

Aloha Stadium Access Planning Group

Date and Time: **November 7, 2014, 8:30am**
Location: **Aloha Stadium Conference Room**

The following materials were distributed at the meeting and are attached to these minutes:

- Appendix A Agenda
- Appendix B PowerPoint Presentation
- Appendix C Aloha Stadium Station Intermodal Access Study
- Appendix D Aerial View of the Aloha Stadium Area
- Appendix E Summary and Future Action (page 23), Treatment Plan for Cultural and Historic Resources at Aloha Stadium Station, HART (July 2014)

Welcome, Introductions, Meeting Purpose

The meeting was called to order by the facilitator at 8:35am. This was followed by self-introductions. The list of people attending is attached.

The purpose of the meeting is to talk about the planning we are all doing and how our projects come together. The reason HART is convening this meeting is from our Section 106 Programmatic Agreement consultations and their inquiries on whether the agencies at or in the proximity of Aloha Stadium are talking to each other. It is a fair question.

We agreed to hold an initial meeting of stakeholders. We hope this becomes an ongoing activity. We need to work in partnership with the other activities and agencies around the station to make it successful. We want this intermodal facility to work well within this community.

Transit Station and Area Overview

The transit system is a 20 mile elevated rail system starting in Kapolei and ending at Ala Moana. We are currently in construction in Kapolei. One mile of elevated guideway is in place. At the Kamehameha Section, utility relocation work is taking place

The Aloha Stadium Station is designed. Consultation is taking place with our consulting parties due to the station's proximity to the historic landmark and the culture and history of the area.

The station is a different configuration from the other stations to handle large volumes of people at specific times. The station has three tracks to provide flexibility at needed times.

The Aloha Stadium Station is situated on a parking lot of the stadium. There is an agreement to share the parking facility that will be built to accommodate the station during weekdays and support stadium parking on weekends and holidays. Aloha Stadium Station is projected to be the tenth busiest station in the system. By 2030 more than 120,000 passengers are expected per day. Studies show that nationally 20% of stadium attendance is connected to rail. The Aloha Stadium Station, if the stadium is full, will relieve about 8,000 cars from the highways around the station.

Seven bus bays will be included in the station. Circulators are envisioned operating every 15 minutes from the station. This station will be a hub for the stadium and other communities and facilities in the area. Regular bus transportation will continue to provide access to other points.

As part of the community outreach, a lot of work has done on station aesthetics. These include art work, column wraps, and landscaping. Each station will have its own unique art. The art at each station will tied to the ahupuaa in which the station is located.

About a quarter mile around that station touches the stadium and is close to the memorial. When the radius is seen from the one mile vantage point, more is encompassed including the housing district. This is used as a framework for planning multi-modal connections.

HART wanted to invite all of the stakeholders to share what they are doing. It's important that everyone know what is happening and to hear what each of us needs to move forward.

Stakeholder Project Updates

- National Park Service
 - Conducting a transportation study to determine long term needs for the visitor center.
 - Did a road safety audit and expect to have the report at the end of this year.
 - There are numerous safety concerns for bicyclists and pedestrians.
 - In the long term there is a need for more than one access point into the visitor center.
 - The Park Service supports efforts to restore the Pearl Harbor Historic Trail to the Center.
 - There are no plans at this point to fund a circulator.
 - If we can get updated on a regular basis, NPS can plan ahead and help mitigate the impacts of construction.
- Joint Base Pearl Harbor-Hickam
 - Slide 11 shows an intent to provide a circulator from the station to the base. We are trying to find ways to get from the station to the base. *Liz recommended looking at the interim stage when the opening of the line will begin but the route will end at Aloha Stadium. There are not definitive plans yet but the conversation needs to keep going. Is there any other studies you can share that will relate to station planning?*
 - We have a study related to the Ford Island intersection (at Kamehameha Highway) and the impacts traffic. There is heavy demand for Ford Island. There is a study being done looking at the Aloha Stadium Station and its impacts. This will be done in December.
 - We are hiring a Base Transit Planner.
 - The COMPACFLT Admirals Boathouse is a secured site; recommends fencing along trail to guide pedestrians.
- Aloha Stadium
 - Excited to have the station on the stadium property.
 - We hired a Consultant to determine how to best use the opportunities of the station, how to work with others, and to develop a master plan. This planning is in process.
 - We are working with an ROE arrangement with HART.
 - As they conduct a study of the transit station construction, we will get more information.

- How do we quantify losing 596 parking stalls? Not just monetarily but also the customer experience.
 - We trying to work on impacts on the physical changes to Salt Lake Blvd. How do we safely move people from the station to the stadium?
 - An issue we are struggling with is HART's inability to commit any funds other than what is already dedicated to the rail system. The financing of other projects will need to come from the City. How do we replace the loss of parking stalls? How do we maintain the safe access of the users of the HART system? Unless something is done to Salt Lake Blvd, this will be a problem. Need city help and commitment
 - Deed restriction issues – We need support and commitment from HART, TOD and the City. Transit is a key factor to our planning and the deed restriction is a key impediment.
 - There are two major projects taking place, not just HART but also the stadium. We cannot make commitments unless we get commitments. If there are problems, we need commitments from HART, the City or TOD that we will get help to resolve the problem.
 - There is a high probability that the stadium area will showcase the potential of TOD.
- Department of Planning and Permitting (City) – Halawa Makai TOD Plan
 - Deed restrictions involve the city council, not just administration.
 - The City is supportive of TOD around the stations. The Aloha Stadium is the last area to be planned. A consultant is on contract. TOD planning process starting.
 - Planning advisory meetings and community meetings will start in January.
 - Security issues related to Pearl Harbor need to be identified and addressed.
 - Communication is key, we need to know whether we should slow down, or pick up.
 - Historic trail has improvements planned in the Aiea/Pearl City plan and has the potential to become a catalytic project. The City will put some funding into it. We are focusing on affordable housing and bus turn around. This becomes a joint project we can all work on.
- Department of Transportation Services (City)
 - Focused on ensuring multi-modal transportation options exist at each station.
 - We have looked at all stations for opportunities and constraints.
 - It is difficult to walk along Kamehameha Highway, getting to the bus stop on the makai side is intimidating – how do we improve access to that side?
 - Also concerned about crossing the highway to get to the stadium, particularly since we are talking about large volumes of people crossing the street.
 - Rail increases pedestrian activity, we need infrastructure in place to accommodate this.
 - It's an opportunity to improve the walking and biking environment. The connection to the end of the Pearl Harbor bike trail is a great opportunity.
 - We identified a host of little projects and have CIP funding to improve station access. We hired a civil engineer to help with this focus.
 - Signage and way finding needs to direct people using the station rather than the bus.
 - Applied for FHWA grant; potential for \$125K in funds for pedestrian/access improvements.
 - We need to leverage funding – we have to spread our funding around 20 stations. We want to work with partners to look for other funding and maximize efficiency of funds.
 - Many people coming to the monument/memorial are older. This needs to be considered.
 - Planning needs to include the boat house as a secured facility and other sensitive areas.

- Hawaii State Department of Transportation
 - No report at this time.
- Oahu Metropolitan Planning Organization
 - OMPO is in the process of development: transportation alternative program planning focused on multi-modal projects geared toward connectivity and transit related projects.
 - Expecting adoption in early 2015 with a first call for projects in January and February.
 - We have federal funds (\$1.5m) for projects related to what has been discussed.
 - Funded projects need to be ready – we have enough projects in the pipeline ready to go.
- Other updates
 - One of the connections for the community meetings with TOD is the improvements planned to the Leeward bike path. Phase 1 is part of the PH Historic Trail and in the Section 106 process. It will improve the route. This should be added to our discussions.
 - Fish and Wildlife will start construction in January on an overlook at West Loch.

Vision – Brainstorming Potential Opportunities

We need to craft an over-arching statement that captures our vision. There is one proposed from HART. Based on the conversations, we've had over the past couple of hours, what changes to the vision can we make to articulate a common direction? Here are concepts to incorporate:

- Regional intermodal gateway. With the stadium and the monuments, it's not just local, it's an island wide facility. Many tourists pay their homage at Arizona memorial, it's a gateway to their experience, it has far reaching effects.
- Integration of the various sites in the area.
- There is a definite cultural significance of the area (*piko*) and the facility as a “center”. It is centrally located. In Hawaiian culture, the *piko* reaches out and extends out. It is the place of *Keaiwa Heiau*, *Papahanaumoku*. It is connected to Mother Nature. It is a gathering place for local, people from across the country and the world. It is more than sports activities and venues, it can include training facilities and housing. It's not just a gateway, it is a center that radiates outward. Consider *makahiki*, time of rebirth, new growth.
- The vision state should have quantifiable and measureable goals that aim for accessibility, a walkable environment, safety, culture and security.

What changes can we make to the mission statement? Concepts to include in the mission statement:

- Partnerships.
- Information sharing.
- Address impediments collectively.
- Synergy.
- Collaborative process.

- Shared process for ideas, funding, and other resources.
- Community and stakeholder input, work with stadium.
- Be sensitive to the host community. Whatever we develop, we need to make it appropriate for the people who live here.

How to Move Forward

There are several themes in the presentations that are important to several of the agencies in the meeting. These include:

- Timelines. There are deadlines and timeframes critical to individual agencies, projects and plans. How do we share what is happening? HART is looking at the station's opening in 2018 for the environment around the station to be ready to use. If we rally around a specific project, what are the key points in time to consider?
- How do we find out what activities, planning efforts are taking place, so that others' plans can be incorporated?
- Funding possibilities and other activities that could involve others in the room and are opportunities for coordination and collaboration. How do we share this information and identify these opportunities?

Other constraints and challenges voiced by participating agencies included the following:

- Coordination between Aloha Stadium, Pearl Harbor station conversations and the TOD plans. The two stations are closely related but we are planning them as separate entities.
- The need to address and resolve issues related to deed restrictions.
- Bus routes/JBPHH connections and the concerns raised earlier.
- Pedestrian connections (Salt Lake Boulevard, Kamehameha Highway) are dangerous. Increases in pedestrian traffic will further challenge the project. How do we coordinate multiple destinations without people having to use multiple shuttles to the various sites we are trying to integrate?
- Federal compliance issues have impacts on timelines. For HART, our issues are permitting and staying within the line of federal compliance issues. The constraints on these is time. Different levels of approvals take different amounts of time.
- Security/safety are paramount and need to be incorporated into all planning. Security protocols and processes with vehicles is established. Large increases in pedestrian traffic will require changes.
- Signage and way finding are important issues. Visitors already confuse Pearl Harbor with the specific locations of the Valor Pacific National Monument.

- Funding and resources are limited for everyone. How do we leverage funding?

Other Discussions

- What are our roles? What is HART's role? We have ideas for capital improvements. There is a limited funding for the stations. There are so many plans going on. How do we know what anyone is doing makes sense for everyone else? How do we do all of this coordination? We don't want to miss opportunities we can have with each other. We can help each other.

HART is willing to help with this continuing effort with volunteer staff time but HART does not have to be the lead agency. The genesis for our meeting today came out of the conversations we are having with our consulting parties. The real concerns for our consulting parties have to do with the historic landmark. HART took this on because it have been in conversation with all of the players individually.

We have 21 stations and we cannot work on these stations in silos. We wanted to get everyone in the room and we have to develop what the path forward looks like. The City DPP, DTS, and HART need to make sure we are pulling in the stakeholders needed.

- If this simply communication need that is fine. It would be difficult to go beyond that since we all have different command structures with difference priorities. Our roles and responsibilities differ. Some of us deal with facilities, some of us are about networks. We will have some confusion but there are opportunities for us to do joint projects. There are some activities that are planned that can include each other.
- We should consider what we call ourselves. How will our name demonstrate bring clarity and define what we are doing?
- TOD is much longer range planning. For us on the table, our work is operational. What do we do day to day? What tasks are needed to move forward? DPP will do its best to keep communication open
- We could set up an email distribution list to have a pulse to provide updates from each other and where activities are going. Is HART willing to host a website for our group where we can post what we are doing so we all have one place to go to for information? We can limit it to our consortium and not make it a public site. For now the contact person will be Ryan at HART to follow up on this.

Wrap-up and Next Meeting

The next meeting will be in January before DPP starts its TOD community meetings. HART (Ryan) will coordinate and work with everyone to identify a date. The meeting will be at the Aloha Stadium.

The agenda will include the following items:

- What is our group name? What is our vision and mission?
- What is the process we are using? How do we move forward?
- What projects are each of us working on? What are the constraints and challenges we are facing? What timelines are critical to each of our projects?
- How do each of our agencies/planning efforts disseminate information? How do others get included in these information streams?
- What other planning efforts are taking place relevant to our individual and collective work?

Adjournment

The meeting was adjourned at 11:20am.

Meeting Participants (by organization)

NPS

Paul DePrey
David Stransky
Meredith Speicher

JBPHH/NAVFAC

Alii Matawa
Wes Choy
Gary Tasato

HDOT – Highways

Dean Nakagawa

FHWA

Laurie Mishimins (by phone)

Aloha Stadium

Scott Chan
Charles Toguchi
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Department of Transportation Services

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(_____)

Steven Miller (by phone)

Pacific Aviation Museum

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(_____)

Charles Vatali? (by phone)