

**LIVABLE COMMUNITIES HAWAII**  
**Salt Lake Boulevard improvement project briefing synopsis**  
**(23 Jan 2014)**

By Dennis Egge, NB18 Chair

This briefing convened at 7pm, on Thursday, January 23<sup>rd</sup>, as announced at our January 9, 2014 NB18 meeting. In attendance:

Dennis Egge, NB18 Chair

David Yomes, NB 18 Vice Chair

Larry Baird, NB 18 At Large member and transportation focus leader

Dennis Arakaki, Councilmember Manahan's representative

Alex Broner, Livable Communities Hawaii

Tristan, Salt Lake resident

Alex Broner, an associate of [Livable Communities Hawaii](#)(LCH)\* presented research and design materials with regards to Salt Lake Boulevard widening phase 3, He reviewed the concepts presented by the Honolulu Department of Design and Construction (DCC), and compared these with three LCH complete streets design concepts. (See presentation materials attached separately.)

Our recently adopted county complete streets ordinance requires all roadway construction and reconstruction projects to address walking, bicycling, and mass transit. The three LCH concepts separating motor vehicle from pedestrian/bicycle traffic by directing the latter safely onto a separate multi-modal path, located on the makai side of the subject roadway. They also use space more efficiently by going with 10 foot lanes as recommended by the National Association of City Transportation Officials (NACTO). A narrower road profile can potentially help drainage mitigation easier while maintaining two lanes of motorized traffic in each direction as well as parking access.

The LCH concept of a multi-modal path could conceivably be extended all the way from the Salt Lake Library to the Stadium Marketplace shopping center. Locating this path on the makai side could also mitigate impacts on the pipeline buried on the makai side that would be caused by pavement built for a heavier load.

After the presentation those present discussed conditions within the corridor and how the conceptual designs presented might match up with on the ground conditions. Discussion focused on whether the 100 foot profile which the LCH design adopted from the DDC "typicals" was practical throughout the corridor. Alex pointed out that the LCH design was more conducive to narrowing and after much discussion a 70 foot wide design was identified as a narrow alternative to be used in response to corridor conditions as needed. The group also discussed how the phase 3 concepts could connect at either end

with the previously widened sections of Salt Lake Boulevard.

Next steps:

The next steps discussed by the group included setting up a meeting with DDC as well as potentially a Neighborhood Board 18 resolution in support of the LCH design concepts.

*\*Alex Broner has a Masters of Urban and Regional Planning from the University of Hawaii. He is a volunteer with Livable Communities Hawaii. He can be reached at: [Alex@livablehi.org](mailto:Alex@livablehi.org)*

*[Livable Communities Hawaii](#) is a non-profit organization dedicated to improving our neighborhoods through quality urban planning. LCH is engaged involved in a number of projects right now, see LCH*