OahuMPO
Policy Board Meeting

January 31, 2023
I. Call to order by Chair

II. Introductions/Roll Call
III. Approval of the Policy Board Meeting Minutes for December 20, 2022
IV. Reports

A. Executive Director

B. Technical Advisory Committee

C. Citizen Advisory Committee
V. Old Business

None
VI. New Business

A. Election of New Policy Board Vice Chair
Requested Action:

*Elect a new Vice Chair from among the Policy Board members from the Legislature, to complete the existing term that expires in December 2023*
VI. New Business

B. Overall Work Program (OWP) Presentation: Ala Moana Transit Plaza Alternatives Analysis
Kalia Plaza Mobility Hub Alternatives Analysis (AA)
Kalia Plaza Mobility Hub AA
Project Objectives

- Develop new multimodal hub in vicinity of future Ala Moana (Kalia) Rail Transit Station
  - Interim bus facility that will continue to serve as a major transfer point for the bus system
  - Long-term use as new multimodal transit center with transfers between bus and rail
  - Active transportation street improvements to facilitate access to transit system by pedestrians and cyclists
  - Mixed-use as part of an integrated joint development
Project Location
Scope of Work

- Evaluate Baseline Conditions
  - Multimodal Transportation Analysis
  - Market Demand Assessment
- Establish Purpose and Need
- Define Program for Mobility Hub
- Develop and Evaluate Alternatives
- Refine Locally Preferred Alternative (LPA)
- Perform Preliminary Environmental and Infrastructure Assessments
- Identify Implementation Approaches
- Conduct Public and Stakeholder Engagement
Multimodal Transportation Analysis
Market Demand Assessment

- Multifamily residential with affordable housing component
- Transit supportive retail

Transit Village at Metropark in New Jersey
Source: costar.com

University City - Charlotte
Source: universitycitypartners.org
## Program of Facilities

### Transit Facilities
- 14 bus bays including 1 bus bay designated for paratransit (TheHandi-Van)
- 2-3 bus stops on Kapiolani Boulevard for through routes
- 3 layover/pre-positioning spaces for buses (with electric vehicle charging equipment)
- Comfort station for bus operators
- Accommodations for a future rail station entrance and supporting infrastructure (vertical circulation, wayfinding, fare gates, etc.)

### Multimodal Facilities
- Mix of short- and long-term parking for 150 bikes
- Bikeshare station
- Space for parking/storage of micromobility vehicles (e.g., electric scooters)

### Private Transportation Providers
- (may be provided on Ala Moana Center Mall property or on Kona Street)

### Passenger Amenities
- Waiting areas with weather protection (shelters) and benches
- Wayfinding and including real-time information (next bus arrival)
- Fare vending machines
- Passenger service kiosks (self-service digital and/or staffed with transit ambassadors to help riders navigate the transit system)
- Public restrooms
- Vendors space/transit-oriented retail

### First-Last Mile Infrastructure
- Traffic improvements for bus operations
- Pedestrian improvements (sidewalks, curb ramps, crosswalks, signals, future elevated pedestrian crossing over Kapiolani Boulevard)
- Bike improvements (routes/facilities connecting with mobility hub)

### Joint Development
- Multifamily residential (affordable housing component)
- Transit supportive retail
Tier 1 Alternatives Screening

- Project Steering Committee identified following criteria as most important
  - Connectivity with Kalia Rail Station
  - Pedestrian and passenger flows and safety
  - Serves the short- and long-term programmatic needs for the multi-modal mobility hub
  - Efficiency in bus route ingress/egress
  - Opportunities for mixed-use joint development
Tier 2 Alternatives Evaluation

### TIER 2 EVALUATION MATRIX

<table>
<thead>
<tr>
<th>Option</th>
<th>Site Functionality</th>
<th>Number of Bus Stops</th>
<th>Number of Bus Charging Positions</th>
<th>PG Fl. Available for Additional Uses</th>
<th>Bus Operations</th>
<th>Distance of Added Travel</th>
<th>Accessibility of Stops from All Key Directions</th>
<th>Transfer Conveniences</th>
<th>Distance between Transfers</th>
<th>Cost of Ongoing Operation</th>
<th>Land Requirements</th>
<th>Potential for Integration of Mixed-Use Joint Development</th>
<th>Total Score</th>
</tr>
</thead>
<tbody>
<tr>
<td>OPTION A Integrated Transit Center (Rail and Bus) on Parcel 1</td>
<td>7%</td>
<td>4%</td>
<td>4%</td>
<td>5%</td>
<td>5%</td>
<td>7%</td>
<td>4%</td>
<td>4%</td>
<td>5%</td>
<td>6%</td>
<td>5%</td>
<td>4%</td>
<td>6%</td>
</tr>
<tr>
<td>OPTION B Dedicated Bus Lanes on Kapahulu Boulevard and Keeaumokupuna Street</td>
<td>0%</td>
<td>0%</td>
<td>0%</td>
<td>0%</td>
<td>0%</td>
<td>0%</td>
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<td>0%</td>
</tr>
<tr>
<td>OPTION C Bus Transit Hub in Ala Moana Center Mall Parking Structure</td>
<td>0%</td>
<td>0%</td>
<td>0%</td>
<td>0%</td>
<td>0%</td>
<td>0%</td>
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</tbody>
</table>

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**Weight**: 7% 4% 4% 5% 5% 7% 4% 4% 5% 6% 5% 4% 6%
LPA Option A1: Integrated Mobility/ Mixed-Use Development without Parking
LPA Option A1
LPA Option A2: Integrated Mobility/ Mixed-Use Development with Parking
LPA Option A2
First-Last Mile Improvements
# Rough Order of Magnitude Costs

<table>
<thead>
<tr>
<th>Item</th>
<th>LPA OPTION A1</th>
<th>LPA OPTION A2</th>
</tr>
</thead>
<tbody>
<tr>
<td>Demolition</td>
<td>$2,539,000</td>
<td>$2,539,000</td>
</tr>
<tr>
<td>Mobility Hub Improvements</td>
<td>$8,030,000</td>
<td>$8,057,000</td>
</tr>
<tr>
<td>Street Improvements</td>
<td>$3,533,000</td>
<td>$3,401,000</td>
</tr>
<tr>
<td>Mobilization, Temporary Controls (erosion, traffic, pedestrians)</td>
<td>$1,833,000</td>
<td>$1,820,000</td>
</tr>
<tr>
<td><strong>Construction Subtotal</strong></td>
<td><strong>$15,935,000</strong></td>
<td><strong>$15,817,000</strong></td>
</tr>
<tr>
<td>Professional Services</td>
<td>$6,646,000</td>
<td>$6,603,000</td>
</tr>
<tr>
<td>Contingency</td>
<td>$11,290,500</td>
<td>$11,210,000</td>
</tr>
<tr>
<td><strong>Total Project Cost</strong></td>
<td><strong>$33,871,500</strong></td>
<td><strong>$33,630,000</strong></td>
</tr>
</tbody>
</table>
Potential Environmental Issues

- Construction traffic effects
- Construction period noise and dust
- Construction period views
- Construction and long-term effects to cultural resources from removal of historic building on Parcel 1
- Long-term land use effects associated with heavy public use of properties
- Long-term transportation and circulation effects
- Long-term views

No indication of fatal flaws from an environmental impact perspective that would preclude the development and operation of the Kalia Plaza Mobility Hub
Preliminary Infrastructure Investigation

- Water and sewer capacity for joint development uses is being confirmed.
- For drainage, Low Impact Development Best Management Practices (BMPs) will promote green spaces and planters, decrease runoff velocities, provide runoff biofiltration, and reduce runoff rates.
- For electrical service capacity, HECO may require new transformer infrastructure at the existing Kewalo Substation.
## Public and Stakeholder Engagement

### City and County of Honolulu
- Department of Transportation Services
- Oahu Transit Services
- Department of Design and Construction
- Department of Land Management
- Honolulu Authority for Rapid Transportation
- Department of Planning and Permitting
- Honolulu Fire Department
- Honolulu Police Department
- Board of Water Supply

### Elected Officials
- Mayor’s Offices
- City Councilmembers
- Governor
- State Senators
- State Representatives
- Congressmember

### Others
- University of Hawaii-Manoa
- Hawaii Community Development Authority
- Hawaiian Electric Company
- Waikiki Transportation Management Association
- Waikiki Improvement Association
- Brookfield Properties
- Oahu Metropolitan Planning Organization
- Uraku Condominium (adjacent to site)
- American Association of Retired Persons

### Access to Independence

### Projects
- Ala Moana TOD (Town Hall participation)
- Keeaumoku Complete Streets
- Honolulu Transit Comprehensive Operations Analysis

### Kalia Plaza Mobility Hub at Ala Moana

**Overview**

Kalia Plaza is a mobility hub located at Ala Moana Boulevard and Keeaumoku Street. It serves as a central location for various transportation modes, including buses, bikes, and pedestrian-friendly spaces.

**Project Priorities**

- Enhanced connections and access to transit
- Improved bike infrastructure
- Pedestrian-friendly spaces
- Transit access improvement

**Timeline**

- 2020: Conceptual Design
- 2021: Construction

**Stay Informed**

For updates and further information, visit: [www.honolulu.gov/planningstreets](http://www.honolulu.gov/planningstreets)
Implementation Approaches
For More Information: Please contact Daniel Alexander, Department of Transportation Services (DTS) Project Manager at daniel.alexander@honolulu.gov
Requested Action:

Accept the report as evidence that the work was carried out and direct OahuMPO staff to incorporate study findings into the metropolitan transportation planning process.
VI. New Business

C. Department of Transportation Services
Transit Asset Management Plan Targets
DTS FY 2023 Transit Asset Management (TAM) Performance Targets

• Targets updated annually and set to reflect anticipated condition of DTS’ transit vehicles and facilities during the following fiscal year

• Federal Transit Administration (FTA) TAM Performance Measures:
  • **Revenue Vehicles:** Percentage of revenue vehicles that have met or exceeded their useful life benchmark
  • **Service Vehicles:** Percentage of service vehicles that have met or exceeded their useful life benchmark
  • **Facilities:** Percentage of facilities rated below 3 on the condition scale (scale of 1 to 5, ranging from 1=poor to 5=excellent)

• **Revenue/Service Vehicles:** A higher value would indicate that we anticipate a higher proportion of our vehicles will have reached or exceeded their useful life benchmark (i.e. the proportion of buses that will be 14 years old or older, etc.)

• **Facilities:** A higher value would indicate that we anticipate a higher proportion of our facilities will be in poor or marginal condition (condition rating of 1 or 2)

• In general, higher values are reflective of worse asset condition/performance, and lower values reflect better asset condition/performance
## DTS FY 2023 Transit Asset Management (TAM) Performance Targets

<table>
<thead>
<tr>
<th>Performance Measure</th>
<th>FY 2022 Target (%)</th>
<th>FY 2022 Performance (%)</th>
<th>FY 2023 Target (%)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Percentage of revenue vehicles that have met or exceeded their useful life benchmark</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Articulated Bus</td>
<td>36.04</td>
<td>33.02</td>
<td>17.12</td>
</tr>
<tr>
<td>Bus</td>
<td>39.61</td>
<td>30.42</td>
<td>29.27</td>
</tr>
<tr>
<td>Cutaway</td>
<td>38.74</td>
<td>38.74</td>
<td>38.74</td>
</tr>
<tr>
<td>Van</td>
<td>100.00</td>
<td>100.00</td>
<td>100.00</td>
</tr>
<tr>
<td>Percentage of service vehicles that have met or exceeded their useful life benchmark</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Automobiles</td>
<td>28.36</td>
<td>100.00</td>
<td>100.00</td>
</tr>
<tr>
<td>Trucks and Other Rubber Tire Vehicles</td>
<td>10.53</td>
<td>29.85</td>
<td>31.34</td>
</tr>
<tr>
<td>Percentage of facilities rated below 3 on the condition scale</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Passenger and Parking Facilities</td>
<td>10.00</td>
<td>0.00</td>
<td>0.00</td>
</tr>
<tr>
<td>Administrative and Maintenance Facilities</td>
<td>10.00</td>
<td>0.00</td>
<td>0.00</td>
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</tbody>
</table>
Requested Action:

Support DTS’ TAMP targets and direct OahuMPO staff to incorporate them into the metropolitan transportation planning process.
VI. New Business

D. 2023 Highway Safety Performance Targets
### Types of Measures and Target Options

<table>
<thead>
<tr>
<th>Federally Required</th>
<th>Target Options</th>
</tr>
</thead>
<tbody>
<tr>
<td>1. Number of Fatalities</td>
<td>1. Vehicle Miles Traveled</td>
</tr>
<tr>
<td>2. Number of Serious Injuries</td>
<td>2. Peer Review</td>
</tr>
<tr>
<td>3. Number of Non-motorized and Serious Injuries</td>
<td>3. Vision Zero</td>
</tr>
<tr>
<td>4. Rate of Fatalities</td>
<td></td>
</tr>
<tr>
<td>5. Rate of Serious Injuries</td>
<td></td>
</tr>
<tr>
<td><em>(23 CFR 490.207(a))</em></td>
<td></td>
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</tbody>
</table>

<table>
<thead>
<tr>
<th>Federally Not Required</th>
</tr>
</thead>
<tbody>
<tr>
<td>1. Speed-Related Serious Injuries</td>
</tr>
<tr>
<td>2. Fatalities and Hospitalizations</td>
</tr>
<tr>
<td>3. Senior Pedestrian Fatalities and Hospitalizations</td>
</tr>
</tbody>
</table>
Target Setting Options

- **Option A: Vehicle Miles Traveled**

  **Summary:** Apply O'ahu’s proportion of Vehicle Miles Traveled to HDOT’s Statewide Targets

  **Methodology:** Data from HDOT on vehicle miles traveled (VMT) was used to calculate the five-year average for 2017-2021. O'ahu's VMT proportion of Statewide VMT is approximately 59.8% (2021).

- **Option B: Peer Review**

  **Summary:** Based on review of peer organizations, apply 2% annual decrease from the O'ahu Baseline numbers

  **Methodology:** Data from HDOT on O'ahu fatalities, serious injuries, and number of non-motorized traffic fatalities and serious injuries was used to calculate the five-year average from 2017-2021 to be used as a baseline

- **Option C: Vision Zero**

  **Summary:** Annual Reduction from the O'ahu Baseline in number of fatalities to Reach Zero Deaths by 2045

  **Methodology:** Data from HDOT on O'ahu fatalities was used to calculate the number of deaths we need to reduce in order to reach zero fatalities, serious injuries, and number of non-motorized traffic fatalities and serious injuries by 2045
### Summary of Target Options

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<tr>
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</thead>
<tbody>
<tr>
<td>• Number of Fatalities</td>
<td>103.4</td>
<td>103.0</td>
<td>52.5</td>
<td>61.6</td>
<td>51.9</td>
<td>50.2</td>
</tr>
<tr>
<td>• Number of Serious Injuries</td>
<td>426.8</td>
<td>506.0</td>
<td>255</td>
<td>302.6</td>
<td>295.6</td>
<td>243.9</td>
</tr>
<tr>
<td>• Number of Non-Motorized Fatalities and Serious Injuries</td>
<td>134.1</td>
<td>142.4</td>
<td>90.0</td>
<td>85.2</td>
<td>98.0</td>
<td>86.1</td>
</tr>
<tr>
<td>• Fatality Rate</td>
<td>0.964</td>
<td>1.057</td>
<td>0.885</td>
<td>0.864</td>
<td>0.847</td>
<td>0.847</td>
</tr>
<tr>
<td>• Serious Injuries Rate</td>
<td>4.201</td>
<td>5.032</td>
<td>4.312</td>
<td>4.957</td>
<td>4.858</td>
<td>4.125</td>
</tr>
</tbody>
</table>
How the Targets will be Used

• Program funds that contribute toward the accomplishment of targets

• Use OahuMPO planning funds to investigate safety needs and identify safety solutions

• Describe how the OahuMPO planning area has performed on safety targets in the ORTP

• Include a description in the TIP of the anticipated effect of its projects toward achieving safety targets and link projects in the TIP to the targets

• Work with the State, City, and safety stakeholders to address areas of concern for fatalities and serious injuries
Option C: Vision Zero

• Aspirational
• Provides a path to zero deaths and serious injuries
• No federal penalties for not achieving goal
Federally Not Required Targets

- Reduce annual number of serious injuries that involve speeding by **40% by 2045**
- Reduce annual number of fatalities and hospitalizations for all traffic related injuries by **20% by 2045**
- Reduce annual number of senior (ages 65 years and older) pedestrian fatalities and hospitalizations by **20% by 2045**

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<tr>
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</tr>
</thead>
<tbody>
<tr>
<td>Speed-Related Serious Injuries</td>
<td>339.2</td>
<td>333</td>
<td>339.2</td>
<td>327.9</td>
</tr>
<tr>
<td>Fatalities and Hospitalizations</td>
<td>502.6</td>
<td>498</td>
<td>491.4</td>
<td>479.6</td>
</tr>
<tr>
<td>Senior Pedestrian Fatalities and Hospitalizations</td>
<td>27</td>
<td>26.8</td>
<td>26.6</td>
<td>26.0</td>
</tr>
</tbody>
</table>
Requested Action:

Adopt Option C: Vision Zero for the federally required targets and adopt the recommended targets for the non-federally required targets, and direct OahuMPO staff to incorporate these targets into the metropolitan transportation planning process.
VII. Invitation to interested members of the public to be heard on matters not included on the agenda
VIII. Announcements

IX. Adjournment