get put up wrong—contraflow coning needs HPD supervision.</li> </ul>

**Modifications:**

- If reduce speed limit, contraflow could work.

**Contraflow Option B:  
Three lanes from Haiku Road to Ahuimanu Road**

LIKES	DISLIKES
<ul style="list-style-type: none"> <li>• Same as Contraflow Option A: Three Lanes from Haiku to Hui Iwa</li> </ul>	<ul style="list-style-type: none"> <li>• Same as Contraflow Option A: Three Lanes from Haiku to Hui Iwa</li> </ul>
	<ul style="list-style-type: none"> <li>• Accidents</li> </ul>
	<ul style="list-style-type: none"> <li>• Pushing congestion North</li> </ul>
	<ul style="list-style-type: none"> <li>• Would make it look like Los Angeles.</li> </ul>

**Contraflow Option C:  
Three lanes from Haiku Road to Kamehameha Highway (Hygienic Store) in Kahaluu**

LIKES	DISLIKES
	<ul style="list-style-type: none"> <li>• It won't work</li> </ul>
	<ul style="list-style-type: none"> <li>• Costs more</li> </ul>
	<ul style="list-style-type: none"> <li>• Opens flood gates to bigger residential/commercial/hotel development going North</li> </ul>
	<ul style="list-style-type: none"> <li>• Once you build it you can't recover.</li> </ul>
	<ul style="list-style-type: none"> <li>• Envision Laie Hotel would add traffic.</li> </ul>
	<ul style="list-style-type: none"> <li>• What about left turn movements?</li> </ul>
	<ul style="list-style-type: none"> <li>• More U-turns</li> </ul>
	<ul style="list-style-type: none"> <li>• Unsafe</li> </ul>
	<ul style="list-style-type: none"> <li>• SAME as the dislikes for Contraflow option A and B with three lanes from Haiku to Hui Iwa or to Ahuimanu.</li> </ul>
	<ul style="list-style-type: none"> <li>• Length of construction and traffic disruption</li> </ul>
	<ul style="list-style-type: none"> <li>• More traffic signals</li> </ul>

**For Bicyclists and Pedestrians Shared Use Path  
separated from the road by a grass strip or barrier, Mauka Side**

LIKES	DISLIKES
<ul style="list-style-type: none"> <li>Likes idea, needs to be safe</li> </ul>	<ul style="list-style-type: none"> <li>Too costly for number of people who use them on the Windward side</li> </ul>
<ul style="list-style-type: none"> <li>Connect mauka/makai community together</li> </ul>	<ul style="list-style-type: none"> <li>Concern about ability to maintain the path, since roads are not maintained.</li> </ul>
<ul style="list-style-type: none"> <li>Would encourage more people to be active in community.</li> </ul>	
<ul style="list-style-type: none"> <li>Takes more cars off the street</li> </ul>	
<ul style="list-style-type: none"> <li>Children can bike to school at Ahuimanu Elementary</li> </ul>	
<ul style="list-style-type: none"> <li>Good return on investment</li> </ul>	

**Modification/suggestions:**

- Build more green/organic rather than asphalt for aesthetics & durability.
- Prefer barrier between path and Kahekili Highway rather than just a grass strip.

**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?**

- We need more bus service + park and ride to take cars off the road.
- Express bus to UH (no transfers)
- Express bus (early then late) to Marine Base.
- Express bus to downtown Kailua.
- Koolau Shopping Center could be Park & Ride in Temple Valley, which would help the shopping center businesses.
- Need circulator busses to serve all community since much of the community is far from the bus routes..

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

- We need both – widening & increased bus service.

## Community Conversations about other Transportation System Management Alternatives

- **Signal Timing**
  - When you consider stacking lanes, these need to be in sync with signal timing.
  - Need to be synchronized with passive control
- **Stacking Lanes**
  - Needed right turn at Kahekili to Kamehameha Hwy. (going towards Heeia) to improve traffic
  - Need to lengthen existing lanes.
- **Other Suggestions:**
  - Traffic circles (see Parking Lot notes)
  - When PCC lets out, the signal timing is not set for high yield late at night, so this causes more traffic.
  - Additional opportunities for bike/pedestrian across Kahekili in different plans.

### PARKING LOT

- Kamehameha North of Hygienic Store needs a place to pass.
- Wants 2001 Traffic Circle at intersection of Kahekili and Kamehameha Hwy. It was funded and then not implemented. Before HDOT considers widening, the money should be spent on the traffic circle.
- Mauka/Makai link between Kahekili Hwy. and Kamehameha Hwy for bike/pedestrian should be considered.
- Surprised by results of survey. Thought everyone was against widening.
- We live on Oahu and there will be traffic projects – it's unavoidable – but we have to weigh cultural impacts vs. traffic.
- Want less costly, safer, and more aesthetic alternatives.
- Wants traffic circles at every intersection.
- People leave gaps going toward Haiku Road and cause congestion.
- We should have landscaped medians now with 2 lanes.
- Need pedestrian overpass at Hui Iwa to Ahuimanu Elementary.
- What about pedestrian underpass as an option?
- The bus needs to be more sustainable such as photovoltaic
- RE: Interchange at Kahekili/Likelike interchange—prefers underpass (was not here last week)

### Post-It Note Comments from Group

- Concept Land Cost of Contraflow = base cost of \$30 to \$38 million, not considering cost of operation of contraflow by zip lane or coning.
- The mailed survey only let us “like” or “dislike” 3 things each. I had more than three-of-each. This survey was very manipulative.

# KAHEKILI HIGHWAY ALTERNATIVES DISCUSSION

*(Notes from Green Group from 11-8-11 meeting by Anne Smoke)*

## Widening Option A:

### Four lanes from Haiku Road to Hui Iwa West

LIKES	DISLIKES
<ul style="list-style-type: none"> <li>• Relieves congestion at that point; however more population growth information is needed</li> <li>• Alleviate congestion and reduce idling pollution</li> <li>• Safer</li> <li>• Creates jobs</li> <li>• Possibility of federal funding</li> </ul> <p>NOTE: The group agreed that these comments applied to widening of all sections and not just to this section.</p>	<ul style="list-style-type: none"> <li>• Promotes development further up the coast (applies to all widening options)</li> <li>• Not necessarily a need for this. More information on population growth is needed</li> <li>• Costs are an issue. Federal and State costs.</li> <li>• P.O.W. expansion potential/condemnation</li> <li>• Acoustics or increased noise</li> <li>• Would like to extend it further [noting that the proposed extension is too short]</li> <li>• Removal of trees</li> <li>• No shoulder</li> <li>• Eliminates alternate methods of getting around like bicycle and walking</li> <li>• [Increased] potential for growth is real</li> <li>• [Creates] a gateway to the North Shore</li> <li>• Contraflow has less effect and impact</li> <li>• Would like more information on costs</li> <li>• Creating jobs is expensive and should be left to private sector.</li> </ul> <p>NOTES: The concern for the potential for growth was mentioned several times during the discussion. The group also said they really don't have enough information about what the growth potential really is and said they would need more to have an informed discussion. The group agreed that most of the comments here applied to widening in general with only a few comments being specific to this particular option.</p>

## Widening Option B:

### Four lanes from Haiku Road to Ahuimanu Road

LIKES	DISLIKES
<ul style="list-style-type: none"><li>• Same as Widening Option A.</li></ul>	<ul style="list-style-type: none"><li>• Costs are understated since they do not include change orders (this applies to all widening options)</li><li>• Concerned about school in this area and the 2 school crossings</li><li>• Increased speed increase risks for pedestrian and bicycles</li><li>• [Potential for] higher fatality rates</li><li>• Already a bad intersection</li><li>• People coming out of the valley have priority if it ends here [at Ahuimanu Road]</li></ul>

## Widening Option C:

### Four lanes from Haiku Road to

### Kamehameha Highway (Hygienic Store) in Kahaluu

LIKES	DISLIKES
<ul style="list-style-type: none"><li>• Same as Widening Option A.</li></ul>	<ul style="list-style-type: none"><li>• Cause problems further to the north or just shifting congestion</li><li>• [The widening in general] is an old concept that ignores improved thinking made in transportation design.</li><li>• Merge into one lane before the Hygienic Store</li></ul>

Modifications: Merge into one lane before Hygienic Store

## Widening Option D:

### No Action

LIKES	DISLIKES
	<ul style="list-style-type: none"> <li>• Improvements have been favorable               <ul style="list-style-type: none"> <li>- safety</li> <li>- traffic</li> </ul> </li> </ul>

## Contraflow Option A:

### Three lanes from Haiku Road to Hui Iwa Street

LIKES	DISLIKES
<ul style="list-style-type: none"> <li>• Reduced costs NOTE: This applies to all “other options” that are alternatives to widening the road</li> <li>• Expands traffic capacity with [to accommodate] the exiting interstate</li> </ul>	<ul style="list-style-type: none"> <li>• Promotes development as much as widening the road does</li> <li>• Must look to the future [to consider the long term benefits or disadvantages]</li> <li>• Difficult to implement every day</li> <li>• Can be unmanageable due to human element</li> <li>• Costs [are high] for a temporary fix</li> <li>• Less bang for the buck</li> <li>• Least safe of all of the options</li> <li>• People changing lanes create a risk of head-on fatalities</li> <li>• Does not have refuge median</li> <li>• Increased speeds</li> <li>• More cost-effective to widen</li> </ul> <p>NOTE: The group agreed that this course applied to all contraflow options</p>

**Contraflow Option B:  
Three lanes from Haiku Road to Ahuimanu Road**

LIKES	DISLIKES
Same as Contraflow Option A	Same as Contraflow Option A

**Contraflow Option C:  
Three lanes from Haiku Road to Kamehameha Highway (Hygienic Store) in  
Kahaluu**

LIKES	DISLIKES
Same as Contraflow Option A	Same as Contraflow Option A

**For bicyclists and pedestrians**

**Shared Use Path separated from the road by a grass strip or barrier, Mauka Side**

LIKES	DISLIKES
<ul style="list-style-type: none"> <li>• Essential for safety for routes to school, running, and quality of life</li> <li>• Can be included with any option</li> <li>• Must be out far enough [away from the highway] for safe separation [from traffic]</li> <li>• Future widening does not affect bike path</li> </ul>	<p>The shared use path is liked but the proposed plan is not liked for these reasons:</p> <ul style="list-style-type: none"> <li>• Would like to have it extended further</li> <li>• Should be longer and go to Kehaluu elementary school</li> <li>• There will generally be more value in extending it all the way to the park</li> </ul>

## **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?

- can implement faster [than other plans]
- implement hub and spoke bus service
- trust facilitators that it is long term
- where is the best place for the park and ride

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

The group was not fully trusting that it will be implemented whole-heartedly.

## **Community Conversations about other Transportation System Management Alternatives**

- **Signal Timing**
- **Stacking Lanes**
  - Worth considering for entering Kahekili from Haiku
- **Other Suggestions (These were based on the idea that people don't want to manage more traffic as much as they simply want less traffic.)**
  - Change or shift work shifts [to stagger start times for workers]
  - Stagger school start times
  - Life-style reengineering
  - Improving traffic flow on Kamehameha Highway
  - Light sequencing
  - Use of cameras for light control
  - Pedestrian overpass at the school
  - Enforce the law for uninsured drivers
  - 20% of drivers don't have licenses
  - removing those drivers [who don't have licenses] will reduce traffic

## Parking Lot

- Will HDOT rely on survey vs. what we contribute this evening?
- HDOT has not mentioned current budget amount for bike path
- Development has to do with zoning
- What land is protected from development?
- Need safe facilities for walking, running, and biking
- Do not want to lose the shoulder on Kahekili Highway
- Market considerations—people will move
- Safety barrier for bikes and pedestrians
- Would like information on travel times—contraflow and widening (all options)
- Interchange is a concern

# KAHEKILI HIGHWAY ALTERNATIVES DISCUSSION

*(Notes from Green Group from 11-8-11 meeting by Jared Chang)*

## Widening Option A:

### Four lanes from Haiku Road to Hui Iwa West

LIKES	DISLIKES
<ul style="list-style-type: none"> <li>• Relieve traffic congestion</li> </ul>	<ul style="list-style-type: none"> <li>• Widening doesn't go far enough</li> </ul>
<ul style="list-style-type: none"> <li>• Ideal to go to Kamehameha Highway</li> </ul>	<ul style="list-style-type: none"> <li>• Don't want 4 lanes or concrete sound barriers</li> </ul>
	<ul style="list-style-type: none"> <li>• This might increase speeding; if you build the lane/road wider, the level of comfort increases and speeding can occur</li> </ul>

#### Modifications/Other Feedback:

- The survey forgot those north of Kahaluu (past Kaaawa)
- Kamehameha Highway is a corridor for those living north
- The survey didn't ask for feedback on a "No Action" alternative.
- What is the motive of DOT for sending out the survey?
- The population further north should consider mass transit for Koolauloa, express bus service from Kaneohe to Pupukeya
- The traffic is bad in the morning and I use Kamehameha Highway around Heeia rather than Kahekili Highway. The Level of Service (LOS) is "F" on both Kamehameha and Kahekili Highways.

## Widening Option B:

### Four lanes from Haiku Road to Ahuimanu Road

LIKES	DISLIKES
	<ul style="list-style-type: none"> <li>• Speeding</li> </ul>

#### Modifications:

**Widening Option C:**

**Four lanes from Haiku Road to Kamehameha Highway (Hygienic Store) in Kahaluu**

LIKES	DISLIKES
<ul style="list-style-type: none"> <li>Best of 3 alternatives. It relieves congestion all the way.</li> </ul>	<ul style="list-style-type: none"> <li>Speeding</li> </ul>
<ul style="list-style-type: none"> <li>Cost to build is necessary to widen the road.</li> </ul>	<ul style="list-style-type: none"> <li>Want good design so that speed is limited</li> </ul>
<ul style="list-style-type: none"> <li>Whole area will be opened up in AM and PM and cleared beyond Kamehameha Highway.</li> </ul>	<ul style="list-style-type: none"> <li>Landscaping—don't want to look like current widening from Likelike Hwy. to Haiku Rd. Other parts of island have nicer highways.</li> </ul>
<ul style="list-style-type: none"> <li>Would ease traffic on residential/side streets.</li> </ul>	<ul style="list-style-type: none"> <li>Noise barriers are ugly.</li> </ul>
	<ul style="list-style-type: none"> <li>Money could be spent somewhere else to improve road quality. The cost estimate is \$45-\$55 million.</li> </ul>
	<ul style="list-style-type: none"> <li>Drainage and water issues.</li> </ul>

**Modifications:**

**Widening Option D:**

**No Action**

LIKES	DISLIKES
<ul style="list-style-type: none"> <li>If we take no action, consider alternative modes of transportation such as TheBus, Rail, Etc. and use less fossil fuel.</li> </ul>	<ul style="list-style-type: none"> <li>Doesn't solve the problems.</li> </ul>
	<ul style="list-style-type: none"> <li>Congestion will increase</li> </ul>

**Contraflow Option A:**

**Three lanes from Haiku Road to Hui Iwa Street**

LIKES	DISLIKES
<ul style="list-style-type: none"> <li>Less intrusive alternative and will relieve congestion</li> </ul>	<ul style="list-style-type: none"> <li>Safety concern—there isn't a barrier if you don't do contraflow with a zipper lane</li> </ul>
	<ul style="list-style-type: none"> <li>Option A does not extend far enough north</li> </ul>

**Modifications:**

**Contraflow Option B:  
Three lanes from Haiku Road to Ahuimanu Road**

LIKES	DISLIKES
<ul style="list-style-type: none"> <li>• Less intrusive—not too much build up or concrete, and less infrastructure</li> </ul>	<ul style="list-style-type: none"> <li>• Maintaining contraflow</li> </ul>
	<ul style="list-style-type: none"> <li>• Option B does not extend far enough north</li> </ul>

**Contraflow Option C:  
Three lanes from Haiku Road to Kamehameha Highway (Hygienic Store) in Kahaluu**

LIKES	DISLIKES
<ul style="list-style-type: none"> <li>• Best contraflow option of all 3.</li> </ul>	
<ul style="list-style-type: none"> <li>• Less intrusive—less infrastructure</li> </ul>	
<ul style="list-style-type: none"> <li>• Relieves some traffic</li> </ul>	
<ul style="list-style-type: none"> <li>• Construction is faster than widening.</li> </ul>	
<ul style="list-style-type: none"> <li>• Less costly than 4 lane widening</li> </ul>	
<ul style="list-style-type: none"> <li>• If finances are limited and cannot widen, then prefer contraflow</li> </ul>	

**Modifications:**

- Consider a pilot
- Over development is a planning issue
- DOT needs to ensure that they look at other alternatives before constructing underpass/overpass at Kahekili/Likelike interchange; Highway widening; and contraflow
- Widening should be a priority over the interchange improvements (underpass/overpass)
- Even without widening, we need additional bus express service

**For Bicyclists and Pedestrians Shared Use Path  
separated from the road by a grass strip or barrier, Mauka Side**

LIKES	DISLIKES
<ul style="list-style-type: none"> <li>• Not an alternative; it can be added to widening or contraflow options</li> </ul>	<ul style="list-style-type: none"> <li>• Costs more to incorporate between Haiku Road and Hui Iwa.</li> </ul>
<ul style="list-style-type: none"> <li>• Healthier alternative</li> </ul>	
<ul style="list-style-type: none"> <li>• A bike path that is separated from the road with a grass strip or median is safer.</li> </ul>	
<ul style="list-style-type: none"> <li>• Shared use path is good—racing bicyclists usually use the road</li> </ul>	

**Modification/suggestion:**

- Consider a loop with Kamehameha Highway.

## **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?**

- Park and ride is needed especially for residents north of Kahaluu. The park and ride should be their area, not necessarily along the Kahekili corridor.
- Express bus for North Shore residents has to stop at Windward Community College.
- We need more express bus service for Kaneohe.
- We need express bus to Kapolei/West Side.

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

- We need bus service, park and ride facilities AND road widening. We should consider all these alternatives at the same time.
- Express buses are not necessarily going to relieve congestion since buses get stuck/delayed in traffic.
- We should not just look at bus service and park and rides alone to relieve congestion.

## **Community Conversations about other Transportation System Management Alternatives**

- **Signal Timing**
- **Stacking Lanes**
- **Other Suggestions:**
  - When you have LOS F, signal timing cannot fix the problem.
  - When cars are stacked up already, signal timing will not help. If traffic flowed, then timing adjustments could help.
  - The light at McDonalds's (Kahekili and Hui Iwa East) seems to have an issue. Consider a left turn on green (not just with the arrow) along Kahekili Highway and adjust the timing. Once you pass that traffic light, traffic flows during both AM and PM rush hours.

# KAHEKILI HIGHWAY ALTERNATIVES DISCUSSION

*(Notes from Purple Group from 11-8-11 meeting by Miki Lee)*

## Widening Option A:

### Four lanes from Haiku Road to Hui Iwa West

LIKES	DISLIKES
<ul style="list-style-type: none"><li>• The Haiku Road to McDonald's portion has a lot of traffic and development.</li><li>• Stop here because the amount of traffic gets lower beyond this point.</li><li>• Addresses the main problem area.</li></ul>	<ul style="list-style-type: none"><li>• Widening will end up right at my house.</li><li>• Noise.</li><li>• Don't want it to end there. Go all the way to Hygienic Store.</li><li>• Speeding.</li><li>• Encourages development.</li><li>• Ugly.</li><li>• Don't want the area to look and be a super highway.</li><li>• Need it to go to Ahuimanu – where I live and experience the traffic.</li></ul>

The group mostly favored a widening option. The question for them was how much of the highway. Initially the group was leaning toward the entire way. ("If you are going to do it, might as well go the whole way.") However, after hearing more detail from Mike on peak traffic areas, the group felt that perhaps going to Hui Iwa would be adequate. A comment was made that if the widening did the job, perhaps interchange work would not be necessary, as much of the traffic dissipates well before the Kahekili-Likelike intersection.

### Other Comments

- This should be the minimum length.
- Can we get this work done and lobby to change laws to restrict further development?
- The population is stagnant, maybe the problem won't get worse.
- Invite home owners in the area right after Haiku; they will be significantly impacted.

## Widening Option B:

### Four lanes from Haiku Road to Ahuimanu Road

LIKES	DISLIKES
<ul style="list-style-type: none"><li>• This is where “my” traffic starts.</li><li>• This is where it really bottle necks.</li><li>• Fewer cars idling = less pollution.</li><li>• Makes turning on Haiku better.</li><li>• No contraflow needed if we go this route.</li></ul>	<ul style="list-style-type: none"><li>• Brings highway right to my backyard (Christmas Lane).</li><li>• Noise impact to uphill residents.</li><li>• Encourages speeding.</li></ul>

#### Other Comments

- Does this create/move the back up? Does it really fix the problem?
- We should look at non-widening options.
- Pedestrian crossing is an issue.
- Need median strip for safety.
- Need to correct draining issues.
- Will it still back up?
- Have to do something (widening or contraflow) to reduce travel time.
- No contraflow with the widening – would be too ugly.
- If money isn't an issue, go the whole way.
- If money is an issue, forget the interchange, just go of widening.
- Best option is based on analysis of traffic patterns, to identify the most backed-up and congested area.
- It's going to happen even if we don't like it.
- What about new water main along the highway? Want to know that the state has taken this into consideration. (State agencies often don't talk to one another and may not have the most current information, thereby underestimating potential impacts.)
- Many of the homes along the highway are 2-story. How do you alleviate acoustics on 2-story units? Higher walls?

## Widening Option C:

### Four lanes from Haiku Road to Kamehameha Highway (Hygienic Store) in Kahaluu

LIKES	DISLIKES
	<ul style="list-style-type: none"><li>• May increase accidents.</li><li>• This additional section doesn't add that much relief.</li><li>• More noise.</li><li>• More homes impacted.</li><li>• Can't turn left on Kamehameha Hwy.</li><li>• Move the bottle neck, force four lanes to 1 (or 2) at Kamehameha.</li><li>• Creates a longer stretch for speeding.</li></ul>

#### Other Comments

- If there were a traffic light at the intersection, it might be okay.
- Would need some calming mechanism(s) to limit speeding, like keeping lanes narrow.
- Needs better lighting.
- Where are we getting the funding from?
- Start gradual transition between Hui Iwa and Ahuimanu to prepare people early.
- Put media all the way to Hygienic Store, but stop widening earlier.
- Create a green (appealing) media.
- Does the median allow or prevent passing?
- Is it known whether the addition of two lanes increases or reduces noise (because it spread traffic out and moves it faster?)

## Widening Option D:

### No Action

LIKES	DISLIKES
	<ul style="list-style-type: none"> <li>While I get it conceptually, and know it's fair, I like this option the least because it impact my family house (of 38 years) directly, along with 8-15 other of my neighbors. My parents asked me to never sell.</li> </ul>

**Note:** Group asked to raise hands to indicate interest in “no action”:

- 2 do not support “no action
- 1 is unsure
- 9 others like the widening option

### Other Comments

- Can we even widen it at all? Do we know there may be cultural impacts?
- Worried that if we go the widening route, we won't do a good job; it will look like the previous widening efforts; don't trust engineers/builders to do better.
- Would like to see no construction for a while (experiencing resident/commuter fatigue from all the work in the area).

## Contraflow Option A

### Three lanes from Haiku Road to Hui Iwa Street

LIKES	DISLIKES
<ul style="list-style-type: none"> <li>• Cheaper.</li> <li>• Takes care of peak traffic.</li> <li>• Won't displace owners.</li> <li>• Keeps the speed down.</li> <li>• Deals with the problem where it is at its worst.</li> </ul>	<ul style="list-style-type: none"> <li>• Safety</li> <li>• What happens to the additional 3<sup>rd</sup> lane when not in use? Can it be closed off? Will it cause more accidents?</li> </ul>

**Contraflow Notes:** Generally not preferred. Savings, compared to widening, not seen as great. Widening seen to have less daily disruption and seen as possibly safer.

When asked to indicate support by raising their hands, the results were: 1 supports contraflow; 1 was unsure; and 9 others did not favor contraflow.

### Other Comments

- Contraflow doesn't save that much money. Widening may be the better value.

**Contraflow Option B:  
Three lanes from Haiku Road to Ahuimanu Road**

LIKES	DISLIKES
<ul style="list-style-type: none"> <li>Creates long-term jobs (vs short term jobs that come with widening).</li> </ul>	<ul style="list-style-type: none"> <li>More room for accidents</li> </ul>

**Other Comments**

- It's the lesser evil.
- The whole length is preferred and needed.
- Contraflow has less impact on environment than widening.
- There may be cultural impacts.

**Contraflow Option C:  
Three lanes from Haiku Road to Kamehameha Highway (Hygienic Store) in Kahaluu**

LIKES	DISLIKES
Same issues and comments as stated in Option B.	Same issues and comments as stated in Option B.

## For bicyclists and pedestrians

### Shared Use Path separated from the road by a grass strip or barrier, Mauka Side

LIKES	DISLIKES
<ul style="list-style-type: none"><li>• Gives people an option to bike that they don't have now.</li><li>• Takes racers and tours off the road for improved safety.</li><li>• People have their own road, increasing safety.</li><li>• Cost seems reasonable.</li><li>• Gives people options.</li><li>• Increases safety.</li><li>• If you are going to do the widening as well, do this too.</li></ul>	

**Notes:** *Group was very supportive of doing something, along with other enhancements that will address traffic problems/issues. Bike and pedestrian paths improve the quality of life and do not fix traffic problems.*

#### Other Comments

- Make it beautiful. Have the Outdoor Circle help.
- Make sure there is an adequate distance/barrier between cars and pedestrians/bikers.
- Would be nice to have a path go the whole way.
- It's not safe to cross at lights. Must have a pedestrian overpass for this to work, or people will be stuck on the Mauka side.

## 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?

- Helps with aging population, for those who can't or don't drive.
- Will eventually become popular, but will take time.
- This shouldn't be an either-or option.

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

- Wouldn't solve the problem.
- Do not do this instead of other alternatives.

**Note:** *Group asked to raise hands to indicate agreement with this statement. They were split nearly even.*

## **Other Comments**

- Create a Kaneohe Trolley; circulator buses.
- Express bus to UH (with fewer stops more frequent schedules and less grouchy drivers).
- How many stops would there be?
- Where would they be located?
- Where would the park and ride be sited?
- Would people even use a park and ride?
- I don't trust the bus system (reliability of schedules).

## **Community Conversations about other Transportation System Management Alternatives**

- **Signal Timing**

Synchronize lights.

- **Stacking Lanes**

Lengthen the turn lanes, so that when people are waiting to turn, they are not blocking other lanes.

- **Other Suggestions**

Put a new light in at Hui Iwa to allow for both turning at a light, yielding when there's no oncoming traffic or make the light a smart light (motion sensitive).

Better signage to indicate upcoming turn lanes, traffic patterns.

Create a pedestrian overpass.