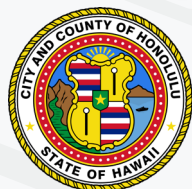


# ALA WAI ALTERNATIVES ANALYSIS

## APPENDIX B: COMMUNITY ENGAGEMENT PLAN AND SUMMARY



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# 1 THE PLAN

## INTRODUCTION AND CONTEXT

This document presents a draft public engagement framework for the Ala Wai Canal Bridge Alternatives Analysis (AA). It sets an engagement roadmap that the planning team and the public can follow as the AA progresses. The objective is a transparent statement of expectations for all participants and observers. It identifies key milestones when public participation will be sought, the type of information that will be sought and the corresponding level of engagement sought. It will identify the tools and the methods that will be used to achieve the desired engagement and information capture.

The Public Engagement Plan is a comprehensive public engagement strategy and schedule that includes communications, education, stakeholder meetings and presentations, community events, and means of collecting and documenting input.

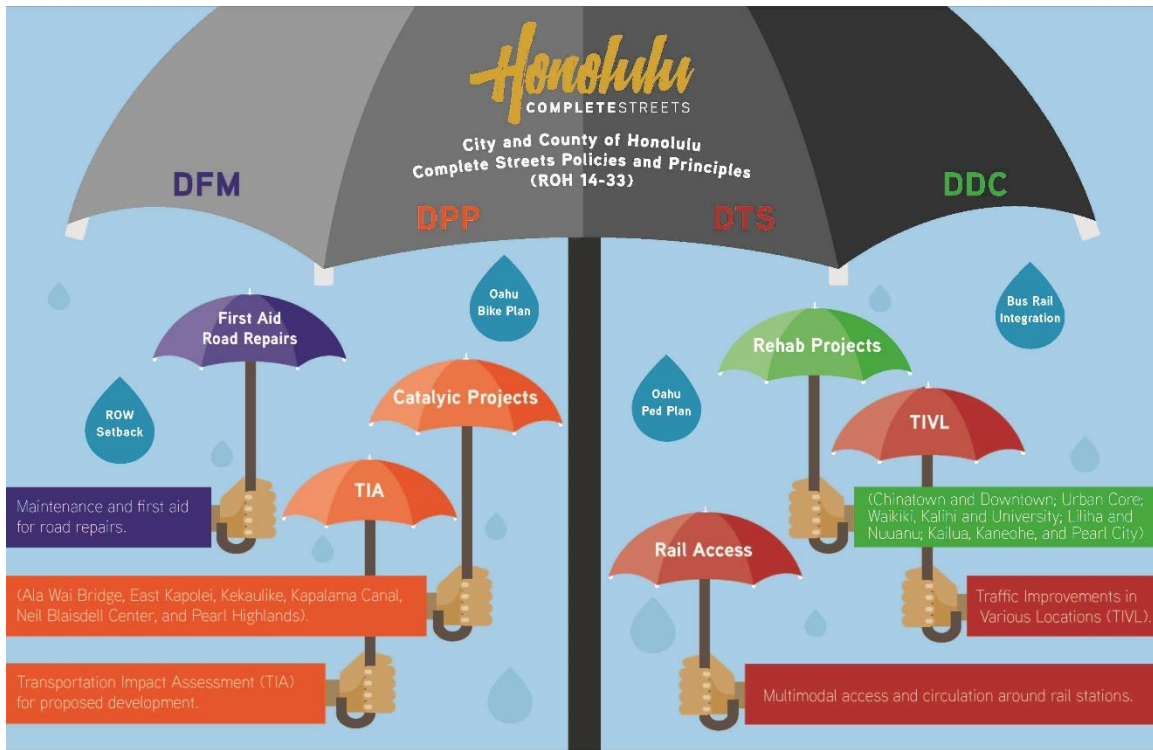
### **Project Context**

The Ala Wai Canal Bridge is a key project among several companion efforts under the Complete Streets program “umbrella” aimed to improve Oahu’s transportation system for all modes of travel. The policy framework for Complete Streets in the City and County of Honolulu is established through the Complete Streets ordinance and codified through its Complete Streets Design Manual. The Honolulu Complete Streets Ordinance Bill 26 (2012) states that the purpose of the policy is “to guide and direct more comprehensive and balanced planning, design, and construction of city transportation systems.” The policy expresses the City’s commitment to encourage the development of transportation facilities or projects that are planned, designed, operated, and maintained to provide safe mobility for all users.

In addition to the Ala Wai Canal Bridge, several planning projects that support the Complete Streets program and policies are underway, including the Oahu Bike Plan Update, and “Complete Streets” implementation projects throughout Honolulu’s urban neighborhoods. Complimentary on-going projects spearheaded by the City and County include Transit Oriented Development Plan, Bike Network 2020 initiative, as well as an Age Friendly City Initiative. Synergies with other public and private-initiated endeavors that recognize the importance of the built environment in reduction of chronic disease through healthy lifestyles, including the State of Hawaii Department of Health, Blue Zones, LLC, and the American Association of Retired People (AARP).

This project also has a federal nexus as it will be funded in part through the Federal Highway Administration and Federal Transit Administration, U.S. Department of Transportation through the Oahu Metropolitan Planning Organization (Oahu MPO).

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**Figure 1 A Graphic Depiction of the Complete Streets Program**

Public engagement in the planning process is a fundamental value. It is both expected and encouraged through adopted goals, objectives and priorities for the State and carried forward by the City and County of Honolulu. Goal three of the Hawaii State Plan reads:

*In order to guarantee, for present and future generations, those elements of choice and mobility that insure that individuals and groups may approach their desired levels of self-reliance and self-determination it shall be the goal of the State to achieve physical, social and economic well-being, for individuals and families in Hawaii, that nourishes a sense of community responsibility, of caring, and of participation in community life.*

The Engagement Plan is intended to provide a statement of expectations for the planning process for all participants including: County and State agencies, federal interests, Oahu residents, businesspeople, visitors, and interested observers.

Stakeholder engagement will serve both a practical purpose and should be meaningful to the community. The objectives for public engagement are:

- sharing and collecting information;
- generation of creative ideas and problem-solving;
- building trust between community groups, individuals, and the City

## **Key Issues (Needs)**

The Ala Wai Canal is a significant barrier to inter-neighborhood circulation. With only five access points into Waikiki, out of direction travel is often necessary to move from point to point whether by personal vehicle, transit, bicycle or on foot or wheels. The project need is particularly acute in

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the neighborhoods adjacent to the canal as they have the highest percent of non-auto commute share on Oahu. City and County of Honolulu transportation planners note that additional access points to Waikiki could shorten travel distance by as much as one mile. The Advance Project Planning Report, notes the following concerns:

Department of Health (DOH) crash data for bicycles and pedestrians in the area illustrates that bicycle and pedestrian crashes occur with greater frequency along the major arterials and collector streets in both Waikiki and McCully-Moiliili, especially around current access points to Waikiki, indicating that a dedicated connection for bicycles and pedestrians is greatly needed in the area.”

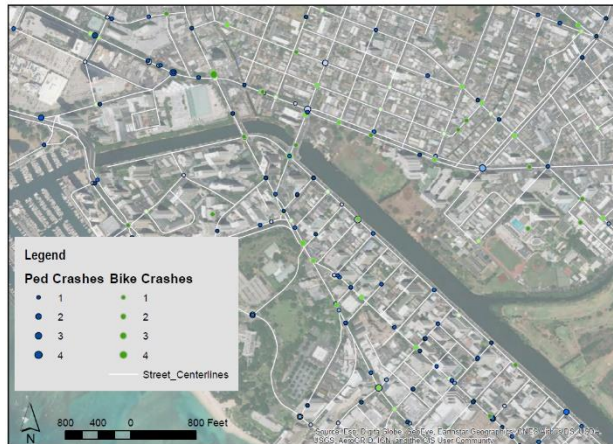


Figure 2 Crash Data Image

**Bicycle Level of Traffic Stress:**

“Preliminary mapping of bicycle level of traffic stress by the Hawaii Department of Transportation<sup>7</sup> indicates that the Ala Wai Boulevard between Wai Nani Way and Niu Street is a high-stress (LTS 4) corridor. Similarly, current crossings over the Ala Wai are all high-stress



Figure 3 Bicycle Level of Stress Image

connections: McCully Bridge, Kalakaua Avenue, and Ala Moana Boulevard. Importantly, Kapiolani Boulevard and University Avenue from the Ala Wai to Date Street are also classified as LTS 4. The introduction of a new crossing or “segment” that is potentially bike-ped only has the potential to reduce overall LTS in the bicycle network for Waikiki and McCully-Moiliili.”

Additional emergency response and evacuation route: The bridge supports emergency response as well as evacuation if required for hurricanes, tsunamis, and likes to safety zones. Goal #7: Provide emergency evacuation for

people on foot or on bicycle; Decrease emergency response times in event of hazardous situations.

Vehicular congestion in Waikiki is well recognized and documented. Projections from the Oahu MPO forecast traffic volumes on the routes into Waikiki will increase 46% by 2040 which will further degrade level of service.

Community Support for the project is considered a key issue to the project’s success. The Ala Wai Canal is the boundary between two neighborhoods, Waikiki and McCully/Moiliili. In April 2016, the Waikiki Neighborhood Board, in consideration of the Waikiki Regional Circulator Study, acknowledged the need for a complete pedestrian and bicycle network that includes bridges over

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the Ala Wai canal. Historically, the McCully/Moiliili Neighborhood Board has been opposed to a new bridge spanning the canal. Traffic circulation around the canal also affects the adjoining neighborhoods: Ala Moana/Kakaako, Manoa, and Diamond Head/Kapahulu. Garnering support from all surrounding neighborhoods will be critical to the project's implementation.

## **Project Purpose**

The purpose of the Ala Wai Canal Bridge Alternatives Analysis is to identify, develop, and evaluate alternatives whether and how to provide additional access over the Ala Wai Canal that will provide a connection between the Waikiki, Ala Moana, and McCully/Moiliili neighborhoods. Alternatives that will be considered in the analysis include a new bridge for pedestrians, bicycles, and emergency response; modifications or enhancements to one or more of the existing bridges; and consideration of no change.

The primary purpose is to provide additional access across the Ala Wai Canal between Ala Moana Boulevard and the Manoa/Palolo Stream. In particular, this would benefit the adjacent communities, which have the highest percentage of non-auto commute share on Oahu. Additional access points could shorten travel distance by as much as one mile, resulting in a travel time savings of 10 minutes each way by bicycle and 20 minutes on foot. Secondary purposes are to reduce car-bike collisions by providing a safer, separated facility and emergency evacuation for people on foot or bicycle. Seventeen (17) bicycle and pedestrian crashes were recorded on the existing access points to Waikiki between 2012 and 2016, a number that could be reduced through the provision of better bicycle/pedestrian facilities.

## **Project Objectives**

Desired outcomes:

- Affordable Access:
- Complete Streets Connectivity,
- Improved Emergency Response and Public Safety,
- A Vibrant Canal, and
- Enhanced Sustainable Mobility

As described by the Advanced Project Planning Report, the objectives of the Alternatives Analysis are as follow:

**Goal #1 Connectivity, Time Savings and Accessibility:** Improve connectivity by providing a direct, safe and pleasant route across the Ala Wai Canal in an area with few existing low-stress crossing; options; Offer significant journey time reductions; Improve access and increase transportation options for all user by providing an accessible easy-to-use transportation link.

**Goal #2 Enhance Economic Development:** Improve links between residential, employment, and leisure centers, in order to support the sustainable regeneration and vibrancy of McCully, Moiliili, and University neighborhoods. Unlock economic regeneration by increasing connectivity and accessibility.

**Goal #3 Equity, Sustainability, and Resilience:** Provide a high-capacity, low-carbon, and zero pollution transportation link for Honolulu's growing population, offering an alternative to an overcrowded highway system; Support mobility in neighborhoods which have higher share of non-auto commuting.

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**Goal #4 Better Place/Space/Design:** Enhance Honolulu’s cityscape and public realm, creating better places for everyone; Showcase innovative design and engineering by creating a new landmark for Waikiki.

**Goal #5 Public Health and Active Transportation:** Increase physical activity by enabling a shift to active travel modes through the expansion of pedestrian and bicycling infrastructure.

**Goal #6 Affordability:** Achieve optimal value for money (VfM); Be constructible within a desired timeframe and budget.

**Goal #7 Enhance Emergency Access:** Provide emergency evacuation for people on foot or on bicycle; Decrease emergency response times in event of hazardous situations.

The project will include the development of...

- Study of international best practices in pedestrian and bicycle bridge design
- Origin and Destination Analysis to better understand the multimodal travel characteristics and the common types of trips made in and out of Waikiki and McCully-Moiliili, and identify the potential impacts and benefits of a new crossing for people walking and bicycling
- Detailed study and costing of new bridge crossing locations and bridge types that make the best use of existing publicly owned right-of-way
- Screening of bridge types and crossing location alternatives with evaluation criteria to ensure the preferred alternative best addresses the project’s purpose and need
- The Alternative Analysis will culminate with the selection of a preferred alternative, both crossing location and type, to move into preliminary engineering

A final report will document the project, methods of analysis, and results. The Alternatives Analysis report will be a visually robust, concise, and user-friendly document that communicates the Alternatives Analysis process and outcome to the public, stakeholders, and permitting agencies. The final report will include the following:

- Illustrative background making the case for the preferred alternative
- Best practices research
- Existing projects and programs supporting project goals and objectives
- Goals, metrics and evaluation approach
- Community engagement highlights
- Preliminary data and budget analysis
- Implementation Timeline

Community and agency stakeholder engagement is critical to the project, meriting its own plan (this document). It is expected (and desired) that input from the public will factor into the analysis portion of the project and will influence priority-setting in terms of neighborhood suitability and in consideration of facility gaps and demand. Engagement strategy and tools are the subject of the next sections of this plan.

## **COMMUNITY ENGAGEMENT GUIDING PRINCIPLES AND OBJECTIVES**

The Community Engagement Plan sets a roadmap that the planning team can follow as the work of the Alternatives Analysis advances. It identifies key milestones when public participation will be



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sought, the type of information that will be sought, and the corresponding level of engagement sought. It will identify the tools and the methods that will be used to achieve the desired engagement and information capture. The planning team will use the International Association for Public Participation (IAP2) Spectrum as a guiding reference for determining the type of public engagement anticipated for each step of the planning process. Engagement opportunities and community feedback will be documented to inform the public on the process and outcomes of these efforts.

The guiding principles for community engagement are consistent with the Complete Streets Program:

1. **Open and Inclusive:** that the engagement process maximizes participation, inclusivity, and allows all community members a reasonable opportunity to become informed and provide input. A range of activities engage diverse participants, including traditionally underserved groups, to build relationships with stakeholders, ensuring that participants are heard.
2. **Mutual Trust and Respect:** Community is engaged in an equitable and respectful way that fosters understanding between diverse views, values, and interests.
3. **Timeliness:** Community members are engaged as early as possible so they have time to learn about the Complete Streets projects and actively participate to identify issues and have a hand in envisioning the desired outcomes.
4. **Transparent and Informative:** Stakeholders understand how their input may influence the design; level of engagement, including an explanation of constraints and options; and the outcome of the process.
5. **Integrated and Relevant:** The process allows participants an opportunity to impact decisions within the scope of the project.
6. **Coordinated Efforts:** Community engagement activities help ensure resources are used effectively and that valuable partners such as agencies, elected officials, organizations, and initiatives with complementary objectives and/or concurrent consultation processes are involved.

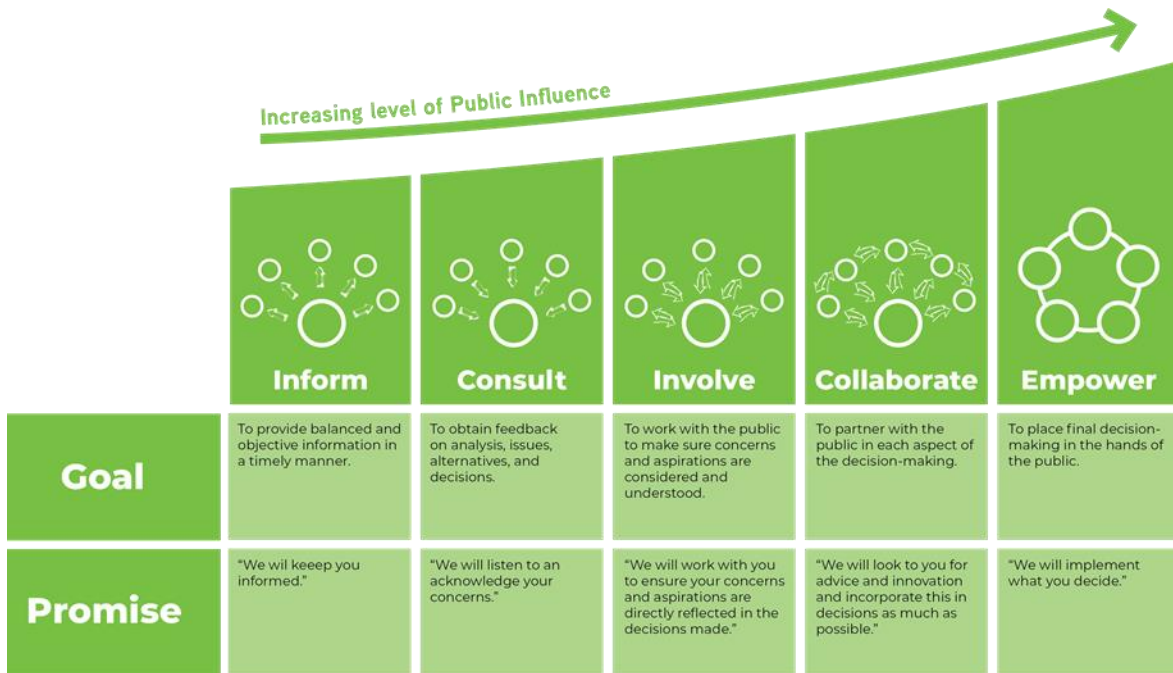
## **Community Engagement Objectives**

To best serve the objectives of the Alternatives Analysis, the community engagement objectives are:

1. **Inform** the public of the project, the data collection, analysis, findings, and eventual concept designs.
2. **Consult** with stakeholders with specific expertise through the analysis, and in the consideration of best practices and their applicability to Oahu.
3. **Involve** the public and interested stakeholders in considering the prioritization of issues and opportunities.
4. **Collaborate** with stakeholders on recommendations for phasing improvements, and to bring carry conceptual designs forward.
5. **Empower** stakeholders to carry implementation tasks forward and to enforce programs.

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Figure 4 Community Engagement Model



Source: International Association of Public Participation (IAP2)

## ENGAGEMENT MATERIALS

Recognizing that there are many demands for the community’s attention and time; and that people have diverse preferences for the way they interact with community planning projects, a combination of techniques and tools will be used to capture community contribution to the Alternatives Analysis.

1. **PowerPoint Presentations:** Consultant will provide a presentation for two (2) Public Meetings to inform the community of the Alternatives Analysis and report project findings midway through the project. Translation and accessibility services will be provided as needed.
2. **Real-time keypad polling:** Consultant will use a real-time keypad polling program as part of the PowerPoint presentation to allow for real-time responses to questions.
3. **Survey:** An origin to destination public opinion survey will be conducted. The purpose of the survey is to a) better understand the multimodal travel characteristics in and out of Waikiki and McCully-Moiliili neighborhoods; b) understand the common types of trips made; and, c) help identify and evaluate the potential impacts of a crossing over the Ala Wai Canal on pedestrians, bicyclists and vehicles. Travel behavior, demographics, and public opinion regarding the various alignment options will also be assessed in the survey. Methods and survey instrument will be determined in coordination with the City, but the survey will be designed to reach the full spectrum of people that travel to and from Waikiki including island residents, visitors, and resort employees.
4. **Social media:** Social media will be used to inform the public of meeting and other community engagement opportunities, announce project milestones, and for maintaining energy and focus on this important project.
5. **Emails:** Up to six (6) email blasts will be written and distributed over the course of the project. A community and agency contacts list will be developed and maintained for this purpose.

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6. **Media Releases:** Up to four (4) draft media releases will be developed for DTS's use in informing the public of project events and/or milestones.
7. **Website:** A page will be developed on the Honolulu Complete Streets website to be a single stop for information about the project. The website is anticipated to include a project purpose statement, project timeline, meeting announcements and outcomes
8. **Pre-Assessment consultation:** To support environmental documentation, pre-assessment letters will be mailed to agencies and organizations that may have an interest in the environmental review process. Draft response letters will be developed for the City's use in development of an Environmental Assessment or Environmental Impact Statement under Chapter 343, Hawaii Revised Statutes.
9. **Project Flyers:** A graphically interesting one-page document that provides the most basic information about the Alternatives Analysis meant for distribution at Neighborhood Board Meetings, other stakeholder meetings, posting on the project website, and handouts at pop-ups.
10. **Project fact sheets:** Up to four informational fact sheets will be developed, it is anticipated that each fact sheet will highlight a different alternative considered in the Alternatives Analysis.
11. **Postcards:** Postcards will be provided as needed to notify community members of public meetings.
12. **Signage:** Meeting signage and directional signage will be developed as needed to help community members navigate the public meeting spaces and activities.
13. **Project Area Maps and Poster Boards:** Depicting existing conditions, potential future conditions, infographics, concept drawings or renderings, or other relevant data deemed necessary to communicate project purpose and need, or to consider alternative concepts and potential outcomes.

## MEANS OF GATHERING AND DOCUMENTING STAKEHOLDER INPUT

The following table pairs the planning tasks of the Alternatives Analysis tasks with public engagement levels and tools.

Table 1 Planning Tasks, Level of Involvement, and Tools

Alternatives Analysis Task	Level of Involvement	Tools
Background Research (information collection)	<i>Consult</i> with stakeholders with specific expertise	<ul style="list-style-type: none"> <li>• Website</li> <li>• Project Flyer</li> <li>• Social media</li> <li>• Origin to Destination Public Survey</li> <li>• Public Meeting #1</li> </ul>
Origin to Destination Public Survey	<i>Involve</i> the public to best understand how the existing transportation facilities are used  <i>Inform</i> the public of the outcome	<ul style="list-style-type: none"> <li>• Survey</li> <li>• Public Meeting #2</li> <li>• Website</li> </ul>
Precedent Study	<i>Inform</i> the public of the study	<ul style="list-style-type: none"> <li>• Public Meeting #2</li> <li>• Final Report</li> </ul>
Identification of General Travel Corridor and/or General Mode(s); Screening of Alternatives; and Elimination of Unreasonable Alternatives	<i>Inform</i> the public of the outcomes	<ul style="list-style-type: none"> <li>• Website</li> <li>• Public Meeting #2</li> <li>• Final Report</li> </ul>
Environmental Setting Description & Preliminary Identification of Environmental Impacts	<i>Consult</i> with agencies and organizations to support the environmental documentation process consistent with Chapter 343, HRS	<ul style="list-style-type: none"> <li>• Mailed Letter</li> </ul>
Evacuation Modeling	<i>Consult</i> with the City and County of Honolulu, Emergency Management  <i>Inform</i> the public of the outcome	<ul style="list-style-type: none"> <li>• Public Meeting #2</li> <li>• Final Report</li> </ul>
Develop Project Timeline & Identify Permit Requirements	<i>Consult</i> with agencies and organizations to support the environmental documentation process consistent with Chapter 343, HRS	<ul style="list-style-type: none"> <li>• Mailed Letter</li> </ul>
Alternatives Analysis Report	<i>Inform</i> the public of findings	<ul style="list-style-type: none"> <li>• Website</li> <li>• Final Report</li> </ul>

## **ENGAGEMENT PROGRAM TASKS AND WORK PLAN**

This section outlines the engagement activities associated with project tasks. The schedule, description, activities, team roles, and deliverables associated with each of these components is outlined below.

1. Community Engagement Strategy
  - **Schedule/Duration:** August 2018
  - **Objective:** Document the planned engagement process
  - **Activities:**
    - a. Submit draft strategy to team and DTS
    - b. Review and Comment by DTS
    - c. Incorporate revisions and finalize
  - **Team Roles:** PBR HAWAII will lead preparation of this deliverable, with review and input by Nelson\Nygaard and DTS.
  - **Deliverables:** Draft and final community engagement strategy.
2. Pre-Assessment Consultation
  - **Number:** One round of correspondence
  - **Schedule/Duration:** August-December, 2018
  - **Objective:** Initiate the Chapter 343, HRS process and gain a preliminary understanding of environmental issues of importance to agencies and organizations.
  - **Activities:**
    - a. Draft pre-assessment letters
    - b. Develop pre-assessment mailing list
    - c. Review and comment by DTS
    - d. Mail pre-assessment letters
    - e. Compile responses for environmental documentation
    - f. Prepare draft responses for DTS use in a later phase of the project development
  - **Team Roles:** PBR HAWAII will lead preparation of this deliverable, with review and input by Nelson\Nygaard and DTS.
3. Briefings to Selected Stakeholder Organizations
  - **Number:** two (2)
  - **Schedule/Duration:** August-October, 2018
  - **Objective:** Ensure key stakeholder groups are informed of the project and provided opportunity for input.
  - **Activities:**
    - a. Organize briefing
    - b. Attend briefing
    - c. Provide briefing notes
  - **Team Roles:** PBR HAWAII will play a logistical support role to DTS.
4. Planning Commission and City Council Meetings
  - **Number:** Up to three (3)
  - **Schedule/Duration:** August-duration of project
  - **Objective:** Ensure key stakeholder groups are informed of the project and provided opportunity for input.
  - **Activities:**

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- a. Organize briefing
  - b. Attend briefing
  - c. Provide briefing notes
  - **Team Roles:** PBR HAWAII will play a logistical support role to DTS.
5. Presentations to Community Groups and Organizations
- **Number:** Up to four (4)
  - **Schedule/Duration:** September-November
  - **Objective:** Ensure community groups are informed of the project and provided opportunity for input.
  - **Activities:**
    - a. Arrange meeting
    - b. Prepare presentation materials
    - c. Provide briefing notes
  - **Team Roles:** PBR HAWAII will play a logistical support role to DTS.
6. Presentations to Oahu Metropolitan Planning Organization (OahuMPO)
- **Number:** Up to six (6)
  - **Schedule/Duration:** September-duration of AA
  - **Objective:** Ensure OahuMPO Citizen Advisory Committee, Technical Advisory Committee, and Policy Board are informed of the project's progress and have the opportunity to contribute their collective technical knowledge and experience.
  - **Activities:**
    - a. Prepare presentation materials
    - b. Provide briefing notes
  - **Team Roles:** PBR HAWAII will play a logistical support role to DTS.
7. Elected Official Briefings
- **Number:** Up to two (2)
  - **Schedule/Duration:** August-duration of AA
  - **Objective:** Update elected officials of project status so that they can effectively communicate to their constituents about the project purpose and need, planning process, and status.
  - **Activities:**
    - a. Prepare presentation materials
    - b. Provide briefing notes
  - **Team Roles:** PBR HAWAII will play a logistical support role to DTS.
8. Community Pop-ups:
- **Number:** Up to four (4), one of which will be DTS's responsibility without consultant support
  - **Schedule/Duration:** September-duration of AA
  - **Objective:** Provide an alternative means for one-on-one delivery of information about the AA to people who may not know of the project or may not be inclined to attend a public meeting.
  - **Activities:**
    - a. Arrange pop-up
    - b. Prepare presentation materials
    - c. Provide briefing notes

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- **Team Roles:** PBR HAWAII will lead.
9. Design Competition
- **Number:** one (1)
  - **Schedule/Duration:** September-January
  - **Objective:** Engage University of Hawaii at Manoa design community in the planning process.
  - **Activities:**
    - a. Organize and execute design competition
  - **Team Roles:** PBR HAWAII will play a lead role with input from Nelson\Nygaard and guidance from DTS.
10. Project Website
- **Number:** one (1)
  - **Schedule/Duration:** duration of project
  - **Objective:** Provide an easy to access venue for all people to learn about the project's purpose, the Alternatives Analysis process, meetings and events.
  - **Activities:**
    - a. Populate website with team-developed content
  - **Team Roles:** PBR HAWAII will play a lead role with material inputs from Nelson\Nygaard under the oversight of DTS.

## 2 THE RESULTS

### IN THE NEIGHBORHOOD

#### KEY FINDINGS

- 304 people participated in three (3) public meetings
- Over half of respondents (152 of 203) preferred a new ped/bike bridge over ‘Improving existing bridges’, ‘No build’, or ‘Other alternatives’.
- Individuals who expressed opposition to a new crossing often cited important on-going community issues and the concern that the crossing may exacerbate matters relating to:
  - Parking demand, particularly on the mauka side of the canal in the blocks around Iolani School
  - Homeless individuals in Ala Wai Park
  - Crime
- Ahupuaa/kahawai ekolu (three streams), followed by paddling, and taro fields are elements that should represent cultural context in bridge design.
- While participants in the public kick-off meeting expressed a preference for a “low profile” bridge, at the report-back meeting, they responded most favorably to images of the bifurcated concrete arch over the more visually dynamic concrete cable-stayed, but also over the steel lenticular which was the lowest-profile type shown (and was the least favored image of the three).

#### COMMUNITY KICK-OFF MEETINGS

Two community “kick-off” meetings were held on Saturday September 22, and Monday September 24, 2018 to launch the project publicly and solicit community feedback. A weekend daytime and “workweek” evening were chosen to ensure that a people with a diversity of schedules and life-commitments could attend and participate. Over 200 people attended the combined meetings (113 on Saturday and 112 on Monday night).

Both meetings were the same format and provided the same information. The meeting included an hour long presentation followed by an hour long open house. Attendees included members of the public, elected officials, and agency/ non-profit representatives (sign in sheets attached). The presentation was delivered by DTS staff and Nelson\Nygaard, the project’s transportation consultant. The presentations covered general information about the Ala Pono project, purpose and goals, background, existing conditions, funding, and data gathered to date.



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Meeting participants then were asked to engage with the presentation through the use of live cell phone polling. Those who could not or did not wish to participate in electronic polling were provided a hard copy of the polling questions to complete and turn them in at the September 24th meeting. Participants were asked where they lived, what modes of transportation they primarily use, how often they cross the Ala Wai Canal and if they favored a new crossing, or other alternative. Both meetings were



Photo 1 Community kick-off meeting presentation

broadcast on Facebook Live and remote viewers had the opportunity to visit the polling platform website in order to participate in the live poll.

Upon close of the presentation, attendees were invited to visit the project intro station and any of the five activity stations that were set up around the room, each of which provided attendees with the opportunity to share ideas and opinions about the project goals, scope, and characteristics of potential crossings of the Ala Wai canal. Stations included the following activities:

- Project background
- Bridge experience preferences (i.e. enclosed vs. open)
- Bridge features preferences (i.e. seating, lookouts, etc.)
- Bridge width exercise
- “What’s your big idea?” (a place for expressing preference for alternatives other than a bridge)
- “I’d love a crossing that” (free-writing activity)

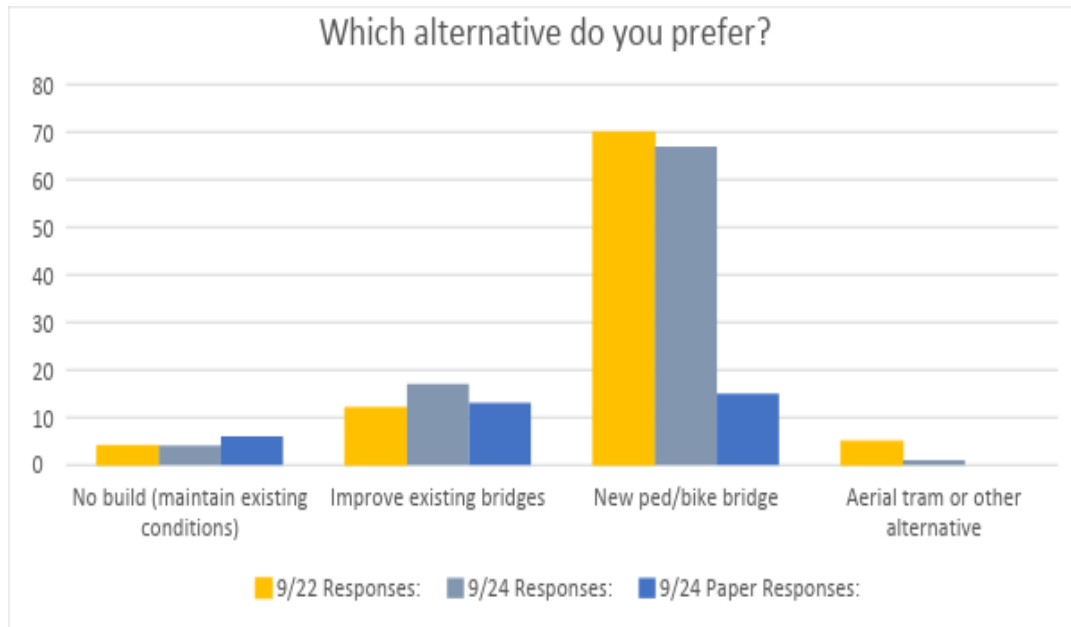
A complete recap of the meetings, polling questions, and activity results can be found in Appendix A.

One notable polling finding was that although 128 of the 203 total respondents live in Waikiki, McCully, or Moiliili (the surrounding neighborhoods), and almost half of the participants drive cars as their primary mode of transportation, 152 of the 214 respondents expressed preference for a new ped/bike bridge rather than other transportation options such as improvements to existing bridges or no action.

- Over half of respondents (152) preferred a new ped/bike bridge over ‘Improving existing bridges’, ‘No build’, or ‘Other alternatives’.

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Figure 5 Community Kickoff Response to Alternatives Question



Although the majority of attendees were supportive of a new crossing, individuals who expressed opposition often cited important on-going community issues with the concern that the crossing may exacerbate matters relating to:

- Parking demand, particularly on the mauka side of the canal in the blocks around Iolani School
- Homeless individuals in Ala Wai Park
- Crime

Notable findings from the meeting's activities relating to the design of a new bridge included:

- Wider bridge widths (18-22 feet) were preferred over narrower
- Bridge "Experience" preferences:
  - Expression - '**Low Profile**' rather than 'Intense'
  - Purpose - '**Utility**' rather than 'Public Space'
  - Sense of Enclosure - '**Openness**' rather than 'Enclosed'
  - Alignment - '**Straight**' rather than 'Curved'
  - Material Type - voted broadly **across the spectrum** of wood to the central material types
  - Character - **contemporary** bridge characters rather than traditional
- Safety features such as lighting, railings, delineation of space for different modes, and access management were deemed high priorities by the attendees

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Photo 2 Bridge Width Exercise

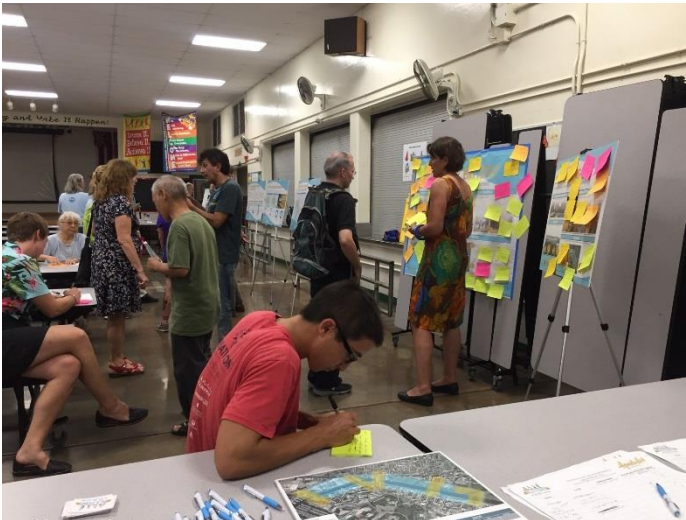


Photo 3 Open-Ended Questions

## **COMMUNITY REPORT-BACK AND NEXT STEPS MEETING**

As the alternatives analysis neared completion, a community report back and next steps meeting was held. The primary information to report back to the community was the results of a detailed screening of the alternatives, and the announcement of the preferred choice: a new crossing aligned with University Avenue. Public feedback relating to bridge type, alternatives for addressing parking concerns, and cultural context were then solicited from the public. The meeting was held on the makai side of the canal, in Waikiki on March 28, 2019, and about 80 people attended in person (the meeting was also broadcast on Facebook Live). A complete recap of this meeting can also be found in Appendix B.

Key findings relating to the bridge itself include:

- About half of the respondents to the open comment board expressed positivity and ideas for other potential services to the community and nearby potential users. The other half reiterated prior concerns regarding the project's potential impact on the neighborhood

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such as crime, transportation, or other existing community issues, or questioning the methodology or judgments made in either the study/analysis or the public outreach processes.

- Participants voiced a clear preference for the concrete arch (bifurcated) bridge type, This was closely followed by the concrete cable-stayed bridge type. Preference for the steel lenticular bridge type was far behind the top two bridge types.
- Need to ensure connections to Biki and other public transit systems.
- The strongest preference for cultural context in urban design was for the theme, kahawai ekolu and its three streams element, followed by recreational/competitive paddling within the theme of mea lealea, and taro fields within the theme of ahupuaa momona.
- Commenters expressed a strong preference for involvement of Hawaiian architects and engineers in the design process.
- The quantitative data gathered from the 'Future Project Phases and Upcoming Work' activity station indicates a preference for Urban Design and Landscape Maintenance, followed by Further Project Design Visualization, Renderings and Physical Model, and a Parking Study and Demand Management Plan.
- Other suggestions for future studies and work included connections, wayfinding, and entry/exit transitions to the future bridge for pedestrians and bikes; crime and homelessness.

BRIDGE TYPE: CONCRETE ARCH (BIFURCATED)

A bifurcated arch bridge balances a sense of openness and connection to the surrounding environment, while maintaining a clear span across the canal with reduced impact to view corridors.

**PROS**

- Maintains sense of openness
- Structural delineation separates people bicycling and walking
- Least amount of impact to view corridors while maintaining a clear span across canal. (no piers in the water)
- Concrete is easy to maintain

**CONS**

- Potential impact on view corridors
- Potential temporary trestle needed across canal during construction



**RANGE OF POSSIBLE BRIDGE EXPERIENCES**

How does this bridge concept score compared to expressed community feedback?

WIDTH	Narrow to	Wide		
EXPRESSION	Low Profile	Expressive		
SENSE OF ENCLOSURE	Open	Enclosed		
PURPOSE	Utility	Public Space		
CHARACTER	Traditional	Modern		
CREATES A SENSE OF PLACE	No	Yes		
PRESERVES VIEWS	No	Yes		
DELINEATION	No	Yes		
MATERIAL TYPE	Wood	Concrete	Steel	Glass

**OVERALL BRIDGE TYPE SCORE**

Concept Score: 0 Community Feedback: 10 Preferred Bridge Experience

**How well does this bridge type achieve your desired bridge experience?**

Vote: Place your sticker here

Comments?

*ALOKA: I think it's a really good design. I like the way it looks and how it fits in with the city. I think it's a really good design.*

*DEAN: I think it's a really good design. I like the way it looks and how it fits in with the city. I think it's a really good design.*

Photo 4 Community Report-Back Meeting Bridge Type Preference

## NEIGHBORHOOD NOTIFICATIONS

Announcements of the public meetings were broadcast widely and by multiple means including Press Releases, flyers, social media and neighborhood board presentations.

To ensure that members of the public who may not monitor the media or Neighborhood Boards were made aware of the project, a flyer campaign was undertaken to post notice of the initial public meetings. Flyers were posted at the following venues:

Table 2 Flyer Distribution List

Kick-off Meeting Flyer Distribution
<b>University Between King and Hihiwai</b>
Ala Wai Elementary School
Iolani School
<b>Waikiki-Kapahulu</b>
Running Room
Go Bananas
island Paddler
Locations Property Management-614 Kapahulu Ave,
Island Triathlon and Bike
<b>Waikiki-Ala Wai</b>
Waikiki-Kapahulu Library
Waikiki Community Center
<b>Waikiki-Kalakaua</b>
The Plaza Assisted Living
<b>Lower McCully</b>
McCully Shopping Center
<i>Snow Factory</i>
<i>VIP Nails</i>
<i>Ride Shop</i>
<i>Fantastic Sams</i>
Ala Wai Community Park
<b>Upper University (With UHM Pop up info)</b>
UH DURP Saunders Hall
UH Library Bulletin Board
Campus Center (Ka Leo)
Campus Library
East West Center
Richardson Law School

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Kick-off Meeting Flyer Distribution
<b>University Between H-I and King</b>
Japanese Cultural Center
Peace Café (King and Makahiki)
McCully Moiliili Library
Moiliili Community Center
McCully Bikes (King St.)
Kokua Market (King St.)
Glazers Coffee (King St. across from Kokua Mkt)
Da Spot Health Foods & Juices (King St. and Hausten)
<b>Upper McCully - LOWER PRIORITY THAN OTHER NEIGHBORHOODS</b>
UH Federal Credit Union
Waiola Shave Ice
Pint and Jigger
McCully District Park

Neighborhood Board notifications were made personally at Board meetings by representatives of the City and/or consultant team as enumerated in the following table:

Table 3 Neighborhood Board Announcements

Date	Location	Comments
Thursday, March 7, 2019	<b>Manoa NB (7)</b> Noleani Elementary School 2655 Woodlawn Drive	No comments or questions regarding the Ala Pono project. Several comments and questions came up throughout the meeting regarding the USACE project at the Ala Wai Canal and its impacts to Manoa. Questions for Mayor's rep mainly focused on the recent PIT study findings and implications for Mayor's homeless policies.
Tuesday, March 12, 2019	<b>McCully/Moiliili NB (8)</b> Washington Middle School 1633 South King Street	Board Member Comment – Parking is a major concern. Expectation that the City should be investigating a parking lot for the mauka side of the bridge to accommodate all the people who will park in the neighborhood to walk in to Waikiki.  Community Comment (Kamehameha Canoe Club member) – Parking for the canoe clubs is already highly limited and often no place to park (lot near McCully Bridge). Request that the City please consider coming down and talking with the Club about these concerns.

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Date	Location	Comments
		Community Comment/Question – If the Golf Course alignment is chosen, is the City considering a bike path to Kapalulu?
Thursday, March 14, 2019	<b>Waikiki NB (9)</b> Waikiki Community Center 310 Paoakalani Avenue	Chair Robert Finley stated at the beginning of the NB meeting the date and time for the Ala Pono meeting. Mark Yonamine brought up the Ala Pono meeting information very quickly as well. No comments or questions regarding the Ala Pono project.  There was attention and discussion regarding the USACE Ala Wai Project, since the Waikiki NB has not passed a resolution regarding this topic.
Thursday March 21, 2019	<b>Diamond Head Kapahulu NB (5)</b> Ala Wai Clubhouse 2nd Floor 404 Kapahulu Avenue	Consultant presented the meeting information and passed out flyers as the Mayor’s rep was not in attendance at the meeting. Chair thanked for letting them know about the meeting. No comments or questions regarding the Ala Pono project.  There was attention and discussion regarding the USACE Ala Wai Project, and Barry Usagawa from BOW presented on the watershed and SLR.
Wednesday, March 27, 2019	<b>Makiki/Punchbowl/Tantalus NB (10)</b> Makiki District Park 1527 Keeaumoku Street	Consultant team presented the meeting information and passed out flyers. There was lot of attention and discussion regarding the USACE Ala Wai Project, since the Waikiki NB has not passed a resolution regarding this topic.
Thursday, March 7, 2019	<b>Ala Moana/Kakaako NB (11)</b> Makiki Christian Church 829 Pensacola Street	The Mayor’s representative presented the meeting information after answering a number of questions that were raised by the NB members at the previous meeting. Consultant passed out flyers during the announcement. There were no questions from either the community or the board regarding the Ala Pono meeting announcement. Most of the questions asked pertained to the homeless population and neighborhood/public safety.

## AT SCHOOL

### KEY FINDINGS

- Alternatives analysis, using Ala Pono as a case study was the primary focus for the Fall, 2019 Site Planning class at UH Manoa Department of Urban and Regional Planning
- Third graders at Jefferson Elementary focused their STEM projects on the Ala Pono crossing
- DTS staff met with State of Hawaii Department of Education planners and the Ala Wai Elementary school principal to discuss potential impacts to the school grounds and operations, hear concerns as well as learn of the school's recent experiences with construction activities in the area.

### UNIVERSITY STUDENTS

The Fall, 2018 "Site Planning" Class at University of Hawaii at Manoa, Department of Urban and Regional Planning used the Ala Pono project as a case study for their work. Under the direction of Dacheng Dong, a professional planner, the students divided into teams to evaluate the Ala Pono alternative crossing locations and used data collection and site observations to develop a preferred location for the crossing. The students also attended and participated in the September 22 and 24<sup>th</sup> community kick-off meetings to gain exposure to community engagement processes.

The students evaluated the alternative crossing locations utilizing site opportunities and constraints, in addition to GIS assessment of existing and proposed conditions. Some factors they took into consideration include population densities, walksheds, existing crossing locations, accident data, emergency evacuation alternatives, and existing multi-modal facilities.

The collaboration with the "Site Planning" Class was a great opportunity to encourage education through real life projects and to gain additional perspectives what data could be used to analyze alternative crossing locations.

### ELEMENTARY STUDENTS

Jefferson Elementary School, located along the Ala Wai Canal, discovered the Ala Pono project online and used the available material to help inform their spring semester STEM project focused on invisible forces and different types of bridges. As a result, the Jefferson Elementary School teachers invited the Ala Pono project team on a walking field trip (site visit image below) with the three third grade classes of about twenty-four students each. The field trip provided an introduction between the project team and the student STEM project efforts and how the third graders could become involved in and contribute to the project.



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**Photo 5 Jefferson Elementary Site Visit**

The Ala Pono project team was invited back to present on the project, planning and building a pedestrian bridge, and participate in a cause and effect activity; and then to participate in the Jefferson Elementary School STEM Day where each of the grades presented what they learned. The third-grade classes completed several mini projects around bridge design and connectivity, in addition to types of bridges and forces that act upon them (image from invisible forces activity below).



**Photo 6 Jefferson Elementary Bridge Design STEM Day**

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The third-grade students also participated in the March 28<sup>th</sup> public open house where they shared drawings, activities, and lessons learned from their STEM project with meeting attendees (drawings and photo from public meeting below).

The collaboration with Jefferson Elementary School was a great opportunity to enhance collaboration with area residents, encourage education on civic processes, and gather creative ideas for bridge design from and for future generations.

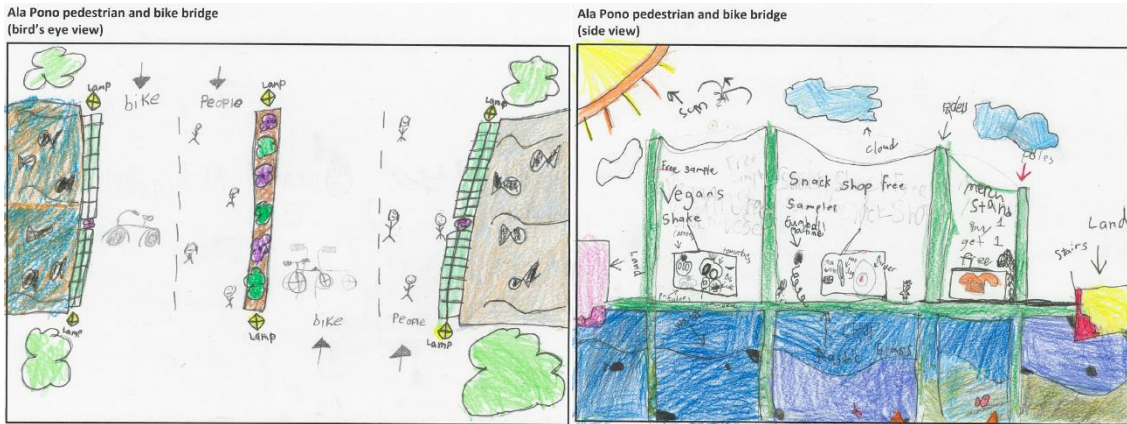


Photo 7 Student Bridge Concepts



Photo 8 Student Presentation Boards at Public Meeting

## ON THE STREETS

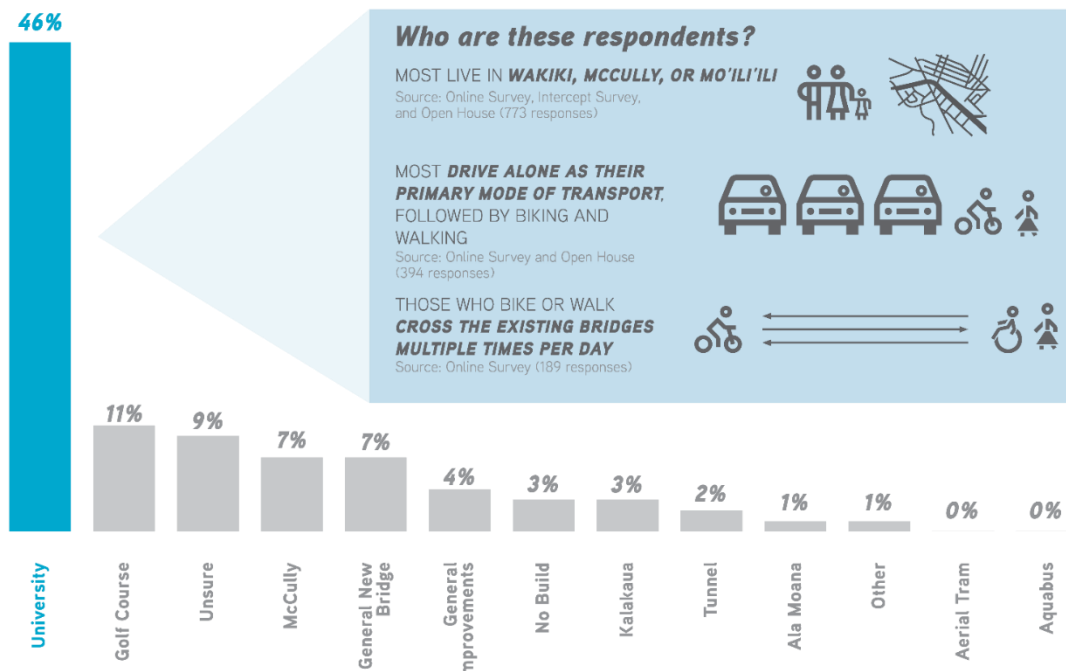
### KEY FINDINGS

- The origins and destinations of those surveyed showed significant travel across the Ala Wai Canal between Waikiki and McCully-Moiliili, particularly Central Waikiki.
- A number of survey respondents reported work commutes between Central Waikiki and the neighborhoods on the mauka side of the canal, as well as between Waikiki, Moiliili, and Downtown-Chinatown.
- The majority of respondents, regardless of home neighborhood, preferred a new bicycle and pedestrian crossing across the Ala Wai at University Avenue.

### INTERCEPT SURVEY

The intercept survey was distributed in person over one weekday and one weekend in September 2018. People walking and bicycling at various locations near the Ala Wai Canal were asked a series of short questions about their current trip, crossing alternative preference, home and work/school location, and select demographics. A total of 890 surveys were collected with this method.

Figure 6 Survey Response Results



## ON-LINE

### KEY FINDINGS

- Engagement was augmented with 450 views of public meetings that were broadcast live on social media platform
- The top travel modes for survey respondents were driving alone, bicycling, and walking. People walking and bicycling represent the highest proportion of travelers who cross the canal several times a day. (*Source: Online survey*)
- The origins and destinations of those surveyed showed significant travel across the Ala Wai Canal between Waikiki and McCully-Moiliili, particularly Central Waikiki.
- A number of survey respondents reported work commutes between Central Waikiki and the neighborhoods on the mauka side of the canal, as well as between Waikiki, Moiliili, and Downtown-Chinatown.
- Travel time, safety, and convenience were the top priorities for respondents when making decisions about their travel.
- Unsafe traffic, lack of connections, and poor infrastructure were the major deterrents for people choosing to walk or bike for travel or leisure more often.
- Many respondents strongly agreed that the existing bridges have a lot of traffic congestion. Those who bike, walk, or scooter primarily strongly agreed that the existing bridges are unsafe, uncomfortable, and out of the way.
- The majority of respondents, regardless of survey type and home neighborhood, preferred a new bicycle and pedestrian crossing across the Ala Wai at University Avenue.
- Opponents of a new crossing across the canal expressed concerns of increased traffic congestion, parking demand, and the privacy and safety associated with the homeless population accessing neighborhoods on the mauka side of the canal.

### COMPLETE STREETS WEBSITE

The Ala Pono website follows the layout, format, and style of the City and County of Honolulu's Complete Streets project area websites, but introduces new imagery of the Ala Wai Canal as well as graphics and a color scheme designed for the Ala Pono project. The website content explains the background, purpose, timeline, and scope of the project (including a diagram of the physical area of focus) and also serves as a platform for public notices of upcoming meetings, events, and opportunities for other forms of public participation in the community input and feedback processes. It also serves as an archive and public record board for meeting notes, photos, summaries, and feedback data received by the team at each of the public meetings. These documents are conveniently viewable and downloadable to all visitors of the project page.

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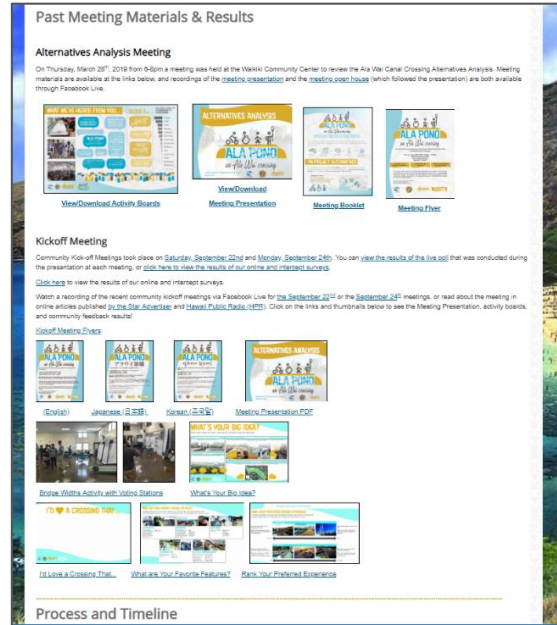


Photo 9 Ala Pono Website

Meeting flyers in Japanese and Korean were also developed and posted on the project website.

Figure 7 Meeting Flyers in Japanese and Korean



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## WEB SURVEY

The online survey was open between September and October 2018. The survey link was distributed via social media and on the Complete Streets website. Respondents were asked questions about travel patterns, travel preferences, crossing alternative preference, and demographics. A total of 191 surveys were collected with this method.

## Social Media

Notice and reminders of the public meetings were published on the Honolulu Complete Streets Facebook and Instagram pages. These notices were picked up by community members/groups both in support and opposed to a new crossing and spread to their respective constituencies.

The public meetings were also broadcast via Facebook Live, and live polling was available to those viewing on-line (see Table 4). More detailed tables documenting views, clicks, and reposts can be found in Appendix A.



Photo 10 Hawaii Bicycle League Facebook Post

Table 4 Public Meeting On-line Participation

Meeting Broadcast	Facebook Live Viewers
September 22 <sup>nd</sup> Kickoff	132 views
September 24 <sup>th</sup> Kickoff	135 views
March 28th Report Back	206 views



## WITH THE AGENCIES (PRE-CONSULTATION)

### KEY FINDINGS

- 220 agencies, organizations, and elected officials mailed pre-consultation request for comments.
- Agency pre-consultation responses lead to follow up meeting to better understand potential impacts to Ala Wai Elementary School.

### AGENCY PRE-CONSULTATION

Chapter 343, HRS consultation was used to gather initial agency feedback to the Alternatives Analysis. Pre-consultation letters were sent to 220 agencies and elected officials, and 26 written responses were received. From those initial responses, the team was able to conduct follow up meetings or collect additional information that informed the alternatives analysis process. One particularly important follow up meeting was State of Hawaii Department of Education planners and the Ala Wai Elementary school principal to discuss potential impacts to the school grounds and operations, hear concerns as well as learn of the school's recent experiences with construction activities in the area.