

Comments on the Draft Oahu Regional Transportation Plan 2040

Executive Summary and List of Abbreviations

HART is the Honolulu Authority for Rapid Transportation; correct the term in both places.

Add the following to the List of Abbreviations:

CMP Congestion Management Process

MPA Metropolitan Planning Area

PUC Primary Urban Center

TOD Transit-Oriented Development

VMT Vehicle Miles Traveled

(NOTE: There are other non-listed acronyms throughout the ORTP, but they are typically used close to their definition.)

Chapter 2

Page 20, last paragraph: Stating that the rail project will be operational by the year 2040 is misleading. Recommend that the sentence be restructured to change “by the year 2040...” to “during the next decade...”

Chapter 5

In the first paragraph of “Paying for the Plan,” transit fares are mentioned as helping to cover some of the cost of the transit system. This should be expanded to show some reality, since fare box revenue is limited to between 27 and 33 percent of operations and maintenance—and it is likely that property tax increases will be necessary when rail begins full operations.

Chapter 6

Table 3 Mid-Range Projects lists six city-funded road projects, of almost \$540 million, that will likely all compete for limited funds. They are: #205, Farrington Highway Widening; #209, Salt Lake Boulevard Widening; #210, Makakilo Drive Second Access; #302, Kalaeloa Boulevard Reconstruction and Widening; #303, Kapolei Parkway Extension and Widening; and #305, Keoneula Boulevard Extension. I would like to point out that #210 (OC7 in the TIP) has been on the Transportation for Oahu Plan 2025 since 2001, and was recommended by the Citizen Advisory Committee as its #1 project in 2005 for the FFY 2006-2008 TIP. Its construction has been pushed back to FFY 2020 (and that listing was only for illustrative purposes) and the project is not even listed in TIP Revision 8 while #209 (OC23) is in Revision 8 with \$40 million allocated for construction in FFY 2018. It also should be noted that #210, a new road as a second access, is a true Congestion Mitigation project (i.e., not just a widening of an existing roadway like Salt Lake Boulevard).

The next to last paragraph on page 52 refers to “express service” in the last sentence. The rail project is mentioned earlier in the paragraph, and this sentence could be misconstrued. Suggest changing to “express bus service” to make it clear that there are no current plans for rail express service. In fact, the rail system will not even provide service to the North Shore, Waianae, and Windward Oahu.

The last two words, on page 56, should be either one word, “underserved” or hyphenated.

Summary: The construction of the extension of Makakilo Drive does not belong in the ORTP's 2040 plan—it belongs in the FFY 2015-2018 TIP, and the Policy Board should make a decision for its inclusion (and completion) in a revised TIP before the ORTP goes final. A screenline count in January 2010 on the Drive—the only access road for more than 18,000 residents on the hill—showed more than 16,000 vehicles in each direction on a weekday. Many new homes have been built since the 2010 census, so a new screenline count with the cables set between the H-1 exit and the first traffic light is needed. The State fulfilled its commitment, and opened the North-South Interchange for H-1 in January 2010 but the City and County of Honolulu, its Department of Transportation Services, and OMPO, in effect, have failed the residents of Makakilo by continually making—and then breaking—promises for the completion of the extension of the Drive to that interchange.

Aloha.

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