

Airport Rail Station Design Community Informational Meeting

Date and Time: **August 13, 2014, 6:00 - 8:30 p.m.**

Location: **Moanalua High School**

Purpose

The purpose of this meeting, a requirement of Stipulation IV of the Section 106 Programmatic Agreement (PA) was to update the community/neighborhood on the design status for the Honolulu International Airport Station.

There were an estimated 70 attendees (including project staff, representatives from the City's Department of Planning and Permitting and Department of Transportation Services, HDOT representatives including Ford Fuchigami, Ross Higashi and Guy Ichinotsubo, Pearl City and Salt Lake Neighborhood Board members, Councilman Breene Harimoto, and City Council representatives).

Introductions

HART Executive Director and CEO Dan Grabauskas opened the meeting. HART Board Chair Ivan Lui-Kwan also gave welcoming comments. HART's Transit Arts Program Administrator Lisa Yoshihara gave a PowerPoint presentation providing an overview of the project and detailing the Station Naming and Art-in-Transit programs.

Following their presentations, Dan Grabauskas opened it up for audience Q&A and then after the full group Q&A, there were breakout sessions for one-on-one time with subject matter experts.

Full Group Questions/Comments

1. What is the distance from the rail station to the airport terminals, specifically, how long will it take to walk from the interisland terminal to the rail station?
2. The Airport is undergoing a lot of changes, is the rail's plan going to be integrated with HDOT's master plan? My concern is that the airport's master plan does not show the rail station. Note: Ford Fuchigami, Director, HDOT followed up after Dan's response and said that they are closely coordinating efforts with HART.
3. The rail line stops at Ala Moana but how do people get to and from Waikiki? Note: Mark Garrity, Deputy Director, DTS followed-up after Dan's response and said that they are working to get circulator buses and facilities where buses can come in more frequently with enhanced stations in Waikiki.
4. Will there be moving walkways to overseas terminal from rail station?
5. What type of security will be on system?

Breakout Groups: Questions/Comments Summary

1. Airport Station

Moderator: Ken Caswell

Scribe: Lena Kamae

Questions/Comments discussed:

- Will there be lockers?
- What about security at stations (TSA)?
- Will there be moving sidewalks to terminal from rail station?
- Will there be luggage carriers, the kind they have where you insert money and grab?
- Will you be able to walk from rail station to office towers?

HDOT representatives who attended the meeting asked and/or commented on the following:

- Airport wants to know where our irrigation is coming from.
- Airport wants to see plans of our stations.
- Airport indicates that HART is installing bollards inside their parking structure
- Airport suggests variable message signs on 4th and 6th level indicating direction to airlines and gates.
- Airport has Dept. of Agriculture restricted plants.

2. Middle Street, Lagoon Drive, Pearl Harbor Station

Moderator: Tim Newberry

Scribe: Lois Hamaguchi

Questions/Comments discussed:

- Will there be parking structures at every station?
- We are located on Waiwai Loop (Hawaii Employers Council) and due to the number of meetings and meeting room space we require, we need to get at least 4-5 months advanced notice to plan accordingly. We are concerned about the upcoming utility construction and want to make sure that the contractor or HART notify us way in advance.
- Concerned about the Keehi Lagoon parking lot where people park their cars all day. How are you going to prevent people from parking there when the rail station is built?
- Is the station “homeless friendly?”
- What about wind gusts...will the trains cease to run if it gets up to hurricane speeds?

3. Art/Culture Station

Moderator: Lisa Yoshihara

Scribe: Nicole Higa

Questions/Comments discussed:

- Who is the designer of the Aesthetic columns?
- Has the artwork for the stations been selected yet?
- Artwork could be incorporated in rail card/pass – maybe different designs could be available at different stations.
- HART should offer different fares for students.
- Is the flower/lei design going to be a photo of an actual flower, or artwork?
- There is a concern about the use of coconut in the landscape plan.

- There are certain plants that should not be included in the Airport Station's landscape plan. Verify the landscape plan with HDOT's approved plant list for the airport.
- Landscape irrigation is also a concern. Confirm irrigation system plans with HDOT before finalizing.
- Please have wayfinding signage of the neighborhood map that has significant businesses or locations of interests.

4. **TOD Station**

Moderator: Kathy Sokugawa

Scribe: Tim Streitz

Questions/Comments discussed:

Station Specific (DPP had displayed the Pearl Harbor, Airport, and Lagoon Drive stations, which are the focus of their Airport Area TOD Plan):

- Need convenient connection to airport gates.
- Incorporate protection from elements (rain, sun) along routes from Airport station to nearby major business centers.
- Consider a (big) park-and-ride at Airport and Lagoon Drive stations.
- Consider Keehi Lagoon frontage on Lagoon Drive as park-and-ride site.
- Provide a shuttle between the JBPHH, Pearl Harbor rail station, and The Mall.
- Consider 4-way (Barnes Dance) pedestrian crossing signal at Pearl Harbor station.
- Make safe pedestrian connections to employment centers mauka of Radford Drive – until midnight (rail hours of operation).

General

- Salt Lake residents need to get to airport and nearby rail stations, but the limited local roads are already at capacity. More people using them would be a problem.
- Consider affordable housing.
- Address homelessness.
- Review landscaping maintenance issues (make sure can water and actually maintain plants, etc.).