

COMMENTS - Transportation Alternatives Set-Aside FFYs 2021-2025

Project	Commenter	Comment	OahuMPO Response	Agency Response	Notes
Ala Wai Bridge	Pradip Pant, HDOT	Please identify peak hour of bicycle and pedestrian volumes. For instance, do they occur at the same or different times from commuter morning and afternoon vehicular peak hours? What is the percentage bicycle and pedestrian volumes in comparison to vehicular modes, with separate category for transit trips? Is there potential for shifting of travel modes with the bridge -- for instance, would people from Waikiki use the bridge to catch buses that travel on Kapiolani Boulevard (instead of transferring to/from Waikiki bus routes)?		A Bridge Use Forecast was prepared as part of the Ala Wai Alternatives Analysis and referenced in the Draft Environmental Assessment (DEA), published March 23, 2021. Through a combination of mode shift and route shift, forecasted use of the Ala Wai Bridge ranges from 1,300 to 4,350 pedestrian and bicycle trips per day. More details on the mode share can be found in the DEA. http://oeqc2.doh.hawaii.gov/Doc_Library/2021-03-23-OA-DEA-Ala-Wai-Bridge.pdf	
Ala Wai Bridge	Pradip Pant, HDOT	Please provide a conceptual signing and striping plan to illustrate how the pedestrian and bicycle traffic will be clearly delineated with physical barriers, pavement markings or other features to assure pedestrian and bicycling safety along the proposed 20-foot bridge crossing		Physical barriers separating people walking from bicycling are not included in the proposed design. A combination of pavement markings and signage will be used to ensure safe use of the shared space on both the bridge deck and the approaches. These plans will be included in the 60% design submission.	
Ala Wai Bridge	Pradip Pant, HDOT	For the conceptual signing and striping plan, also show bridge/sidewalk and pavement connections to Ala Wai Boulevard and University Avenue to identify how bicyclists and pedestrians departing from the bridge would safely merge with existing traffic flows of vehicular, bicyclists and pedestrians on the Ala Wai Boulevard and on University Avenue. For instance, would bollards be placed near the end of the bridge's bicycle lanes to slow them down as they emerge from the bridge and mix with pedestrians?		Please see figure 2-2 in the DEA for a plan view of the project, showing connections to University Avenue and to Ala Wai Boulevard. http://oeqc2.doh.hawaii.gov/Doc_Library/2021-03-23-OA-DEA-Ala-Wai-Bridge.pdf	
Ala Wai Bridge	Pradip Pant, HDOT	Also what will be the height, width and material for the divider wall depicted in the color rendering (See Appendix E: Ala Wai Alternatives Analysis Executive Summary)? What will be the height of perimeter barriers along both edges of the bridge to assure safety from accidental falls into the canal?		The divider shown in Appendix E is no longer included in the project, as that rendering is of a different bridge type. The outside railings will be 48" in height.	
Ala Wai Bridge	Michelle Matson, O'ahu Island Parks Conservancy	While the proposed Ala Wai bridge project may have been considered eligible for Transportation Alternatives Set-Aside consideration, we urge OahuMPO to not include the Ala Wai bridge project in this round of transportation alternatives for funding at this time due to the deficiencies in project disclosures and the absence of required authorizations for a complete Environmental Assessment, which appears to have been filed prematurely given many of the above concerns.		Construction funding must be programed in the TIP for any project in preliminary engineering (PE) to demonstrate the "timely use of funds." Once federal funds are obligated for PE phase, the project must move to R/W phase or construction phase within 10 years per FHWA Order 5020.1A. We encourage you to review the Draft Environmental Assessment and submit any comments by April 22nd. http://oeqc2.doh.hawaii.gov/Doc_Library/2021-03-23-OA-DEA-Ala-Wai-Bridge.pdf	See full comment sheet here.

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Halawa and Waiawa Rail Station Multi-modal Access Improvements	Pradip Pant, HDOT	Consider expanding on Section 4 which asks the applicant to describe how the project relates to an adopted plan such as the Statewide Pedestrian Master Plan, Oahu Bike Plan, the Hawaii State Bike Plan, the Hawaii Strategic Highway Safety Plan and/or future rail transit access connectivity plan. Currently it simply states that the project is consistent. Are there specific components of the project that demonstrate consistency with any of the aforementioned plans? (See Page 4)		The Statewide Pedestrian Master Plan Section 6 emphasizes that pedestrian access to transit addresses best practices for creating a seamless connection between pedestrian and transit modes of transportation. Bike Plan Hawaii Master Plan categorizes the routes by Aloha Stadium as " Not Bicycle Friendly". The proposed off-road multiuse path at Halawa Station and the pedestrian bridge at Waiawa Station will establish the safe, exclusive, and convenient pedestrian and bike route to the transit hubs.	
Halawa and Waiawa Rail Station Multi-modal Access Improvements	Pradip Pant, HDOT	Similarly, in Section 5, consider expanding on your response by providing census demographic data to clarify how the target groups (disadvantaged populations, elderly, disabled, minority and low-income populations) might benefit from implementation of the proposed project. (See Page 4)		The analysis was conducted in the final rail EIS to bring the rail alignment and stations to the most transit-dependent communities so that they will be connected to job opportunities, shopping centers, and other activity centers.	
Halawa and Waiawa Rail Station Multi-modal Access Improvements	Pradip Pant, HDOT	While photos and maps of existing conditions show the geographical locations of the project components, it is less effective in demonstrating the proposed components to be constructed. For example, consider providing a conceptual signing and striping layout of the proposed pedestrian overpass (elevated guideway) depicted in the rendering on Figure 16.		The conceptual plan will be available after the consultation meetings with the various stakeholder. We expect to distribute by the end of December 2021. The signing and striping layout will not be available until the final design is complete, which is expected by the end of 2022.	
Halawa and Waiawa Rail Station Multi-modal Access Improvements	Pradip Pant, HDOT	Further, consider providing a conceptual signing and striping layout graphically demonstrating how the vehicle, pedestrian and bicycle traffic will be clearly delineated with physical barriers, pavement markings or other features to assure pedestrian and bicycling safety along the multi-use path under Vancouver Skytrain (See Figure 9).		Please see response above.	
Halawa and Waiawa Rail Station Multi-modal Access Improvements	Pradip Pant, HDOT	Lastly, to demonstrate compliance with the Complete Streets Policy, provide a preliminary conceptual signing and striping plan for the reconfiguration of the ground level on-street bicycle and pedestrian crossing (See Figure 8).		Please see response above.	
General comment	Director Roger Morton,	When awarding the two (2) eligible projects, consider awarding up to the amount requested, but subject to apportionment, with funding needs communicated through the Transportation Improvement Program (TIP) Revision process. With funding not tied to a specific year, this will help maximize efforts for effective use, and reduce lapses as project scope, schedule, and budgets are further developed and specified	The request will be considered by OahuMPO before making the final award		

THE FOLLOWING AGENCIES RESPONDED WITH NO COMMENT

Department of Planning and Permitting
Department of Design and Construction