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DRAFT Deliverable I: Summary of Community Input  
March 2018

## **Central Oahu Transportation Study**

Prepared for  
Oahu Metropolitan Planning Organization



Prepared by  
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Document Control

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## Table of Contents

<b>Overview of the Central Oahu Transportation Study</b> .....	<b>iii</b>
<b>1.0 INTRODUCTION</b> .....	<b>1</b>
<b>2.0 Community Meeting 1</b> .....	<b>3</b>
2.1 Station 1: Welcome and Sign-in.....	4
2.2 Station 2: Study Area and Study Information.....	5
2.3 Station 3: Demographics.....	5
2.4 Station 4: Travel Characteristics .....	6
2.5 Station 5: Performance Measures .....	6
2.6 Station 6: Initial Alternatives .....	7
<b>3.0 Community Meeting 2</b> .....	<b>11</b>
3.1 Station 1: Project Overview .....	11
3.2 Station 2: Transit and TDM.....	12
3.3 Multi-modal and Pricing Projects .....	16
3.4 General Feedback Form.....	20
<b>4.0 Next Steps</b> .....	<b>21</b>

## Table of Figures

Figure 1. Where do you live? .....	4
Figure 2. Where do you work/go to school? .....	4
Figure 3. What are the most important issues to you? .....	5
Figure 4. What is the most important travel mode for you and your family (by age)? .....	6
Figure 5. Identify the Performance Measure that means the most to you .....	7
Figure 6. Initial Projects .....	9
Figure 7. How important do you feel it is to look at transportation issues in Central Oahu? .....	12
Figure 8. Where in Central Oahu do you live? .....	13
Figure 9. Where do you work or go to school? .....	14
Figure 10. Ranking of Transit Projects .....	14
Figure 11. Preference for TDM Strategies .....	15
Figure 12. Do you bicycle on a regular basis?.....	17
Figure 13. Would you bike more if there were improved and safer bicycle facilities? .....	17
Figure 14. Do you feel that sidewalks, paths, and crosswalks in Central Oahu are safe?.....	18
Figure 15. Why do you feel that sidewalks, paths, and crosswalks in Central Oahu are not safe? .....	18
Figure 16. Where is the worst traffic congestion in Central Oahu? .....	19
Figure 17. Do you think single-occupant vehicles should have the option to use the carpool lane for a fee?.....	19
Figure 18. Would you pay to use the carpool lane? .....	20

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## OVERVIEW OF THE CENTRAL OAHU TRANSPORTATION STUDY

The Central Oahu Transportation Study (COTS) will assess the multi-modal transportation needs of the region and identify key transportation system improvements, strategies and policies that can improve regional transportation mobility and access in a sustainable way. The strategies and system improvements will be technically feasible, financially realistic, sustainable, and meet regional transportation needs.

This report comprises Deliverable I: Summary of Community Input. The full list of tasks are:

- **Task 1:** Coordinate and review past and on-going traffic, transit, and land use studies prepared by other agencies, establish a project management working group, and **develop a stakeholder involvement process.**
- Task 2: Identify performance measures and measures of economic sustainability to collect and establish a comprehensive baseline multi-modal transportation dataset.
- Task 3: Analyze and evaluate regional transportation, demographic, economic, and land use trends and issues.
- Task 4: Determine and assess current and future multi-modal needs and opportunities for the region through technical methodologies, user survey and stakeholder outreach. The technical forecasting of future traffic, transit, land use, and other related projections will utilize and be done in coordination with OahuMPO's current travel demand forecast model and Congestion Management Process.
- Task 5: Identify potential strategies and system improvements for key corridors in the region, including but not limited to, transit improvements with connections to the Honolulu rail transit system and H-2.
- Task 6: Assess order-of-magnitude of impacts of the potential strategies and system improvements utilizing identified performance measures. This order-of-magnitude assessment will include expected project and strategy implementation timing, project delivery costs including land acquisition, environmental impacts, and estimates of operations and maintenance costs.
- Task 7: Define the benefits and costs of the potential strategies and system improvements and compare those benefits and costs to each other.
- Task 8: Compare and prioritize those potential strategies and system improvements that meet the desired purpose mentioned above (technically feasible, financially realistic, and sustainable).
- Task 9: Develop recommendations and an implementation timeframe to set priorities for those strategies and system improvements.

Twelve deliverables document the results of the nine tasks and their subtasks. The reports include:

- A. Assessment of Previous Studies and Surveys associated with the study area and recommendations for further data collection or survey work as needed. Report A provides the assessment of the studies and surveys identified in two deliverables that have been submitted: List of Previous Studies and List of Previous Surveys.
- B. Identification of the Trends and Issues impacting the COTS area. This report will include the demographics, economics and land trends occurring in the study area as well as identify the impacts of those trends.
- B.2 Identification and definitions of Performance Performance Measures, Sustainability Performance Measures, Baseline and Data Elements that will be used to guide and evaluate project alternatives.
- C. Data Memorandum that lists the information needed based upon Deliverables A through B.2 and documents the results of the data collection.
- D. A discussion of previous Alternatives as well as strategies for improvements will be presented in this report.
- E. The Preliminary Ranking of identified Alternatives will be detailed in this report (Deliverable E1). The performance measures identified in Report B will be applied to the alternatives. TransCAD model using the OahuMPO model runs will provide a means to compare alternatives (as applicable). The outcome of these tasks will be a ranking of alternatives and their impacts on the study area. A review of the model's applicability based on base year and existing volumes will be documented in a separate report (Deliverable E2).
- F. Documents the Feasibility Assessment of the alternatives. Documentation will include identifying criteria for feasibility and sustainability assumptions; reporting on the impacts by performance measure; identification of environmental impacts and identified mitigations; and, assumptions for implementation all leading to a refinement of the alternative rankings.
- G. The Financial Assessment will be documented in this report. Financial assumptions and requirements including costs will be reviewed. The benefits and costs of the alternatives will be assessed and compared including any identified trade-offs.
- H. The Final Report on Prioritization and Recommendations for Implementation will summarize and prioritize strategies; identify recommendations; identify impacts of no implementation; recommend an implementation timeframe; and, identify any impacts if implementation is not accomplished within the recommended timeframe.
- I. **This report will provide a summary of the Community Input and how that input was used to inform the study.**
- J. Survey Results from any new surveys will be documented in this report.

Deliverable I is organized as follows:

- Overview of the COTS Project and this Deliverable
- Section 1: Introduction
- Section 2: Community Meeting 1
- Section 3: Community Meeting 2
- Section 4: Next Steps
- Appendix A: Community Meeting 1 Comment Matrix
- Appendix B: Community Meeting 2 Comment Matrix

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## 1.0 INTRODUCTION

The Central Oahu Transportation Study (COTS) seeks to identify potential multi-modal transportation projects that could improve current and future mobility within the study area, reduce congestion, improve safety, and ensure efficient movement of people and goods. As part of this study, two community meetings were held to inform the public about the project and obtain feedback from the public regarding what is important to them regarding transportation within Central Oahu. The primary objective of these meetings was to gather Central Oahu residents' continuous feedback and input into the COTS. The participants provided comments in person, as well as written comments.

The two community meetings are summarized in the following chapters. A summary of the final community meeting will be added upon its conclusion.

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## 2.0 COMMUNITY MEETING 1

The first community meeting was held at the Mililani High School cafeteria on November 30, 2016 and had 46 attendees. The meeting was an open house format with interactive displays so that attendees could discuss various options to be considered to improve transportation in, out, and through Central Oahu. In addition to representatives from OahuMPO and the consultant team, there were representatives from the City and County of Honolulu's Department of Planning and Permitting's (DPP) Community Plan Team, the Department of Transportation Services (DTS) – TheBus, VanPool, and the Honolulu Authority for Rapid Transportation (HART) available to answer questions.



Community Meeting 1 – Open House Format

There were six (6) stations spread throughout the cafeteria. These stations included the following and were staffed by the consultant team:

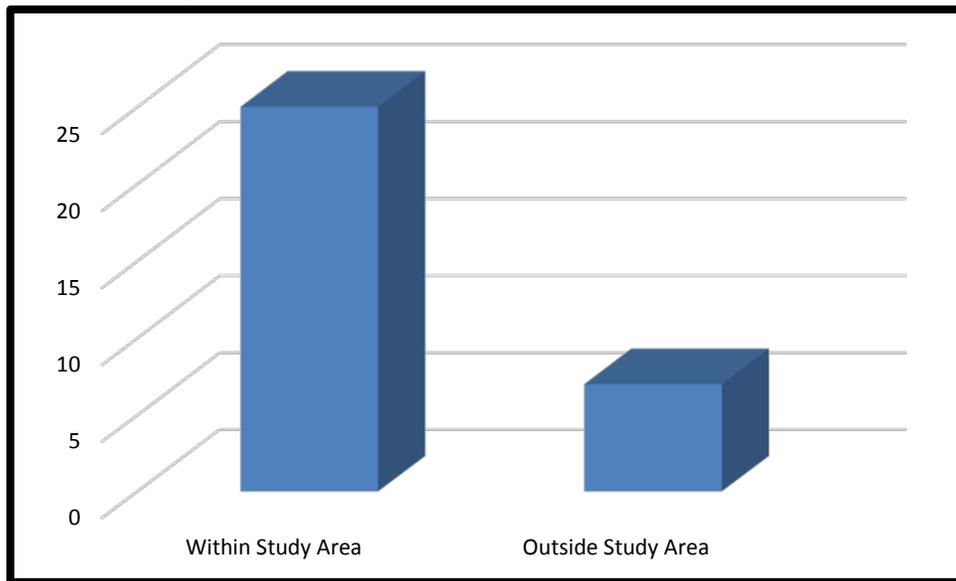
- Welcome and Sign-in
- Study Area and Study
- Information
- Demographics
- Travel Characteristics
- Performance Measures
- Initial Alternatives

A summary of the comments received at each station is provided in the following sections. A complete matrix of the comments received at the first community meeting is provided in **Appendix A**.

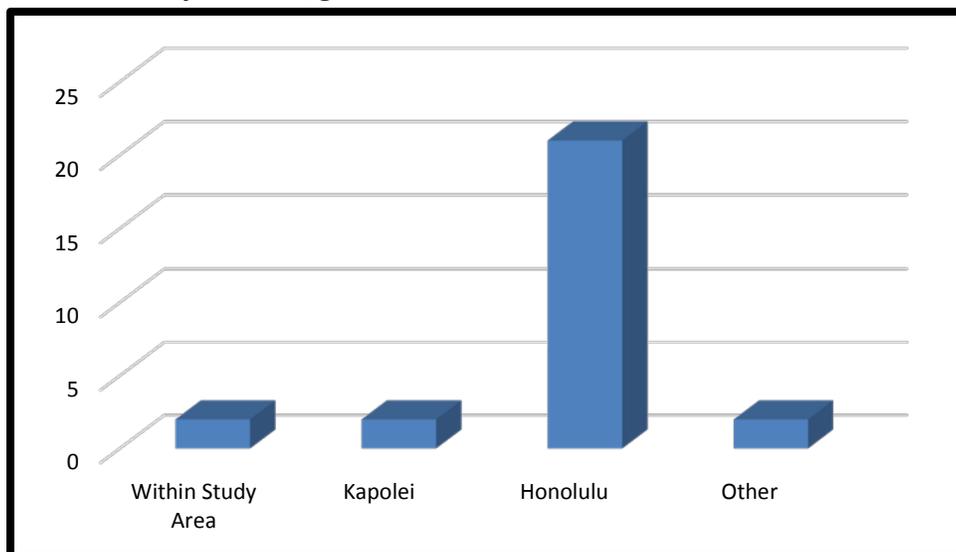
### 2.1 Station 1: Welcome and Sign-in

As previously mentioned, there were 46 attendees at the first community meeting. At the Welcome Station, attendees were asked to identify where they live and work/go to school. A total of 32 people identified where they live, and 27 identified where they work/go to school. Responses are shown in **Figure 1** and **Figure 2**.

**Figure 1. Where do you live?**



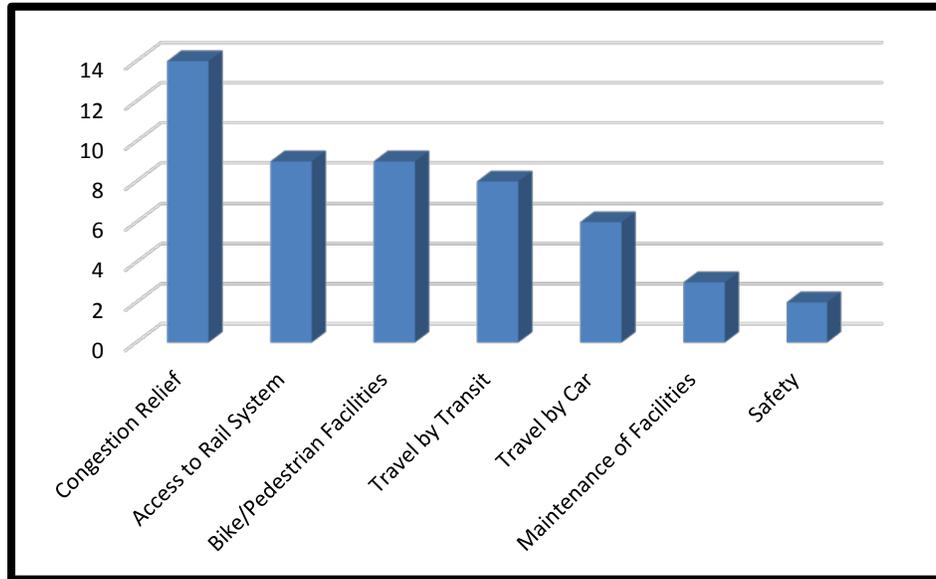
**Figure 2. Where do you work/go to school?**



## 2.2 Station 2: Study Area and Study Information

At Station 2, attendees were asked to identify the issues that are most important to them regarding Central Oahu travel. **Figure 3** identifies the issues and how many times they were selected. As shown in **Figure 3**, congestion relief is the most important issue to those attendees that provided a response. Access to the rail system and bike/pedestrian facilities were also identified as important.

**Figure 3. What are the most important issues to you?**

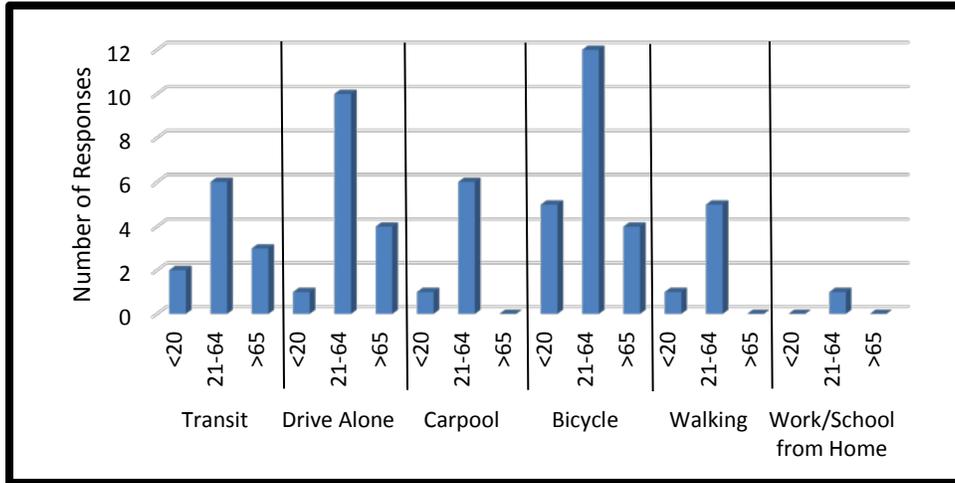


## 2.3 Station 3: Demographics

Station 3 included posters that identified those under 20 years old and those over 65 years old, population density, and the locations of poverty and minority populations within the study area. Attendees were asked to identify their age and/or family member's age(s) and the travel mode that is most important for them. The results by number of responses are shown in **Figure 4**.

There were a total of 61 responses provided regarding preferred travel mode. As shown in **Figure 4**, the majority of the respondents were in the 21 to 64 age bracket and chose bicycle and drive alone as the most important travel mode. For those over 65 years old, drive alone and transit were the most important. For those under 20 years old, bicycle was the travel mode selected the most often. Although there was a total of 21 selections (approximately 34% of all selections) of bicycle as the most important travel mode, the study team noticed a large attendance from those who bicycle. This is unlikely representative of the population in Central Oahu. In fact, as per the U.S. Census Bureau's 2010 American Community Survey, 1.63% of people on Oahu are bike commuters.

**Figure 4. What is the most important travel mode for you and your family (by age)?**



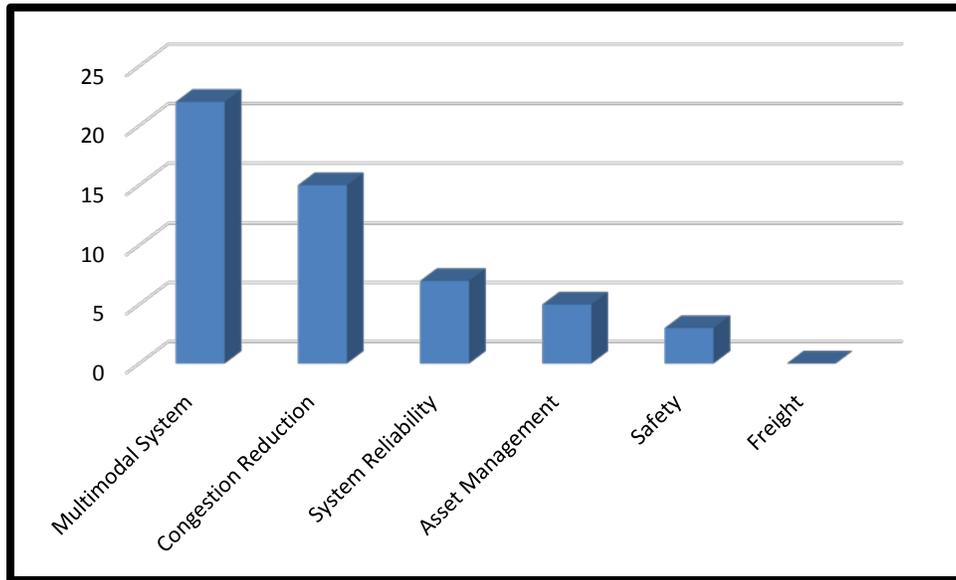
#### 2.4 Station 4: Travel Characteristics

Station 4 included three (3) posters that identified the existing traffic conditions within the study area, future traffic conditions within the study area, and areas with a high crash rate. There were no comments made on these posters, and this station did not include an interactive component.

#### 2.5 Station 5: Performance Measures

At Station 5, attendees had the opportunity to review the proposed Performance Measures that would be applied to potential projects and to identify the Performance Measures they believed to be the most important. Performance Measures were split into six (6) categories: Multimodal System, Congestion Reduction, System Reliability, Freight, Safety, and Asset Management. As shown in Figure 5, Multimodal System and Congestion Reduction were the most selected Performance Measures.

**Figure 5. Identify the Performance Measure that means the most to you**

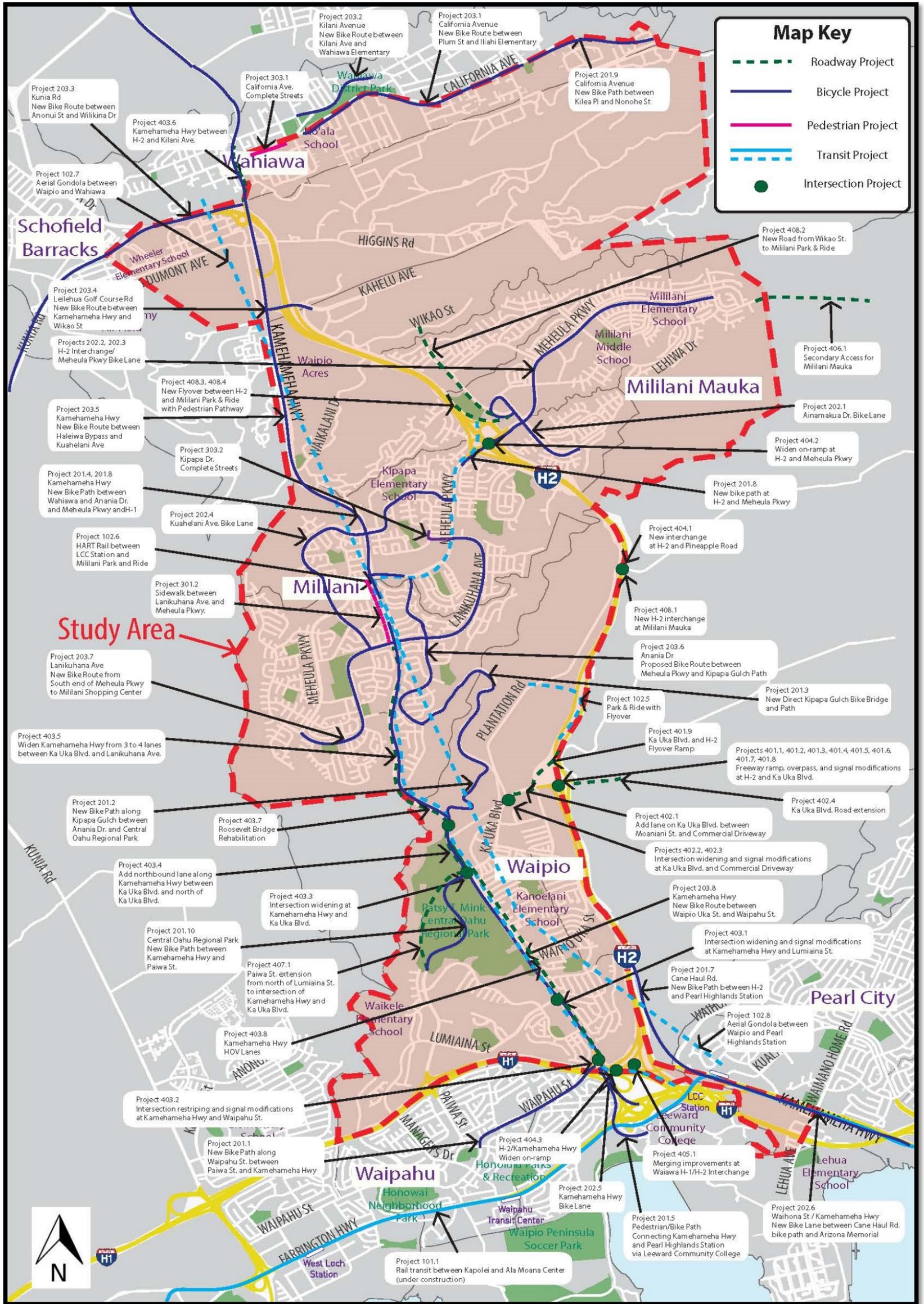


## **2.6 Station 6: Initial Alternatives**

Station 6 included a map that showed the potential projects that had been identified in previous studies. It also included a map where attendees could propose additional projects not previously identified. After the meeting, the complete set of projects was mapped (see **Figure 6**).

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Figure 6. Initial Projects



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### 3.0 COMMUNITY MEETING 2

The second community meeting was held at the Kanoelani Elementary School cafeteria on November 16, 2017 and had 31 attendees. In addition to representatives from OahuMPO and the consultant team, there were representatives from DTS – TheBus, VanPool, and HART available to answer questions. This community meeting was held with a small group format where groups could go to three stations and learn about different aspects of the COTS. The three stations included the following:

- Station 1: Project Overview
- Station 2: Transit and Transportation Demand Management (TDM)
- Station 3: Multi-Modal Projects and Pricing

Attendees were provided with a comment form specific to each station, as well as a general comment form. The following sections summarize the comments received. In addition, a complete matrix of comments received is provided in **Appendix B**.

#### 3.1 Station 1: Project Overview

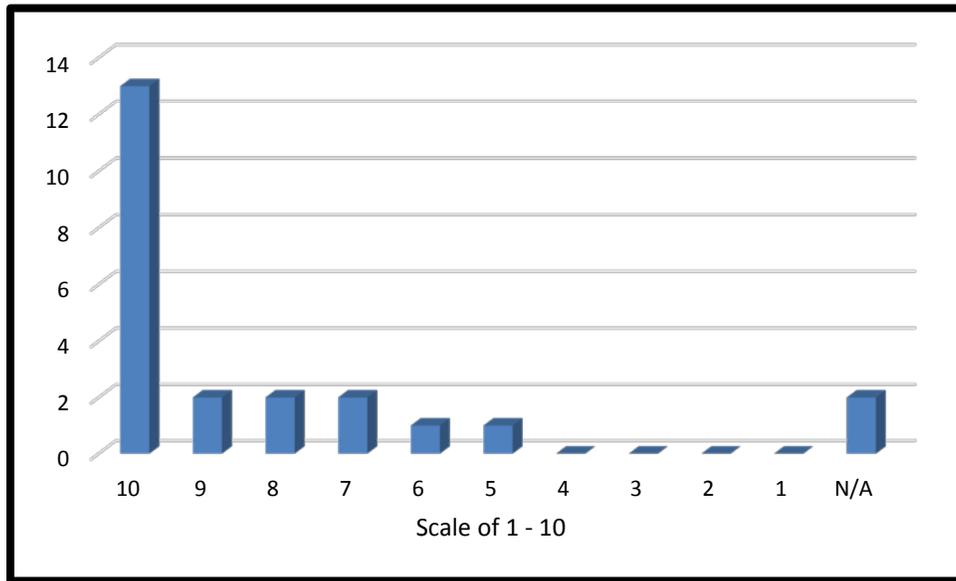
Station 1 provided a project overview of the COTS. A total of 23 Comment Feedback Forms were completed at Station 1. The Comment Feedback Form for Station 1 included six (6) questions and an opportunity to provide general comments.



Station 1: Project Overview

The first question, represented in **Figure 7**, asked attendees to rate the importance of looking at transportation issues on a scale of 1 to 10 with 10 being the highest score. As shown in **Figure 7**, the responses were overwhelming positive. The second question requested that respondents identify their top three (3) priorities for travel in the COTS area. Many of the responses suggested improving transit service, including connections to the rail project that is under construction. Other common responses included improving the bike network. All responses are provided in a matrix in **Appendix B**.

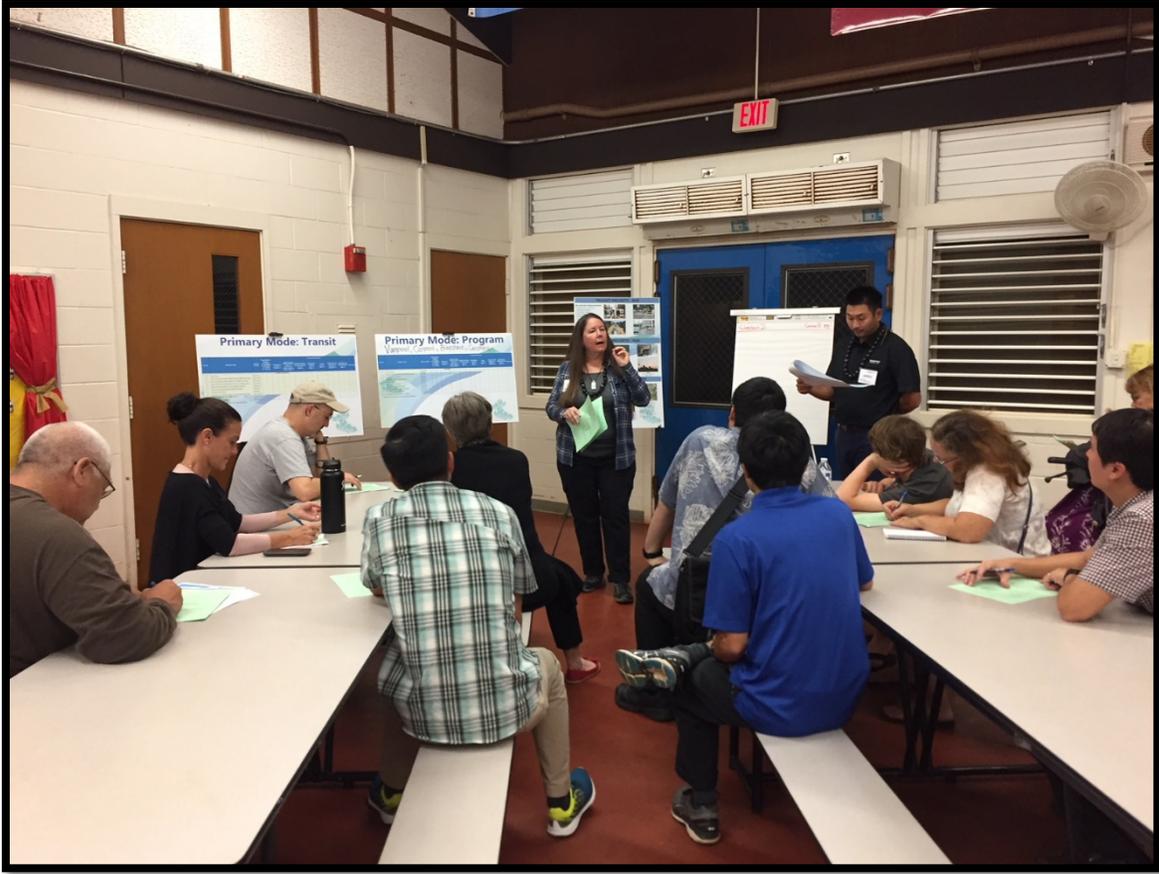
**Figure 7. How important do you feel it is to look at transportation issues in Central Oahu?**



### 3.2 Station 2: Transit and TDM

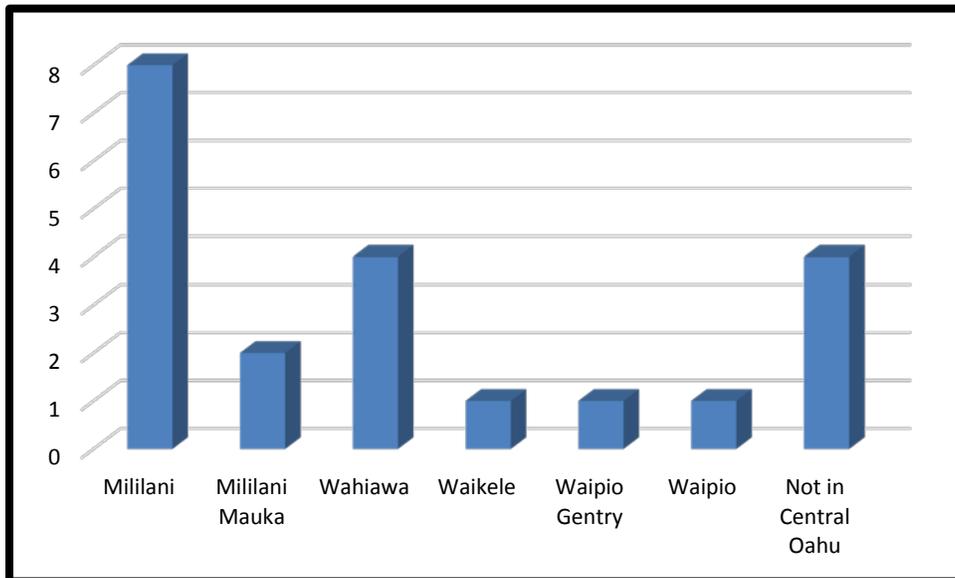
Station 2 provided an overview of the potential transit and TDM projects that have been identified for the COTS. A total of 25 Comment Feedback Forms with nine questions and an opportunity to provide additional comments were completed at Station 2. A summary matrix of the responses is provided in **Appendix B**.

The first two questions inquired about where the attendees live and go to work or school. As shown in **Figure 8**, the majority of respondents live in Mililani. As shown in **Figure 9**, the majority of respondents work in Downtown Honolulu. A number of responses included information about other family members, including school age children that go to school in Central Oahu. Therefore, the number of responses identifying Central Oahu are mostly attributed to those that go to school rather than those that work.

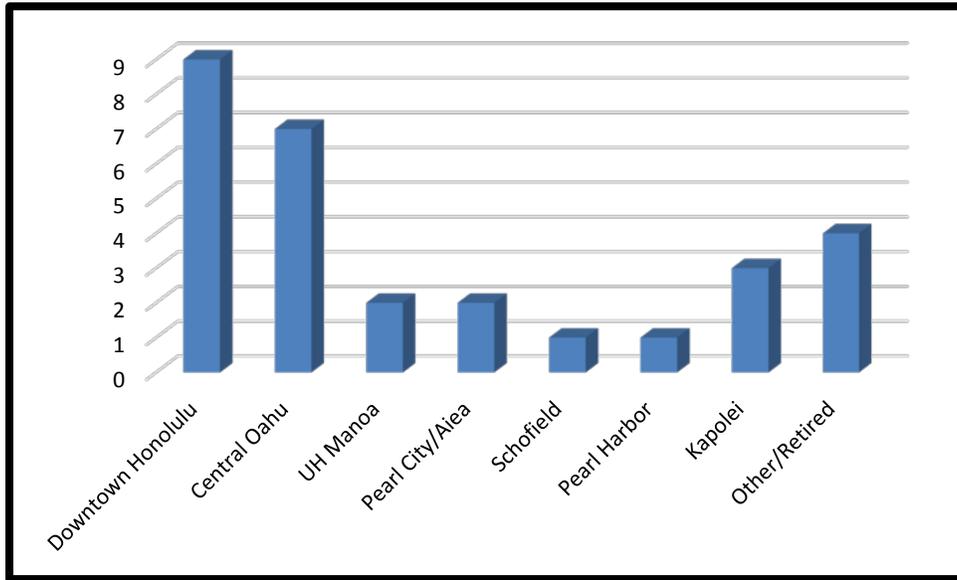


Station 2: Transit and TDM Projects

Figure 8. Where in Central Oahu do you live?

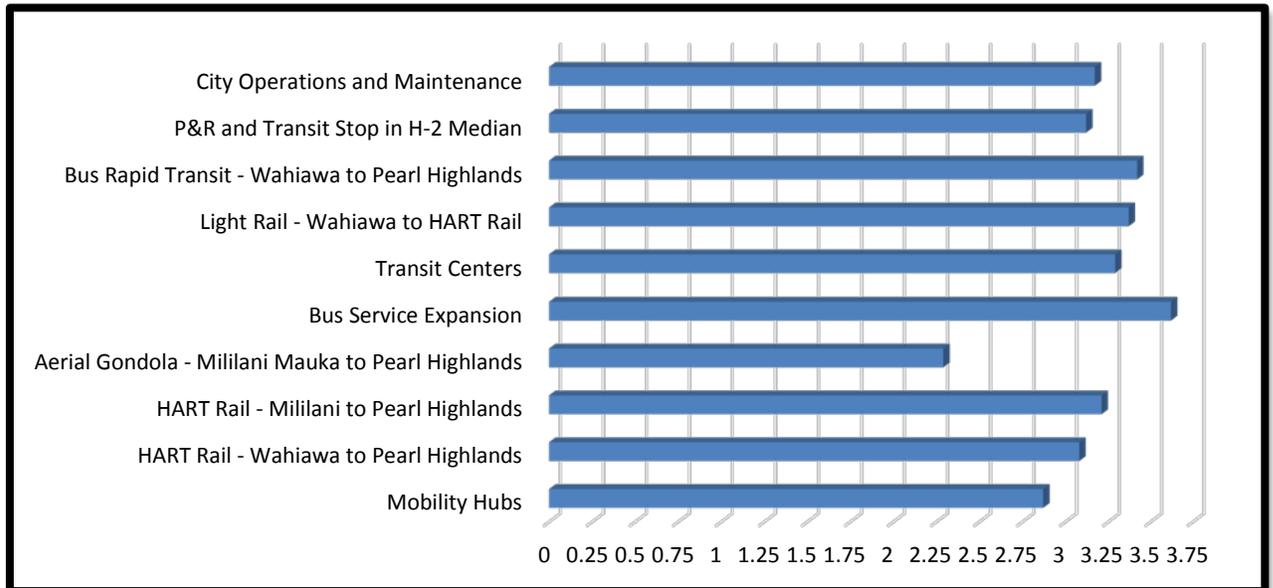


**Figure 9. Where do you work or go to school?**



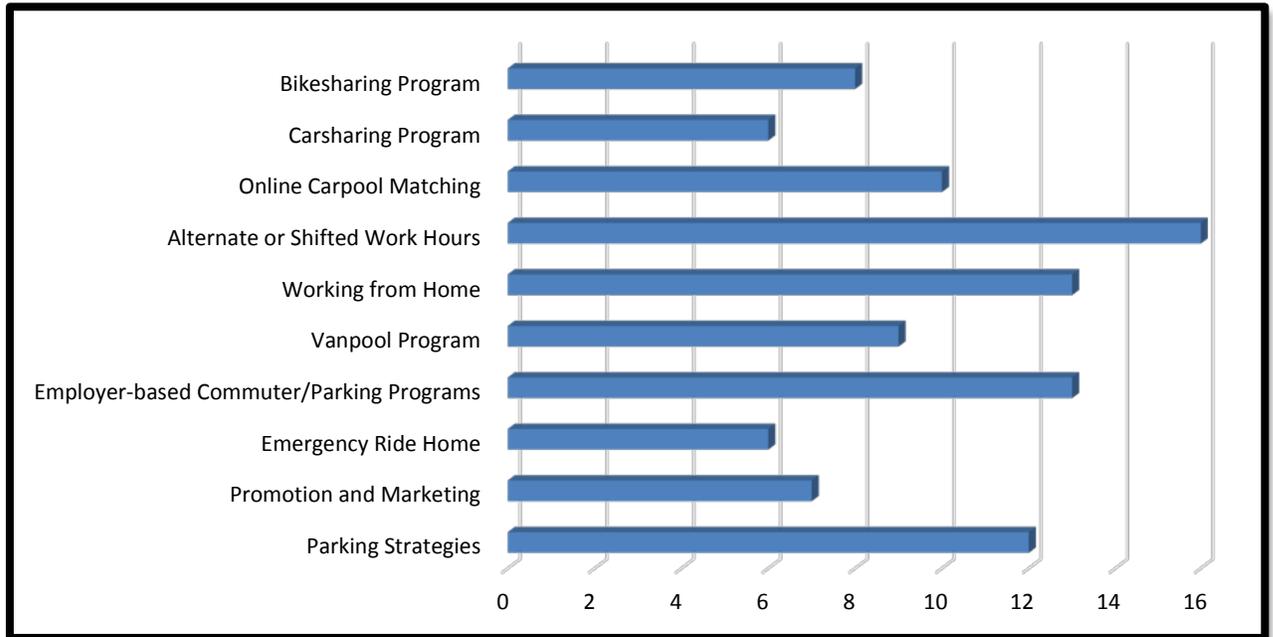
**Figure 10** provides an average of the respondents ranking of 10 types of transit projects under consideration in the COTS. Although the rankings were fairly consistent between the types of projects, the two highest ranked transit projects were bus service expansion and bus rapid transit.

**Figure 10. Ranking of Transit Projects**



Attendees were also asked to identify their preferred TDM strategies. As shown in **Figure 11**, respondents identified alternate or shifted work hours as their preferred TDM strategy, closely followed by working from home and employer-based commuter/parking programs.

**Figure 11. Preference for TDM Strategies**



### 3.3 Multi-modal and Pricing Projects

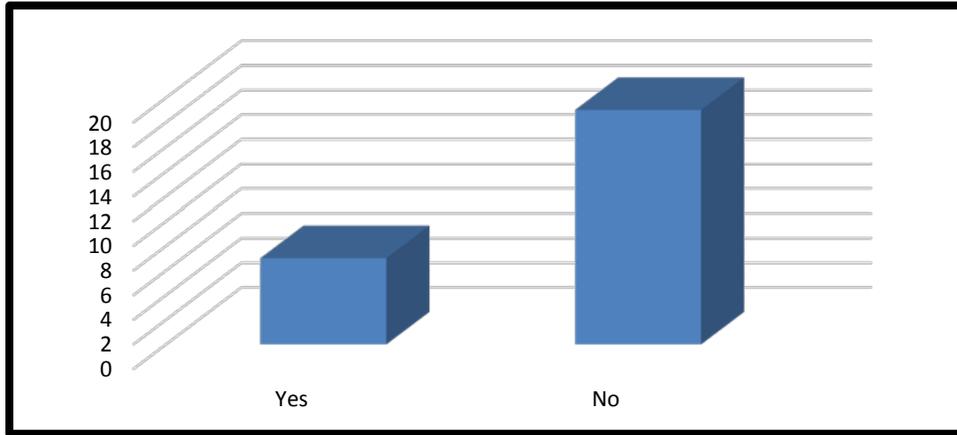
Station 3 provided a summary of the potential multi-modal (i.e., roadway, bicycle, pedestrian) and pricing projects identified for the COTS. A total of 26 Comment Feedback Forms were completed at Station 3. The Comment Feedback Forms included 15 questions and an opportunity to provide additional comments. A summary matrix of the responses is provided in **Appendix B**.



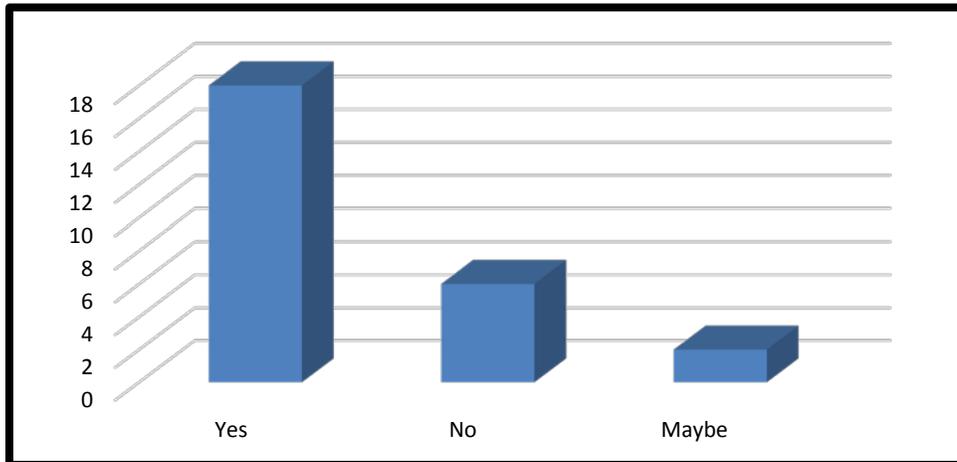
Station 3: Multi-modal and Pricing Projects

The first four questions focused on bicycling in Central Oahu, including whether respondents biked on a regular basis and if they would do so more frequently if there were an improved and safer network of protected bikeways and/or bikeshare in Central Oahu. As shown in **Figure 12**, approximately three-quarters of respondents answered “No” to the question regarding if they biked on a regular basis. However, as shown in **Figure 13**, approximately three-quarters of respondents answered that they would bike on a regular basis if there were improved and safer bicycle facilities.

**Figure 12. Do you bicycle on a regular basis?**

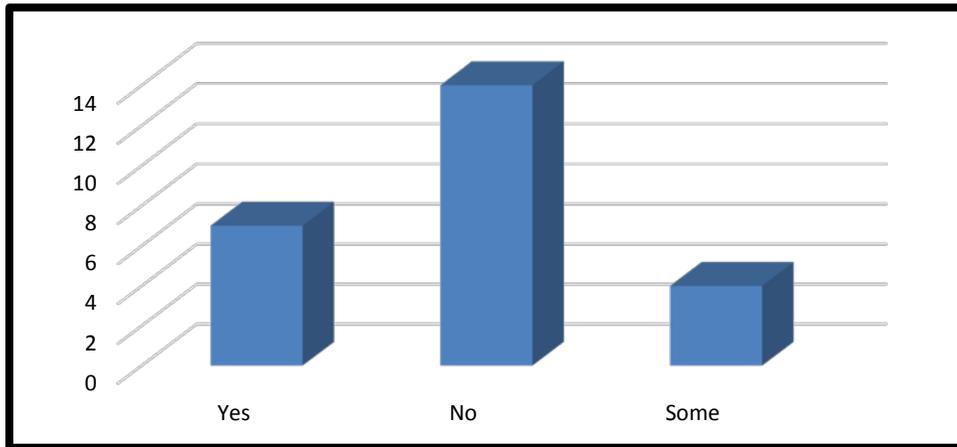


**Figure 13. Would you bike more if there were improved and safer bicycle facilities?**

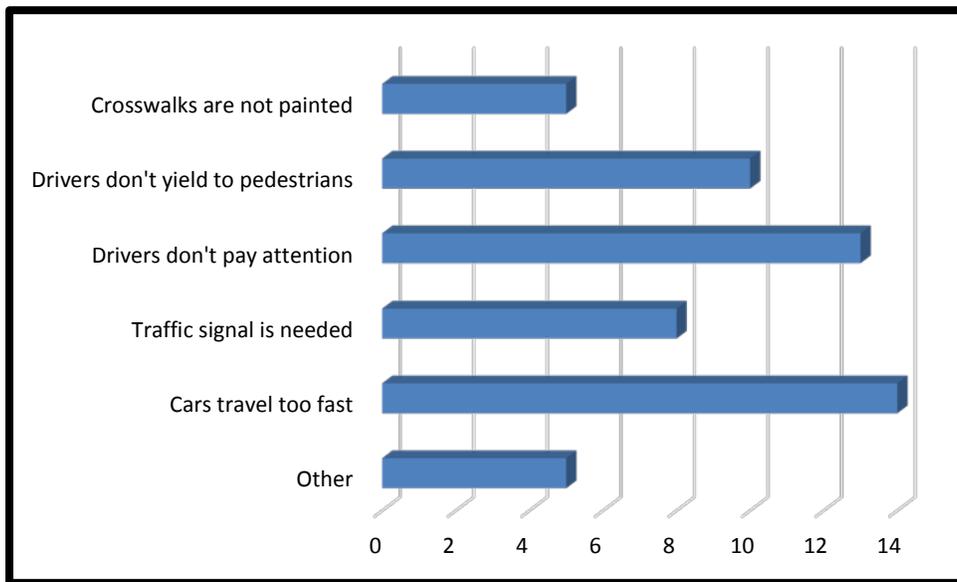


The next several questions referenced walking in Central Oahu, including whether respondents feel that sidewalks and paths, including crosswalks at intersections, are safe. As seen in **Figure 14**, approximately half of the respondents do not feel that sidewalks, paths, and crosswalks in Central Oahu are safe. The reasons identified for this assessment are shown in **Figure 15**. The top two responses were that cars travel too fast and drivers don't pay attention.

**Figure 14. Do you feel that sidewalks, paths, and crosswalks in Central Oahu are safe?**

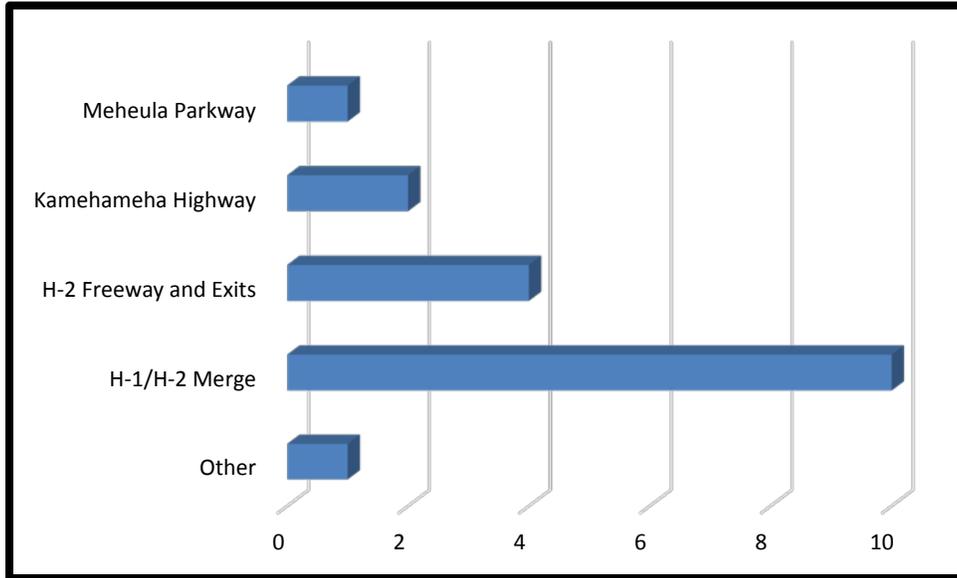


**Figure 15. Why do you feel that sidewalks, paths, and crosswalks in Central Oahu are not safe?**



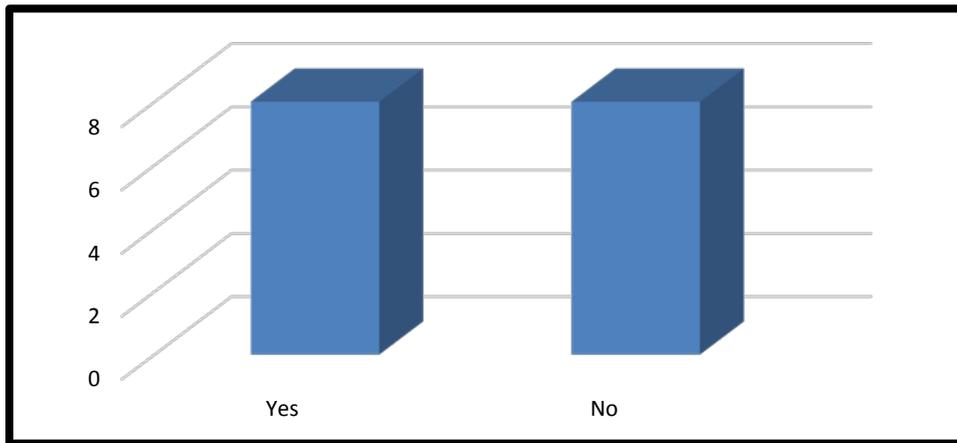
Questions regarding roadways focused on identification of the most congested areas in Central Oahu, as well as where respondents live and work. Questions regarding where attendees live and work were also included on the Comment Feedback Form for Station 2, and responses are shown in **Figure 8** and **Figure 9**. **Figure 16** identifies the responses regarding the worst traffic congestion in Central Oahu; the majority of respondents identified the H-1/H-2 merge.

**Figure 16. Where is the worst traffic congestion in Central Oahu?**

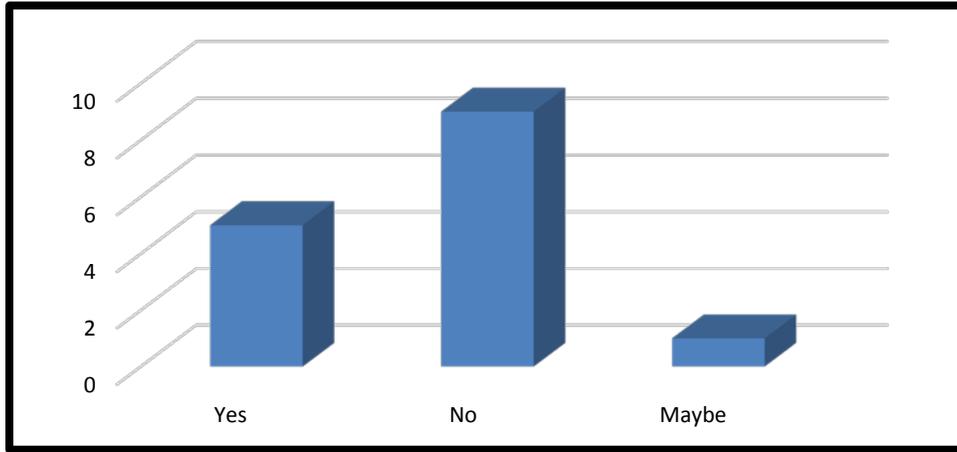


The remaining questions focused on pricing projects and paying for the privilege of using a carpool lane as a single-occupant vehicle. As shown in **Figure 17**, the responses were evenly split regarding whether single-occupant vehicles should have the option to use the carpool lane for a fee. However, even some of those that responded “yes” stated that they would not pay to use the carpool lane (see **Figure 18**).

**Figure 17. Do you think single-occupant vehicles should have the option to use the carpool lane for a fee?**



**Figure 18. Would you pay to use the carpool lane?**



### **3.4 General Feedback Form**

The General Feedback Form requested information on how attendees heard about the meeting, suggestions for how to distribute information about the COTS and future meetings, and whether the meeting provided useful information. There were 20 General Feedback Forms completed, and 100% of the respondents stated that the meeting provided useful information. The majority of the respondents replied that they had heard about the meeting through their Neighborhood Board, elected representative, or OahuMPO. It was suggested that future meetings be advertised through social media, television/radio, and in the newspaper.

## 4.0 NEXT STEPS

A final community meeting will be held upon the completion of the COTS to provide the results of the study to the public. This meeting will be held in May/June 2018 and will include the proposed priorities, strategies, and recommendations for implementation based on the results of the analysis of the previously identified projects against the Performance Measures, the feasibility assessment, and the cost-benefit analysis. A summary of the final community meeting will be added to this report upon its conclusion.

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# APPENDIX A

## Community Meeting 1 Comment Matrix

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**Central Oahu Transportation Study  
Community Meeting 1  
Summary and Comments**

Station #	Station	Board	Summary of Interactivity	Comments
1	Welcome and Sign-In	Welcome with Agenda	N/A	None
		Interactive Board: Where do you live/work?	<p><i>Out of 46 people that signed into the meeting, there were 32 that identified where they live:</i></p> <ul style="list-style-type: none"> <li>• 25 people live within the study area</li> <li>• 7 people live outside the study area</li> </ul> <p><i>Of the 32 that identified where they live, 27 identified where they work or go to school:</i></p> <ul style="list-style-type: none"> <li>• 2 people work/go to school within the study area</li> <li>• 1 person works/goes to school towards North Shore</li> <li>• 2 people work/go to school towards Kapolei</li> <li>• 21 people work/go to school towards Honolulu</li> <li>• 1 person works/goes to school on Ford Island</li> </ul>	None
2	Study Area and Study Information	What is COTS?	N/A	None
		Study Area Boundary	N/A	Why is ALL of Wahiawa not included in the Study Area?
		Aerial Study Area Boundary	N/A	None
		Workflow Diagram	N/A	None
		Interactive Board: What are the most important issues to you?	<p><i>People were asked to identify their 1<sup>st</sup> and 2<sup>nd</sup> choices (and in some cases, 3<sup>rd</sup> and 4<sup>th</sup> choices).</i></p>	None

**Central Oahu Transportation Study  
Community Meeting 1**

**Summary and Comments**

Station #	Station	Board	Summary of Interactivity	Comments
			<p><b><u>First Choice:</u></b></p> <ul style="list-style-type: none"> <li>• Travel by Transit: 3</li> <li>• Travel by Car: 3</li> <li>• Bike/Ped Facilities: 6</li> <li>• Congestion Relief: 11</li> <li>• Access to Rail System: 1</li> <li>• Safety: 1</li> <li>• Maintenance of Facilities: 0</li> </ul> <p><b><u>Second Choice:</u></b></p> <ul style="list-style-type: none"> <li>• Travel by Transit: 5</li> <li>• Travel by Car: 2</li> <li>• Bike/Ped Facilities: 1</li> <li>• Congestion Relief: 3</li> <li>• Access to Rail System: 7</li> <li>• Safety: 1</li> <li>• Maintenance of Facilities: 1</li> </ul> <p><b><u>Third Choice:</u></b></p> <ul style="list-style-type: none"> <li>• Travel by Transit: 0</li> <li>• Travel by Car: 0</li> <li>• Bike/Ped Facilities: 2</li> <li>• Congestion Relief: 0</li> <li>• Access to Rail System: 0</li> <li>• Safety: 0</li> <li>• Maintenance of Facilities: 1</li> </ul> <p><b><u>Fourth Choice:</u></b></p> <ul style="list-style-type: none"> <li>• Travel by Transit: 0</li> <li>• Travel by Car: 1</li> <li>• Bike/Ped Facilities: 0</li> <li>• Congestion Relief: 0</li> <li>• Access to Rail System: 1</li> </ul>	

**Central Oahu Transportation Study  
Community Meeting 1**

**Summary and Comments**

Station #	Station	Board	Summary of Interactivity	Comments
			<ul style="list-style-type: none"> <li>• Safety: 0</li> <li>• Maintenance of Facilities: 1</li> </ul> <p><b>Total Stars for Each:</b></p> <ul style="list-style-type: none"> <li>• Travel by Transit: 8</li> <li>• Travel by Car: 6</li> <li>• Bike/Ped Facilities: 9</li> <li>• Congestion Relief: 14</li> <li>• Access to Rail System: 9</li> <li>• Safety: 2</li> <li>• Maintenance of Facilities: 3</li> </ul>	
<b>3</b>	Demographics	Under 20/Over 65	N/A	<ul style="list-style-type: none"> <li>• Legends are confusing (what are we supposed to get out of these maps?)</li> <li>• Pre-school life span</li> <li>• Not sure why you have under age 20 years on graphic</li> </ul>
		Population/Population Density	N/A	None
		Poverty/Minority	N/A	<ul style="list-style-type: none"> <li>• Need to recognize the Cost of Living and impact on transportation.</li> <li>• It is important to recognize ethnic diversity and its impact on transportation. The “Spirit of Aloha” is key.</li> <li>• Need clarification of “Minority” and what it really means.</li> </ul>
		Interactive Board: Travel Needs by Subgroup	<i>People were asked to place a “dot” in the box that represents their age/family members age(s) and their most important</i>	<p><i>General Comments:</i></p> <ul style="list-style-type: none"> <li>• Why is the age range so wide? Is that majority commuter?</li> </ul>

**Central Oahu Transportation Study  
Community Meeting 1**

**Summary and Comments**

Station #	Station	Board	Summary of Interactivity	Comments
			<i>travel mode:</i> <u><b>Transit</b></u> <ul style="list-style-type: none"> <li>• Under 20: 2</li> <li>• 21-64: 6</li> <li>• 65+: 3</li> </ul> <u><b>Drive Alone</b></u> <ul style="list-style-type: none"> <li>• Under 20: 1</li> <li>• 21-64: 10</li> <li>• 65+: 4</li> </ul> <u><b>Carpool</b></u> <ul style="list-style-type: none"> <li>• Under 20: 1</li> <li>• 21-64: 6</li> <li>• 65+: 0</li> </ul> <u><b>Bicycle</b></u> <ul style="list-style-type: none"> <li>• Under 20: 5</li> <li>• 21-64: 12</li> <li>• 65+: 4</li> </ul> <u><b>Walking</b></u> <ul style="list-style-type: none"> <li>• Under 20: 1</li> <li>• 21-64: 5</li> <li>• 65+: 0</li> </ul> <u><b>Work/School from Home</b></u> <ul style="list-style-type: none"> <li>• Under 20: 0</li> <li>• 21-64: 1</li> <li>• 65+: 0</li> </ul>	<ul style="list-style-type: none"> <li>• Thank you for doing this.</li> </ul> <p><i>With regard to Carpool:</i></p> <ul style="list-style-type: none"> <li>• Used to carpool but person carpoled with had a change of life circumstance and wife retired. 65+ and drive alone.</li> </ul> <p><i>With regard to Work/School from Home:</i></p> <ul style="list-style-type: none"> <li>• Need to change verbiage to Work from Home/Homeschool</li> </ul>
<b>4</b>	Travel Characteristics	Existing Conditions	N/A	None
		Future Conditions	N/A	None
		High Crash Rate	N/A	None
<b>5</b>	Performance Measures	Performance Measures	N/A	None
		Interactive Board: Pick your	<i>People were asked to place a "dot" next to</i>	<i>With regard to System Reliability</i>

**Central Oahu Transportation Study  
Community Meeting 1**

**Summary and Comments**

Station #	Station	Board	Summary of Interactivity	Comments
		favorite	<p><i>the Performance Measures that most impact them and their family.</i></p> <p><b><u>Multi-modal System</u></b></p> <ul style="list-style-type: none"> <li>• Shift travel trips from drive alone to: drive with others, transit, and bicycle or walk trips: 9</li> <li>• Increase number of miles of bicycle lanes and pedestrian paths in Central Oahu: 8</li> <li>• Improve access to the rail system for Central Oahu residents: 5</li> </ul> <p><b><u>Congestion Reduction</u></b></p> <ul style="list-style-type: none"> <li>• Reduce the amount of time it takes during peak periods to get to important destinations: 15</li> </ul> <p><b><u>System Reliability</u></b></p> <ul style="list-style-type: none"> <li>• Increase the amount of transit service in Central Oahu: 7</li> </ul> <p><b><u>Freight</u></b></p> <ul style="list-style-type: none"> <li>• Reduce the amount of time for trucks to travel to important destinations from Central Oahu: 0</li> </ul> <p><b><u>Safety</u></b></p> <ul style="list-style-type: none"> <li>• Reduce the number of fatalities, injuries, and property damage on H-2 and Kamehameha Highway: 3</li> </ul> <p><b><u>Asset Management</u></b></p> <ul style="list-style-type: none"> <li>• Ensure that pavement condition and bridges are in a state of good repair: 5</li> </ul>	<p><i>(Increase the amount of transit service in Central Oahu):</i></p> <ul style="list-style-type: none"> <li>• Route 99 will not serve elderly. Too few trips.</li> </ul>
6	Initial Alternatives	Tables of Previously Identified Projects: Roadway and Transit	N/A	None

**Central Oahu Transportation Study  
Community Meeting 1**

**Summary and Comments**

Station #	Station	Board	Summary of Interactivity	Comments
		Tables of Previously Identified Projects: Bike, Pedestrian, TDM, ITS, and Enhancement	N/A	None
		Map of Previously Identified Projects	N/A	None
		Interactive Board: Add Your Ideas	<p><i>People were asked to draw in their ideas, which included the following: (also see new map)</i></p> <ul style="list-style-type: none"> <li>• Add sidewalk along northbound Kamehameha Highway between Lanikuhana Avenue and Meheula Parkway</li> <li>• Add bike path along California Avenue between Kilea Place and Nonohe Street</li> <li>• Secondary access for Mauka</li> <li>• Flyover North H-2 and Ka Uka Blvd.</li> <li>• Bike path on Cane Haul Road between H-2 and Kamehameha Highway at Pearl Highlands Station</li> <li>• Aerial Gondola between Pearl Highlands Station and Waipio and between Waipio and Wahiawa</li> <li>• Pedestrian/Bike Path between Kamehameha Hwy/H-1 Interchange and Leeward Community College</li> <li>• Rail from Leeward Community College up Kamehameha Highway and northeast along Meheula Parkway to Mililani Park and Ride</li> <li>• Direct Kipapa Gulch Bike Path</li> <li>• Parallel bridge over Kipapa Gulch</li> </ul>	<ul style="list-style-type: none"> <li>• Put tolls on H-1, H-2, H3</li> <li>• Incentivize carpooling</li> <li>• No tolls!</li> <li>• End sense of entitlement around single-occupant driving</li> <li>• Extend study area to include all of Wahiawa</li> <li>• Kipapa Gulch Bridge is “Bike Choke Point”</li> </ul>

**Central Oahu Transportation Study  
Community Meeting 1**

**Summary and Comments**

Station #	Station	Board	Summary of Interactivity	Comments
			<ul style="list-style-type: none"> <li>• Bicycle infrastructure around H-2 section of Meheula Parkway</li> <li>• Connector from Wikao Street to Mililani Park and Ride</li> <li>• Second Access between H-2 and Mililani Park and Ride</li> </ul>	
		Interactive Board: Handout	N/A	None

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# APPENDIX B

## Community Meeting 2 Comment Matrix

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**Central Oahu Transportation Study  
Community Meeting 2 Summary**

**GENERAL FEEDBACK FORM**

Response Number	1. How did you hear about this meeting?	2. Do you have other suggestions for how to distribute this information?	Did the meeting provide information useful to you?	What do you want to tell us about?
1	OahuMPO letter to Senator Delacruz	mailchimp	yes	
2	Email	n/a	yes	Would appreciate regular updates and feedback.
3	Neighborhood Board 25 member	1. Have public officials distribute info using their email address lists. 2. TV/Radio	yes	
4	1. Next door 2. Someone on the bus.		yes	
5	Kiana Otsuka		yes	Wish there were more plans to improve traffic from Central Oahu to town and vice versa rather than just within Central Oahu.
6	A friend	Community meetings are good. Use social media to spread the word about meetings and/or website to share ideas.	yes	Meeting very helpful. Had no idea so many solutions under consideration. Need some action now to alleviate traffic congestion and pedestrian safety. So much time spent reviewing plans but need some quick fix.
7	1. Mililani Town Association monthly magazine 2. Senator Delacruz email	1. Honolulu Star Advertiser 2. Radio or TV	yes	A gondola? Lite Rail? Interesting ideas. Can we afford it? Would really like easy connections to the rail.  I'm new and arrived a little late (could you start this meeting at 7pm?) so I'm totally new to a lot of this.
8	Facebook		yes	
9	Flyer to office - CM Martin's office	To Neighborhood Board meetings	yes	
10	1. Bicycle League email 2. Representative Email		yes	
11	Email subscription	1. Schools 2. Local Community Colleges	yes	
12	Friend	Newspaper	yes	Good format
13	1. OahuMPO 2. Neighborhood Board 26	1. Neighborhood Board 2. Newspaper 3. Social Media	yes	Thank you for (finally) looking at the Central Oahu traffic situation and the individual needs of the community.
14	1. OahuMPO Citizens Advisory Committee (CAC) 2. Facebook		yes	
15	Hawaii Bicycling League	Hawaii Public Radio (HPR)	yes	
16	OahuMPO CAC	By Costco	yes	Improve bus and bike paths and express bus service and shelters.
17	Facebook - Ryan Yamane	1. Neighborhood Boards 2. Community Associations	yes	Please plan ahead for congestion caused by Koa Ridge.
18	Announcement at Neighborhood Board meetings in Mililani	More active participation in Wahiawa Neighborhood Board meetings	yes	Please consider providing support/facilitation for various SRTS projects in different Blue Zone sites across the state.
19	Hawaii Bicycling League	1. Google ads 2. Possibly direct mail (ugh)	yes	1. I'm frustrated that the city doesn't demand more from developers for traffic solutions as part of the community development. 2. This type of study should have a wider online exposure to reach millennials.

Central Oahu Transportation Study  
Community Meeting 2 Summary

GENERAL FEEDBACK FORM

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Response Number	1. How did you hear about this meeting?	2. Do you have other suggestions for how to distribute this information?	Did the meeting provide information useful to you?	What do you want to tell us about?
20	Neighborhood Board 25	Greater social media presence (e.g., Facebook, Twitter, etc.)	yes	

**Central Oahu Transportation Study  
Community Meeting Summary**

**STATION 1 FEEDBACK FORM**

Response Number	1. This study takes a focused look at transportation issues in Central Oahu. It will guide both short term and longer term recommendations for priorities and expenditures by the State, City & County, TheBus, and others. On a scale of 1 to 10, with 1 being the lowest and 10 being the highest score, how important do you feel it is to take a focused look at transportation issues in Central Oahu?	2. The objective of this study is to develop multi-modal options for travel by residents of Central Oahu. What do you feel are the top three priorities?	3. Are you willing to participate in a survey being conducted for this study? If so, you will receive 7 different surveys by email over a 3-4 month period.	4. Are you military?	5. If yes, do you primarily travel to:  Schofield Hickam Other	6. What are the primary transportation issues for military families?	7. Other comments.
1	10	1. Rail/Light Rail 2. Bike 3. Bus/Transit Centers	yes	no			
2	10	1. Commute times 2. Adequate maintenance for roadways 3. Safe access for cars, pedestrians, and bikes (Complete Streets projects)	yes	no			
3	8		yes	no		1. Shipping/retrieving their vehicles 2. Transportation off base	
4	7	1. Transit: Pedestrian access to bus stops 2. Pedestrian: Access to/from rail stations (Waipahu Transit Rail Station, Pearl Highlands) 3. Roadway	no	no		Issues with buses entering military bases (i.e., Public transit vehicles such as TheBus. Security reasons. Military needs to invest more resources to help provide shuttles and such to run to public transit centers like Waipahu Transit Station and Mililani Transit Center, etc.).	Mililani Mauka Park and Ride could be more bike friendly.
5	10	1. Improve bicycle facilities, bikeways, etc. 2. Facilitate/improve public transportation 3. Improve safety, especially for pedestrians and bicyclists	yes	no			
6	10	1. Incentives for carpool 2. Bicycle 3. Transit	yes	no			
7		1. Bike 2. VanPool 3. Gondola	not sure	no			Wonderful speaker. Thank you Mrs. Soon.

Central Oahu Transportation Study  
Community Meeting Summary

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8	10	1. Safety 2. Inter-connected 3. Reduced travel time	yes	yes (retired) Federal employee now	Pearl Harbor	1. Commute time 2. Active/exercise options for commute	1. Don't assume that citizens would reject higher taxes or a bond issue to support transportation solutions. 2. Rail should move from elevated to ground level to save cost, both upfront and maintenance.
9	8	1. Linking rail and bus 2. Safe bike lanes 3. Congestion reduction	yes	no			
10	7	1. Bus	yes	no			
11	Should have done it years ago when you could have made a difference.	1. Finish the rail project 2. Find ways to get cars off the road between Mililani and Town and Mililani and Kapolei	yes	no			
12	6	1. The effects of Koa Ridge development on Kamehameha Route 83 Haleiwa to Kahalui		no			
13	10	1. Additional routes in and out of Honolulu 2. Safety: Ped walks, bike routes	no	no (retired)	Travel to Schofield and Pearl for medical care and shopping.		
14	9	1. Bus route expansions 2. Safe Routes to School 3. Alternative work/school hours		no			
15	10	1. Parking for HART 2. HART to Mililani 3. Walking/biking to HART	yes	no			

**Central Oahu Transportation Study  
Community Meeting Summary**

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16	9	1. Bike routes from Mililani to Waipio 2. Bike route from Waipio to Pearl City 3. Ka Uka/H-2 Interchange	yes	no			
17	10	1. H-1/H-2/Kam Hwy Interchanges 2. Safe bike routes from Mililani all the way to Pearl City 3. Ka Uka/H-2 Interchange	yes	no			Interested in walkability and bike to Leeward Community College from Waipio.
18	10	1. More express buses to UH later in the morning or lots of transport buses to the Pearl City train/rail when in operation. 2. Easier connections to Pearl City and Kapolei and rail 3. More walkable opportunities	no	no			
19	10	1. Safe Routes to Schools 2. Connecting Wahiawa and Mililani via bike route 3. Making roads more about creating conversations/meeting/mingling	yes	no			
20	10	1. Improve connectivity between Mililani and neighboring areas. 2. Provide efficient bicycle and transit infrastructure 3. Provide additional capacity from Central Oahu to Downtown Honolulu and Kapolei	yes	no			
21	10	1. Mass transit 2. Bicycling 3. High occupancy vehicles	yes	no			

Central Oahu Transportation Study  
Community Meeting Summary

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22	10	1. Reducing congestion 2. Seamless transition between modes 3. Cost efficient	yes	no			
23	5	1. Transportation to Town	yes	no			

Central Oahu Transportation Study  
Community Meeting Summary

STATION 2 FEEDBACK FORM (Questions 1 through 5)

Response Number	1. In what part of Central Oahu do you live?	2. Are you employed or go to school outside your home? If yes, please check where you go to work or school. (If no, please skip to question 5)	3. What is the average time you leave for work or school?	4. Please provide the number of times you use the following modes to travel to work or school in the average month: Walk Bike Drive Alone Drive/ride with Others TheBus The Handi-Van	5. How important on a scale of 1 to 5, with 5 being very important, do you think the following Transit Projects will improve travel for Central Oahu? 1. Mobility Hubs 2. HART Rail between Wahiawa and Pearl Highlands Rail Station 3. HART Rail between Mililani and Pearl Highlands Rail Station 4. Aerial Gondola between Mililani Mauka P&R and Pearl Highlands 5. Bus Service Expansion 6. Construct Transit Centers 7. Light Rail (street level) between Wahiawa and HART Rail 8. Bus Rapid Transit between Wahiawa and Pearl Highlands Station 9. Park & Ride with Transit Stop in median of H-2 mauka of Ka Uka 10. City Operations and Maintenance
1	Mililani	WORK: Various locations in USA	10:00 AM	WALK: 1 BIKE: 2 DRIVE ALONE: 8 TheBus: 3	1. 5 2. 4 3. 4 4. 0 5. 5 6. 5 7. 5 8. 5 9. 5 10. 5
2	Mililani (near Town Center)	WORK: Downtown Honolulu	5:30 AM	TheBus: 5	1. ? 2. 3 3. 5 4. 1 5. 4 6. 1 7. 1 8. 1 9. 4 10. ?
3	Live outside of Central				2. 1 7. 1

Central Oahu Transportation Study  
Community Meeting Summary

STATION 2 FEEDBACK FORM (Questions 1 through 5)

Response Number	1. In what part of Central Oahu do you live?	2. Are you employed or go to school outside your home? If yes, please check where you go to work or school. (If no, please skip to question 5)	3. What is the average time you leave for work or school?	4. Please provide the number of times you use the following modes to travel to work or school in the average month: Walk Bike Drive Alone Drive/ride with Others TheBus The Handi-Van	5. How important on a scale of 1 to 5, with 5 being very important, do you think the following Transit Projects will improve travel for Central Oahu? 1. Mobility Hubs 2. HART Rail between Wahiawa and Pearl Highlands Rail Station 3. HART Rail between Mililani and Pearl Highlands Rail Station 4. Aerial Gondola between Mililani Mauka P&R and Pearl Highlands 5. Bus Service Expansion 6. Construct Transit Centers 7. Light Rail (street level) between Wahiawa and HART Rail 8. Bus Rapid Transit between Wahiawa and Pearl Highlands Station 9. Park & Ride with Transit Stop in median of H-2 mauka of Ka Uka 10. City Operations and Maintenance
4		WORK: Central Oahu, Downtown Honolulu	10:00 AM	DRIVE ALONE: 30	1. 4 2. 1 3. 2 4. 1 5. 5 6. 4 7. 1 8. 4 9. 4 10. 5
5					1. 2 2. 5 3. 5 4. 3 5. 5 6. 5 7. 5 8. 5 9. 5 10. 3

Central Oahu Transportation Study  
Community Meeting Summary

STATION 2 FEEDBACK FORM (Questions 1 through 5)

Response Number	1. In what part of Central Oahu do you live?	2. Are you employed or go to school outside your home? If yes, please check where you go to work or school. (If no, please skip to question 5)	3. What is the average time you leave for work or school?	4. Please provide the number of times you use the following modes to travel to work or school in the average month: Walk Bike Drive Alone Drive/ride with Others TheBus The Handi-Van	5. How important on a scale of 1 to 5, with 5 being very important, do you think the following Transit Projects will improve travel for Central Oahu? 1. Mobility Hubs 2. HART Rail between Wahiawa and Pearl Highlands Rail Station 3. HART Rail between Mililani and Pearl Highlands Rail Station 4. Aerial Gondola between Mililani Mauka P&R and Pearl Highlands 5. Bus Service Expansion 6. Construct Transit Centers 7. Light Rail (street level) between Wahiawa and HART Rail 8. Bus Rapid Transit between Wahiawa and Pearl Highlands Station 9. Park & Ride with Transit Stop in median of H-2 mauka of Ka Uka 10. City Operations and Maintenance
6	Mililani	WORK: Downtown Honolulu	1 hour each way	DRIVE ALONE: 5 THEBUS: 15	1. 5 2. 3 3. 4 4. 4 5. 3 6. 4 7. 4 8. 4 9. 5 10. 3
7	Wahiawa	WORK: Downtown Honolulu	6:30 AM	DRIVE ALONE: Most days DRIVE/RIDE WITH OTHERS: 7	1. 4 2. 4 3. 4 4. 0 5. 5 6. 5 7. 3 8. 5 9. 3 10. 5

Central Oahu Transportation Study  
Community Meeting Summary

STATION 2 FEEDBACK FORM (Questions 1 through 5)

Response Number	1. In what part of Central Oahu do you live?	2. Are you employed or go to school outside your home? If yes, please check where you go to work or school. (If no, please skip to question 5)	3. What is the average time you leave for work or school?	4. Please provide the number of times you use the following modes to travel to work or school in the average month: Walk Bike Drive Alone Drive/ride with Others TheBus The Handi-Van	5. How important on a scale of 1 to 5, with 5 being very important, do you think the following Transit Projects will improve travel for Central Oahu? 1. Mobility Hubs 2. HART Rail between Wahiawa and Pearl Highlands Rail Station 3. HART Rail between Mililani and Pearl Highlands Rail Station 4. Aerial Gondola between Mililani Mauka P&R and Pearl Highlands 5. Bus Service Expansion 6. Construct Transit Centers 7. Light Rail (street level) between Wahiawa and HART Rail 8. Bus Rapid Transit between Wahiawa and Pearl Highlands Station 9. Park & Ride with Transit Stop in median of H-2 mauka of Ka Uka 10. City Operations and Maintenance
8	Wahiawa	SCHOOL: UH Manoa	8:00 AM	DRIVE/RIDE WITH OTHERS: 5 days a week	2. 1 3. 3 4. 2 5. 4 6. 3 7. 3 8. 4 10. 5
9	Mililani Mauka	SCHOOL: UH Manoa	7:00 AM	WALK: 6 DRIVE ALONE: 6 THEBUS: 20	1. 5 2. 5 3. 5 4. 5 5. 5 6. 5 7. 5 8. 5 9. 5 10. 5
10	Mililani	Should have a separate column for Retirees		WALK: Where?	2. 5 3. 5 4. 1 5. 2 6. 1

Central Oahu Transportation Study  
Community Meeting Summary

STATION 2 FEEDBACK FORM (Questions 1 through 5)

Response Number	1. In what part of Central Oahu do you live?	2. Are you employed or go to school outside your home? If yes, please check where you go to work or school. (If no, please skip to question 5)	3. What is the average time you leave for work or school?	4. Please provide the number of times you use the following modes to travel to work or school in the average month: Walk Bike Drive Alone Drive/ride with Others TheBus The Handi-Van	5. How important on a scale of 1 to 5, with 5 being very important, do you think the following Transit Projects will improve travel for Central Oahu? 1. Mobility Hubs 2. HART Rail between Wahiawa and Pearl Highlands Rail Station 3. HART Rail between Mililani and Pearl Highlands Rail Station 4. Aerial Gondola between Mililani Mauka P&R and Pearl Highlands 5. Bus Service Expansion 6. Construct Transit Centers 7. Light Rail (street level) between Wahiawa and HART Rail 8. Bus Rapid Transit between Wahiawa and Pearl Highlands Station 9. Park & Ride with Transit Stop in median of H-2 mauka of Ka Uka 10. City Operations and Maintenance
11	Mililani Mauka	WORK: Downtown Honolulu	7:15 AM	DRIVE ALONE: 10 DRIVE/RIDE WITH OTHERS: 10	1. 2 2. 2 3. 3 4. 4 5. 1 6. 4 7. 4 8. 3 9. 4 10. 3
12	Mililani				1. 5 2. 2 3. 2 4. 4 5. 5 6. 3 7. 4 8. 5 9. 5 10. 5

Central Oahu Transportation Study  
Community Meeting Summary

STATION 2 FEEDBACK FORM (Questions 1 through 5)

Response Number	1. In what part of Central Oahu do you live?	2. Are you employed or go to school outside your home? If yes, please check where you go to work or school. (If no, please skip to question 5)	3. What is the average time you leave for work or school?	4. Please provide the number of times you use the following modes to travel to work or school in the average month: Walk Bike Drive Alone Drive/ride with Others TheBus The Handi-Van	5. How important on a scale of 1 to 5, with 5 being very important, do you think the following Transit Projects will improve travel for Central Oahu? 1. Mobility Hubs 2. HART Rail between Wahiawa and Pearl Highlands Rail Station 3. HART Rail between Mililani and Pearl Highlands Rail Station 4. Aerial Gondola between Mililani Mauka P&R and Pearl Highlands 5. Bus Service Expansion 6. Construct Transit Centers 7. Light Rail (street level) between Wahiawa and HART Rail 8. Bus Rapid Transit between Wahiawa and Pearl Highlands Station 9. Park & Ride with Transit Stop in median of H-2 mauka of Ka Uka 10. City Operations and Maintenance
13	Mililani	WORK: Pearl City/Aiea	7:30 AM	DRIVE ALONE: 10 THEBUS: 2	1. 4 2. 4 3. 2 4. 4 5. 5 6. 3 7. 5 8. 3 9. 2 10. 3
14	Waialele	WORK: Downtown Honolulu	8:00 AM	DRIVE ALONE: 25	1. 1 2. 5 3. 5 4. 2 5. 3 6. 4 7. 5 8. 4 9. 3 10. 4

Central Oahu Transportation Study  
Community Meeting Summary

STATION 2 FEEDBACK FORM (Questions 1 through 5)

Response Number	1. In what part of Central Oahu do you live?	2. Are you employed or go to school outside your home? If yes, please check where you go to work or school. (If no, please skip to question 5)	3. What is the average time you leave for work or school?	4. Please provide the number of times you use the following modes to travel to work or school in the average month: Walk Bike Drive Alone Drive/ride with Others TheBus The Handi-Van	5. How important on a scale of 1 to 5, with 5 being very important, do you think the following Transit Projects will improve travel for Central Oahu? 1. Mobility Hubs 2. HART Rail between Wahiawa and Pearl Highlands Rail Station 3. HART Rail between Mililani and Pearl Highlands Rail Station 4. Aerial Gondola between Mililani Mauka P&R and Pearl Highlands 5. Bus Service Expansion 6. Construct Transit Centers 7. Light Rail (street level) between Wahiawa and HART Rail 8. Bus Rapid Transit between Wahiawa and Pearl Highlands Station 9. Park & Ride with Transit Stop in median of H-2 mauka of Ka Uka 10. City Operations and Maintenance
15	Mililani	WORK: Schofield (wife); Pearl Harbor/Hickam (husband)  SCHOOL: (kids) Wahiawa	6:30 AM (husband) 7:00 AM (wife and kids)	BIKE: 4 DRIVE ALONE: 13 DRIVE/RIDE WITH OTHERS: 2 THEBUS: 2	1. 5 2. 1 3. 1 4. 5 5. 1 6. 4 7. 5 8. 3 9. 5 10. 1
16		Mililani			1. 5 2. 5 3. 5 4. 5 5. 4 6. 4 7. 1 8. 4 9. 3 10. 4
17	Wahiawa	WORK: Kapolei, Downtown Honolulu	Kapolei: 7:00 AM Town: 5:30 AM	DRIVE ALONE: 15 DRIVE/RIDE WITH OTHERS: 5 THEBUS: 1	5. 1 7. 4 8. 2 10. 3

**Central Oahu Transportation Study  
Community Meeting Summary**

**STATION 2 FEEDBACK FORM (Questions 1 through 5)**

Response Number	1. In what part of Central Oahu do you live?	2. Are you employed or go to school outside your home? If yes, please check where you go to work or school. (If no, please skip to question 5)	3. What is the average time you leave for work or school?	4. Please provide the number of times you use the following modes to travel to work or school in the average month: Walk Bike Drive Alone Drive/ride with Others TheBus The Handi-Van	5. How important on a scale of 1 to 5, with 5 being very important, do you think the following Transit Projects will improve travel for Central Oahu? 1. Mobility Hubs 2. HART Rail between Wahiawa and Pearl Highlands Rail Station 3. HART Rail between Mililani and Pearl Highlands Rail Station 4. Aerial Gondola between Mililani Mauka P&R and Pearl Highlands 5. Bus Service Expansion 6. Construct Transit Centers 7. Light Rail (street level) between Wahiawa and HART Rail 8. Bus Rapid Transit between Wahiawa and Pearl Highlands Station 9. Park & Ride with Transit Stop in median of H-2 mauka of Ka Uka 10. City Operations and Maintenance
18	Live outside of Central	WORK: Kapolei	3:30 AM	DRIVE ALONE: 22	
19	Wahiawa	WORK: Mililani	7:00 AM	DRIVE ALONE: 5  Annual Pass for each home	1. 4 2. 5 3. 3 4. 2 5. 5 6. 2 7. 5 8. 5 9. 2 10. 5
20	Live outside of Central (Live in Kaimuki)	WORK: Downtown Honolulu	7:00 AM	DRIVE ALONE: 26 THEBUS: 4	1. 4 2. 5 3. 5 4. 3 5. 5 6. 5 7. 5 8. 5 9. 4 10. 5

Central Oahu Transportation Study  
Community Meeting Summary

STATION 2 FEEDBACK FORM (Questions 1 through 5)

Response Number	1. In what part of Central Oahu do you live?	2. Are you employed or go to school outside your home? If yes, please check where you go to work or school. (If no, please skip to question 5)	3. What is the average time you leave for work or school?	4. Please provide the number of times you use the following modes to travel to work or school in the average month: Walk Bike Drive Alone Drive/ride with Others TheBus The Handi-Van	5. How important on a scale of 1 to 5, with 5 being very important, do you think the following Transit Projects will improve travel for Central Oahu? 1. Mobility Hubs 2. HART Rail between Wahiawa and Pearl Highlands Rail Station 3. HART Rail between Mililani and Pearl Highlands Rail Station 4. Aerial Gondola between Mililani Mauka P&R and Pearl Highlands 5. Bus Service Expansion 6. Construct Transit Centers 7. Light Rail (street level) between Wahiawa and HART Rail 8. Bus Rapid Transit between Wahiawa and Pearl Highlands Station 9. Park & Ride with Transit Stop in median of H-2 mauka of Ka Uka 10. City Operations and Maintenance
21	Waipio Gentry	SCHOOL: Mililani	6:50 AM	DRIVE/RIDE WITH OTHERS: 31	1. 3 2. 5 3. 5 4. 4 5. 3 6. 4 7. 4 8. 3 9. 3 10. 3
22	Live outside of Central	WORK: Koolauloa	2 hours before start time		5. 5
23	Mililani Town	Retired			1. 5 2. 3 3. 3 4. 2 5. 4 6. 5 7. 4 8. 4 9. 5 10. 5

Central Oahu Transportation Study  
Community Meeting Summary

STATION 2 FEEDBACK FORM (Questions 1 through 5)

Response Number	1. In what part of Central Oahu do you live?	2. Are you employed or go to school outside your home? If yes, please check where you go to work or school. (If no, please skip to question 5)	3. What is the average time you leave for work or school?	4. Please provide the number of times you use the following modes to travel to work or school in the average month: Walk Bike Drive Alone Drive/ride with Others TheBus The Handi-Van	5. How important on a scale of 1 to 5, with 5 being very important, do you think the following Transit Projects will improve travel for Central Oahu? 1. Mobility Hubs 2. HART Rail between Wahiawa and Pearl Highlands Rail Station 3. HART Rail between Mililani and Pearl Highlands Rail Station 4. Aerial Gondola between Mililani Mauka P&R and Pearl Highlands 5. Bus Service Expansion 6. Construct Transit Centers 7. Light Rail (street level) between Wahiawa and HART Rail 8. Bus Rapid Transit between Wahiawa and Pearl Highlands Station 9. Park & Ride with Transit Stop in median of H-2 mauka of Ka Uka 10. City Operations and Maintenance
24	Waipio Gentry	WORK: Downtown Honolulu	5:45 AM	BIKE: 3x/week (PM) THEBUS: Every day (AM), 2x/week (PM)	1. 2 2. 3 3. 4 4. 2 5. 2 6. 3 7. 5 8. 5 9. 3 10. 4
25	Waipio behind Foodland	WORK: Waipio, Pearl City/Aiea, Waipahu HS  SCHOOL: Mililani HS	6:50 AM	WALK: 2 DRIVE ALONE: 30	1. 4 2. 2 3. 2 4. 1 5. 5 6. 5 7. 2 8. 3 9. 5

Central Oahu Transportation Study  
Community Meeting Summary

STATION 2 FEEDBACK FORM (Questions 6 through 10)

Response Number	<p>6. Please RANK the following projects in order of importance to you and your travel from 1 to 10 with 1 being the most important and 10 being the least important:</p> <ol style="list-style-type: none"> <li>1. Mobility Hubs</li> <li>2. HART Rail between Wahiawa and Pearl Highlands Rail Station</li> <li>3. HART Rail between Mililani and Pearl Highlands Rail Station</li> <li>4. Aerial Gondola between Mililani Mauka P&amp;R and Pearl Highlands</li> <li>5. Bus Service Expansion</li> <li>6. Construct Transit Centers</li> <li>7. Light Rail (street level) between Wahiawa and HART Rail</li> <li>8. Bus Rapid Transit between Wahiawa and Pearl Highlands Station</li> <li>9. Park &amp; Ride with Transit Stop in median of H-2 mauka of Ka Uka</li> <li>10. City Operations and Maintenance</li> </ol>	<p>7. Does your employer, school, or community association offer discounts on or provide bus passes or other incentives (such as preferred parking for carpools/vanpool) to encourage travel other than driving alone?</p>	<p>8. Which of the following 10 strategies would increase your likelihood of using alternative travel modes (bus, carpool) to driving alone more than once a week? Please check all that apply.</p> <ol style="list-style-type: none"> <li>1. Parking strategies</li> <li>2. Outreach promotion and marketing of alternative transportation modes</li> <li>3. Emergency ride home program</li> <li>4. Employer based commuter/ parking programs</li> <li>5. Vanpool program</li> <li>6. Support for working from home</li> <li>7. Support for alternate or shifted work hours</li> <li>8. Free real-time online carpool matching</li> <li>9. Carsharing program</li> <li>10. Bikesharing (extended to other areas)</li> </ol>	<p>9. Of the 10 strategies listed in question8, please list the top 3 you feel would have the most impact on travel in Central Oahu.</p>	<p>10. Other comments.</p>
1	<ol style="list-style-type: none"> <li>1. 9</li> <li>2. 8</li> <li>3. 7</li> <li>4. 6</li> <li>5. 1</li> <li>6. 5</li> <li>7. 3</li> <li>8. 2</li> <li>9. 10</li> <li>10. 4</li> </ol>	no	2, 4, 6	<ol style="list-style-type: none"> <li>1. 6</li> <li>2. 2</li> <li>3. 4</li> </ol>	Thank you for your effort.
2	10 pts.: Bus flyover to Pearl Highlands Rail Station	yes, Pre-tax bus pass purchase	<ol style="list-style-type: none"> <li>1. Bus flyover to Pearl Highlands Rail Station</li> <li>2. Parking at Pearl Highlands that is not too expensive</li> </ol>	<ol style="list-style-type: none"> <li>1. Bus flyover</li> <li>2. Subsidized parking at Pearl Highlands</li> </ol>	What about how long it takes to get home from town in the afternoon? Rail to Pearl Highlands and then . . .
3		yes, Disincentive - Doesn't provide parking		1. 4	

Central Oahu Transportation Study  
Community Meeting Summary

STATION 2 FEEDBACK FORM (Questions 6 through 10)

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4	<ol style="list-style-type: none"> <li>1. 4</li> <li>2. 10</li> <li>3. 9</li> <li>4. 6</li> <li>5. 1</li> <li>6. 2</li> <li>7. 8</li> <li>8. 3</li> <li>9. 7</li> <li>10. 5</li> </ol>	yes, bus passes	1, 2, 3, 4, 5, 6, 7	<ol style="list-style-type: none"> <li>1. 6</li> <li>2. 7</li> <li>3. 3</li> </ol>	
5		yes, Discount on bus pass	1, 2, 3, 4, 5, 6, 7, 8, 9	<ol style="list-style-type: none"> <li>1. 1</li> <li>2. 4</li> <li>3. 6</li> </ol>	
6		yes, Pre-tax bus pass purchase	3, 4, 6, 7, 8	<ol style="list-style-type: none"> <li>1. 7</li> <li>2. 6</li> <li>3. 8</li> </ol>	I think a gondola is a good idea since it can provide transport over areas that may be hilly or difficult to pave or build a rail upon, such as through the gulch.

Central Oahu Transportation Study  
Community Meeting Summary

STATION 2 FEEDBACK FORM (Questions 6 through 10)

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7	<ol style="list-style-type: none"> <li>1. 4</li> <li>2. 5</li> <li>3. 6</li> <li>4. 10</li> <li>5. 3</li> <li>6. 9</li> <li>7. 8</li> <li>8. 2</li> <li>9. 7</li> <li>10. 1</li> </ol>	no	7,	1. 7	
8	<ol style="list-style-type: none"> <li>1. 5</li> <li>2. 10</li> <li>3. 9</li> <li>4. 8</li> <li>5. 3</li> <li>6. 2</li> <li>7. 1</li> <li>8. 4</li> <li>9. 7</li> <li>10. 6</li> </ol>	yes, UH Manoa offers bus passes and carpool parking permits	1, 4, 10	<ol style="list-style-type: none"> <li>1. 1</li> <li>2. 10</li> <li>3. 4</li> </ol>	

Central Oahu Transportation Study  
Community Meeting Summary

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9	<ol style="list-style-type: none"> <li>1. 8</li> <li>2. 7</li> <li>3. 6</li> <li>4. 5</li> <li>5. 1</li> <li>6. 9</li> <li>7. 2</li> <li>8. 4</li> <li>9. 3</li> <li>10. 10</li> </ol>	yes	2, 3, 4, 5, 6, 7, 8, 9	<ol style="list-style-type: none"> <li>1. More express buses to UH</li> <li>2. Easier routes to Pearlridge and Kapolei</li> </ol>	
10	Need to define Mobility Hubs #2 will neve happen. Dedicated lane on H-2 connecting to Park and Ride will have to do.	no	1, 6, 7	<ol style="list-style-type: none"> <li>1. 1</li> <li>2. 6</li> <li>3. 7</li> </ol>	

Central Oahu Transportation Study  
Community Meeting Summary

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11	<ol style="list-style-type: none"> <li>1. 10</li> <li>2. 6</li> <li>3. 5</li> <li>4. 2</li> <li>5. 8</li> <li>6. 7</li> <li>7. 4</li> <li>8. 3</li> <li>9. 1</li> <li>10. 9</li> </ol>	no	1, 4, 5, 6, 7, 9, 10	<ol style="list-style-type: none"> <li>1. 9</li> <li>2. 10</li> <li>3. 4</li> </ol>	
12	<ol style="list-style-type: none"> <li>1. 10</li> <li>2. 3</li> <li>3. 2</li> <li>4. 7</li> <li>5. 8</li> <li>6. 1</li> <li>7. 5</li> <li>8. 4</li> <li>9. 6</li> <li>10. 9</li> </ol>	no	1, 4, 5, 6, 7, 8, 9, 10	<ol style="list-style-type: none"> <li>1. 4</li> <li>2. 1</li> <li>3. 8</li> </ol>	

Central Oahu Transportation Study  
Community Meeting Summary

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13	1. 4 2. 3 3. 8 4. 5 5. 1 6. 9 7. 2 8. 6 9. 10 10. 7	no	4, 6, 7, 8, 10	1. 8 2. 6 3. 7	
14	1. 10 2. 2 3. 1 4. 9 5. 5 6. 3 7. 4 8. 8 9. 7 10. 6	no	6, 7		

Central Oahu Transportation Study  
Community Meeting Summary

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15	<ol style="list-style-type: none"> <li>1. 2</li> <li>2. 10</li> <li>3. 9</li> <li>4. 3</li> <li>5. 8</li> <li>6. 5</li> <li>7. 1</li> <li>8. 7</li> <li>9. 4</li> <li>10.6</li> </ol>	yes, subsidy for VanPool or TheBus	1, 4, 5, 7, 8, 10	<ol style="list-style-type: none"> <li>1. 8</li> <li>2. 4</li> <li>3. 1</li> </ol>	<ol style="list-style-type: none"> <li>1. More bridges are needed/coming. Choose strategy that makes most use of them - street level light rail.</li> <li>2. Gondolas are safe, fun, inexpensive.</li> </ol>
16	<ol style="list-style-type: none"> <li>1. 1</li> <li>2. 3</li> <li>3. 2</li> <li>4. 5</li> <li>5. 4</li> <li>6. 6</li> <li>7. 9</li> <li>8. 7</li> <li>9. 10</li> <li>10. 8</li> </ol>		2, 8, 9, 10	<ol style="list-style-type: none"> <li>1. 6</li> <li>2. 7</li> <li>3. 8</li> </ol>	

Central Oahu Transportation Study  
Community Meeting Summary

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17	5. 1 7. 4 8. 2 10. 3	yes, bus passes	1, 2, 3, 4, 6	1. 6 2. 4 3. 2	
18		no	2, 5, 7, 10		Wonderful instruction David. Thank you for your education.
19		no	1, 6, 7, 8	1. 6 2. 7 3. 8	"Flyer Stops" for Mililani
20	1. 5 2. 1 3. 2 4. 10 5. 3 6. 4 7. 6 8. 7 9. 8 10. 9	yes, OTS	1, 3, 4, 5, 8, 9, 10	1. 1 2. 4 3. 3	

Central Oahu Transportation Study  
Community Meeting Summary

STATION 2 FEEDBACK FORM (Questions 6 through 10)

Response Number	<p>6. Please RANK the following projects in order of importance to you and your travel from 1 to 10 with 1 being the most important and 10 being the least important:</p> <ol style="list-style-type: none"> <li>1. Mobility Hubs</li> <li>2. HART Rail between Wahiawa and Pearl Highlands Rail Station</li> <li>3. HART Rail between Mililani and Pearl Highlands Rail Station</li> <li>4. Aerial Gondola between Mililani Mauka P&amp;R and Pearl Highlands</li> <li>5. Bus Service Expansion</li> <li>6. Construct Transit Centers</li> <li>7. Light Rail (street level) between Wahiawa and HART Rail</li> <li>8. Bus Rapid Transit between Wahiawa and Pearl Highlands Station</li> <li>9. Park &amp; Ride with Transit Stop in median of H-2 mauka of Ka Uka</li> <li>10. City Operations and Maintenance</li> </ol>	<p>7. Does your employer, school, or community association offer discounts on or provide bus passes or other incentives (such as preferred parking for carpools/vanpool) to encourage travel other than driving alone?</p>	<p>8. Which of the following 10 strategies would increase your likelihood of using alternative travel modes (bus, carpool) to driving alone more than once a week? Please check all that apply.</p> <ol style="list-style-type: none"> <li>1. Parking strategies</li> <li>2. Outreach promotion and marketing of alternative transportation modes</li> <li>3. Emergency ride home program</li> <li>4. Employer based commuter/ parking programs</li> <li>5. Vanpool program</li> <li>6. Support for working from home</li> <li>7. Support for alternate or shifted work hours</li> <li>8. Free real-time online carpool matching</li> <li>9. Carsharing program</li> <li>10. Bikesharing (extended to other areas)</li> </ol>	<p>9. Of the 10 strategies listed in question8, please list the top 3 you feel would have the most impact on travel in Central Oahu.</p>	<p>10. Other comments.</p>
21	<ol style="list-style-type: none"> <li>1. 5</li> <li>2. 4</li> <li>3. 3</li> <li>4. 1</li> <li>5. 7</li> <li>6. 8</li> <li>7. 2</li> <li>8. 9</li> <li>9. 10</li> <li>10. 6</li> </ol>	yes, Student Bus Pass			
22	<ol style="list-style-type: none"> <li>5. 1</li> <li>6. 10</li> </ol>	no	5, 6, 7	<ol style="list-style-type: none"> <li>1. 6</li> <li>2. 7</li> <li>3. 5</li> </ol>	<ol style="list-style-type: none"> <li>1. Companies provide bus passes.</li> <li>2. Increase service to Town and North Shore Circle Island.</li> <li>3. Better than current bus stops with rain shelters, single seat, no bench for homeless.</li> <li>4. Add express buses.</li> </ol>

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24	<ol style="list-style-type: none"> <li>1. 1</li> <li>2. 2</li> <li>3. 7</li> <li>4. 3</li> <li>5. 6</li> <li>6. 5</li> <li>7. 10</li> <li>8. 9</li> <li>9. 4</li> <li>10.8</li> </ol>	yes, can use parking allowance for bus pass cost	1,	<ol style="list-style-type: none"> <li>1. 1</li> <li>2. 2</li> <li>3. 3</li> </ol>	<ol style="list-style-type: none"> <li>1. Parking is always an issue with Washington DC metro stops. It'd be great if that wasn't the problem here.</li> <li>2. If light rail is orders of magnitude difference from HART, then extend it to Wahiawa.</li> </ol>

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25	<ol style="list-style-type: none"> <li>1. 1</li> <li>5. 3</li> <li>6. 2</li> <li>9. 4</li> </ol>	no	7,		

Central Oahu Transportation Study  
Community Meeting Summary

STATION 3 FEEDBACK FORM (Questions 1 through 8)

Response Number	1. Do you bicycle on a regular basis?	2. If not, please tell us why:	3. Would you bicycle more frequently if there were an improved and safer network of protected bikeways and/or bikeshare in Central Oahu?	4. Where should new bicycle facilities be installed first in Central Oahu?	5. Do you feel that sidewalks/paths including crosswalks at intersections in your community are safe?	6. If no, please tell us why:	7. What is your favorite place in Central Oahu and why?	8. Which location requires improvements for people who walk and why?
1	no	Don't feel safe	Absolutely	California Avenue to Meheula	no	Crosswalks are not painted	Wikao St., Launani Valley - lots of trees, big sidewalks, aesthetically pleasing, slow traffic, no corporate presence	All areas around schools in Wahiawa
2	no	1. Steep hills within Mililani 2. Limited bicycle access between Mililani and neighboring areas	yes	Between Mililani and Waipio Gentry	yes, if signalized	Cars travel too fast		
3	no	1. Don't feel safe 2. Too hot/rainy 3. Don't own a bike 4. Too physical for me	maybe	Kam Hwy through Kipapa Gulch	no	1. Cars travel too fast 2. Traffic signal is needed 3. Drivers don't pay attention 4. Drivers don't yield to people in crosswalks	Lanikuhana up toward Pinnacles - low traffic	
4	yes		yes	We need a safe route between Mililani and Waipio Gentry	yes/no  Depends on location. There is no consistency in Central Oahu. Needs work.	1. Cars travel too fast 2. Drivers don't pay attention		
5	no	1. Don't feel safe 2. Don't own a bike	yes		no	1. Cars travel too fast 2. Drivers don't pay attention 3. Drivers don't yield to people in crosswalks	Wahiawa Heights because it's the best place on earth	
6	no	1. Not comfortable 2. Inconvenient	no		no	1. Cars travel too fast 2. Traffic signal is needed 3. Drivers don't pay attention 4. Drivers don't yield to people in crosswalks 5. Crosswalks are not painted	Wahiawa Heights - close to home	1. All sidewalks in Wahiawa 2. Most communities
7	no	1. Don't feel safe 2. Too far to travel	yes	Shopping Centers	yes/No  Depends on the road	1. Cars travel too fast 2. Traffic signal is needed 3. Drivers don't pay attention		
8	no	1. Too much grandchildren to watch 2. Work 6 days a week	yes	Transit Center	no	1. Cars travel too fast 2. Drivers don't pay attention 3. Drivers don't yield to people in crosswalks 4. Crosswalks are not painted	Everywhere	

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9	yes		yes	Everywhere, especially Kipapa Gulch	no	1. Trees break up sidewalks	Lanikuhana	All - Fix Sidewalks
10	no	Ride occasionally - not enough time	yes	Wahiawa	yes - Most are no - need improvement	1. Cars travel too fast 2. Drivers don't pay attention	Wahiawa	Wahiawa/upper
11	no	Don't feel safe	no		yes			California Avenue
12	yes		Probably not	Don't know	yes and no	1. Cars travel too fast 2. Drivers don't pay attention 3. Drivers don't yield to people in crosswalks 4. Crosswalks are not painted	Shopping Center	
13	no	No time	yes		yes	1. Cars travel too fast 2. Traffic signal is needed 3. Drivers don't pay attention 4. Drivers don't yield to people in crosswalks		
14	no	1. Don't feel safe 2. Too hot/rainy	yes	1. Places of employment 2. Commercial centers	no	1. Cars travel too fast 2. Traffic signal is needed 3. Drivers don't yield to people in crosswalks 4. Crosswalks are not painted		
15	yes		yes	From Mililani (both sides) to Pearl City via Koa Ridge or Waipio	no	1. Cars travel too fast 2. Drivers don't pay attention	Unfortunately, Central Oahu is not walker friendly	California Avenue
16	I would if there were a safe bike path	Don't feel safe	yes	Between Waipio and Mililani	no	1. Traffic signal is needed (Waipio Uka and Maaniani St.) 2. Drivers don't pay attention (Hard to see when drivers turning out of neighborhood streets) 3. Drivers don't yield to people in crosswalks	The park and pathway between neighborhoods	Waipio Uka to S. Kamehameha to Lumiauu
17	no	1. Don't feel safe 2. Too hot/rainy 3. Don't own a bike	no	Within town areas	yes		Central Oahu Regional Park	
18	no	Don't own a bike	yes	paths	yes		Around my neighborhood (Mililani Mauka)	Ainamakua Drive - uneven sidewalks

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19	no	1. Don't own a bike 2. Never learned how to ride	no	paths	yes			
20	no	1. Don't feel safe 2. Not currently part of my commute because Kipapa Gulch not safe	yes - would bike commute	Kipapa Gulch	no	1. Traffic signal is needed 2. Drivers don't pay attention 3. Drivers don't yield to people in crosswalks	Don't walk in this area much	
21	yes		yes	Safe lanes/paths connecting Wahiawa, Mililani, Waipio, Pearl City	no	1. Drivers don't pay attention 2. Design of freeway off-ramps dangerous for bikers, pedestrians	None	Public access to Kipapa Gulch
22	no	Don't own a bike	no		no - some are, but many are not	1. Cars travel too fast 2. Traffic signal is needed 3. Distracted pedestrians and drivers	My neighborhood - lots of people walking at all hours	Meheula Parkway - crosswalks, but two lane road so car in one lane may block someone stepping into crosswalks where there are no lights
23	no	disability	maybe		no	No street name sign in some places	Costco	
24	yes		yes	1. Mililani to Waipio Gentry 2. Waipio Gentry to Rail Station	no	1. Cars travel too fast 2. Drivers don't yield to people in crosswalks 3. Not a culture of stopping for pedestrians	Central Oahu Regional Park - More people, fewer cars	1. Mililani to Mililani Mauka 2. Mililani to Waipio Gentry
25	no	1. Don't feel safe 2. Don't own a bike	yes	1. To Town Centers 2. Rural (free of roadway)	yes - generally		Mauka Park - has good sidewalks around Mililani	
26	yes		yes - Don't live in Central Oahu, but I've heard from many that they would	Connection between Waipio and Mililani				

Central Oahu Transportation Study  
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STATION 3 FEEDBACK FORM (Questions 9 through 16)

Response Number	9. Where is the worst traffic congestion: In your community In Central Oahu	10. Do you live and work in Central Oahu?	11. If you drive to work outside Central Oahu, where do you work?	12. What do you think is the most important roadway improvement in Central Oahu that should be implemented immediately?	13. Have you ever paid a toll or fee to travel on a bridge or road in another city?	14. Do you think that people driving alone should have the option to use a carpool lane as long as they pay a fee for the privilege?	15. Do you think that you would pay for the right to use a carpool lane when driving alone if it meant you could leave your house later and get to work faster?	16. Other comments.
1	Community: off-ramp to Wahiawa  Central Oahu: H-2/H-1 merge	yes						
2	Community: Parkway between H-2 and ____.  Central Oahu: Meheula	yes	Downtown Honolulu	Second access for Mililani Mauka	yes	yes	yes	
3	Community: Meheula and Lanikuhana  Central Oahu: H-1/H-2 merge	yes		Bike path Kam Hwy through Kipapa Gulch	yes	yes	no - depends on the cost	My main concern is the impact of new housing developments (Koa Ridge, etc) on traffic.
4		live	Kalihi	Safe passage for cycling, walking, running, from Mililani to Pearl City Bike Path	yes	no	no	Mahalo!
5	Community: Kamehameha Highway  Central Oahu: Kamehameha Highway	no	Downtown Honolulu		yes	yes	yes - because I wouldn't have to leave an hour to 2 hours before I need to get to school	
6	Central Oahu: H-1/H-2 merge	no	Downtown Honolulu	???	yes	yes	yes	
7								
8	Community: Fort Weaver and Kunia on-ramp  Central Oahu: Wahiawa Olive Avenue	no	Kapolei/Leeward Coast/Ewa Beach		no			
9	Community: Meheula Makaimoimo  Central Oahu: H-1/H-2	yes	various locations in USA	Kamehameha Highway	yes	no	no - use for multiple persons, kill SOVs	

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10	Community: Kamehameha Highway/Wahiawa  Central Oahu: Ka Uka Entrance/Exit and H-1/H-2 merge	no	Kapolei/Leeward Coast/Ewa Beach	H-1/H-2 interchange	yes	no	no - defeats purpose of carpooling	
11	Community: Meheula Parkway eastbound on-ramp  Central Oahu: H-1/H-2 merge	no	Downtown Honolulu	Additional access to Meheula Parkway	yes	no	no	
12		no		A road through Central Oahu Regional Park	yes	yes and no	yes - but those driving alone would object to the extent that this would probably result in longer travel time for those using the carpool lane	
13	On the H-1	no	Pearl Harbor/Hickam	Bypass road to reduce congestion at the H-1/H-2 merge	yes	no	no	
14		sometimes						
15	Community: Around schools  Central Oahu: Mililani exits from H-2	wife: yes  husband: no						
16	Community: Waipio Uka/Kam Hwy Interchange  Central Oahu: H-1/H-2/Kam Hwy Interchanges	yes						
17	Community: Meheula Freeway on-ramp  Central Oahu: H-1/H-2 merge	yes	Downtown Honolulu	U-turns on Kamehameha Highway in Mililani Town	yes	no	no - "Economy Plus" is a slippery slope for public transportation	
18	Central Oahu: H-2	no	Downtown Honolulu	1. More lanes 2. Carpool zipper lane during afternoon rush hour	yes	yes	yes	
19		no						

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20	Community: H-2/ Meheula intersection  Central Oahu: H-2/H-2 merge	yes		Bike lane of Roosevelt Bridge (Kipapa Gulch)	yes	no	no - because I believe in carpooling, mass transit use	
21		yes			yes	yes		
22	Central Oahu: H-1/H-2 merge	yes - retired						
23	Community: Kamehameha Hwy Haleiwa to Kahalui (live in Koolauloa)  Central Oahu: H-2	no						
24	Community: Ukee and Waipio Uka (Costco interchange)  Central Oahu: Kamehameha Hwy south to Pearl City/H-1	no	Downtown Honolulu	Open up (with a magic wand?) the Kamehameha Highway to Pearl City/H-1 interchange	yes	I like the HOT concept	no - I'm too cheap	
25	Central Oahu: H-1 during commute	no	UH Manoa	More morning express buses (not just 6:30 and 7:00 AM to Mauka, 7:30 and 8:00 AM to UH) to avoid detour through Dillingham	yes	?	maybe - Would this just lead to congestion of the carpool lanes? Could you limit such permits?	1. Eventually easy access to rail when it starts 2. Sometimes it would be nice to have later buses on Friday, Saturday, and Sunday to take in evening events in town 3. More buses to bypass Dillingham
26								

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