



OahuMPO Technical Advisory Committee

November 9, 2018



- I. Call to order by Chair
- II. Introductions/Roll Call



III. September 14, 2018 Meeting Minutes



IV. Reports

A. Executive Director



V. Old Business None



VI. New Business

A. Performance Measures Targets –NHS Performance

Performance Management

- Introduced in 2012 under MAP-21
 - Reaffirmed in 2015 FAST Act
- Strategic approach to use data to inform decision-making and evaluate outcomes





MPOs & Target-setting

- Transit Asset Management (last year)
- Safety (last year) – PM1
- Pavement and Bridge Condition (9/18) – PM2
- Freight Performance (9/18) – PM3
- **National Highway System Performance (today!) – PM3**
- CMAQ measures (not applicable) – PM3



NHS Performance Measures

Measure	Applicability	Reporting
Percent of Person-Miles Traveled that are Reliable	Interstate	Biennially, with 4-year performance periods
	Non-Interstate National Highway System	



NHS Performance Measures

Reliability Measure

- Percent of person-miles traveled on the Interstate and non-Interstate National Highway System that are reliable



NHS Performance Measures

What is reliability?

- Ratio of longer travel times (80th percentile, bad traffic) to normal travel times (50th percentile)



NHS Performance Measures – HDOT

% of Person-Miles Traveled that are Reliable	Current Conditions (baseline)	Targets	
		2-year Target (2020)	4-year Target (2022)
Interstate	67.5	70	74
Non-Interstate National Highway System	64.2		70



MPO Requirements

- Respond to targets set by State DOT
- Report on progress toward meeting targets in next long-range plan (ORTP)
- Show how projects programmed in the TIP will support meeting targets



OahuMPO Options for Coordination

- Agree to plan and program projects that support and contribute toward the accomplishment of the State's targets;
- Commit to its own quantifiable targets for all performance measures for the metropolitan planning area; or
- Develop a combination of both.



OahuMPO Recommended Response

- Agree to plan and program projects that support and contribute toward the accomplishment of the State's NHS Performance targets and integrate the targets into OahuMPO's planning process.



Reasons for Response

- Familiarization with targets, data, and analysis required
- Almost all IH/NHS roadways are HDOT facilities
- Opportunity to revisit targets in the future



Requested Action

- Recommend OahuMPO's response to NHS performance targets for Policy Board consideration and approval.



VI. New Business

B. O'ahu Regional Transportation Plan



O'ahu Regional Transportation Plan

APRIL 2021



O'ahu Regional Transportation Plan

draft branding concepts

Concept 1



KE ALA I MUA

O'AHU REGIONAL TRANSPORTATION PLAN 2045

Concept 2



O'AHU REGIONAL TRANSPORTATION PLAN 2045



VI. New Business

C. FY2020 Overall Work Program

Proposals from the Citizen Advisory Committee

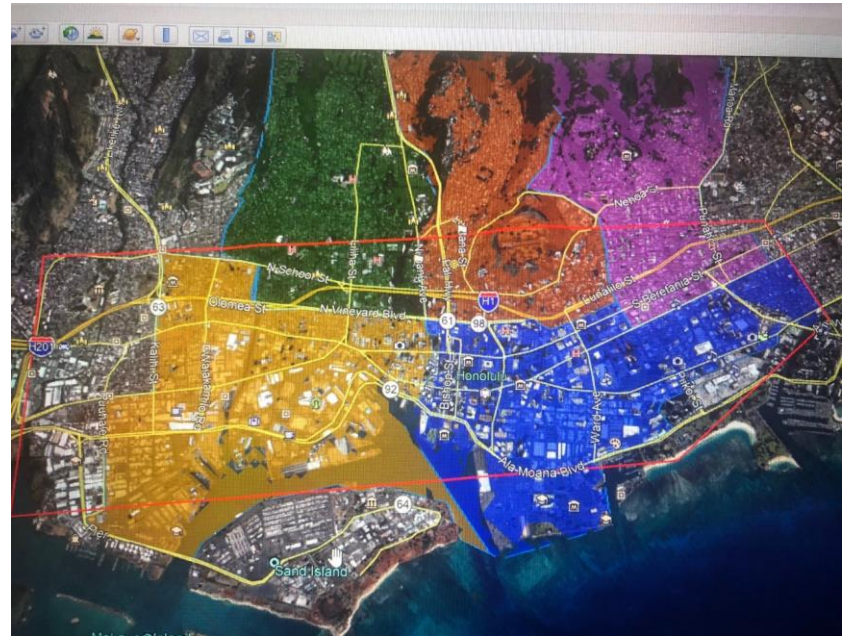


FY2020 CAC Candidates

1. Island-Wide Road Accessibility
2. Island-Wide Traffic Signal Timing Evaluation
3. Modernizing Oahu's Ground Transportation
to Eliminate Gridlock
4. North Shore Corridor Study

1. Island-Wide Road Accessibility

This project would study the **pedestrian accessibility along the proposed City Center** (all roads starting from Middle street to the intersection of Kapiolani Blvd and McCully with the upper limit of King Street and McCully).



Source: Provided by Ken Farm

1. Island-Wide Road Accessibility... con't

To determine whether pedestrian sidewalks are in **compliance with the Americans with Disabilities Act**. If proposed study locations mentioned is found to be out of compliance, the study would recommend protentional steps for mitigation.



The median refuge island provides a cut-through for accessibility and shortens the crossing distance at this wide intersection in Honolulu.

Source: HI Statewide Master Plan



2. Island-wide Traffic Signal Timing Evaluation

This project would study and **evaluate the timing of traffic signals island-wide**. The goal of this study would be to mitigate congestion by recommending adjustments to the timing of traffic signals where they are out of sync with study emphasis and recommendations placed upon pedestrian centric proposed measures. **Current areas of concern include along the proposed City Center** (all roads starting from Middle street to the intersection of Kapiolani Blvd and McCully with the upper-limit of King Street and McCully).



3. Modernizing Oahu's Ground Transportation to Eliminate Gridlock

This study would consider **pricing solutions** and their viability for Oahu, to include (but not be limited to) the following:

- * Cordon pricing around the urban core
- * High-occupancy toll lanes on the interstates
- * Parking cost at destination sites
- * Etc.



3. Modernizing Oahu's Ground Transportation to Eliminate Gridlock (con't)

Specifically, study would analyze the **applicability of the London Congestion Pricing Scheme** to include pricing and restriction strategies utilized by City of London, the identification of perceived benefits to London commuters, lessons learned, obstacles to implementation overcome, and changes made over time to fine-tune and improve the scheme. Recommendations would also be provided on which aspects of the London experience are deemed to be doable, transferable, and worthy of replication.

4. North Shore Corridor Study

Segments of Route 83 are already constrained by erosion and current elements of climate change, some areas are in worse shape than others. The corridor is uniquely vulnerable to further erosion and other damage from current and projected sea level rise and climate change.

Hawaii's Sea Level Rise Vulnerability and Adaptation Report

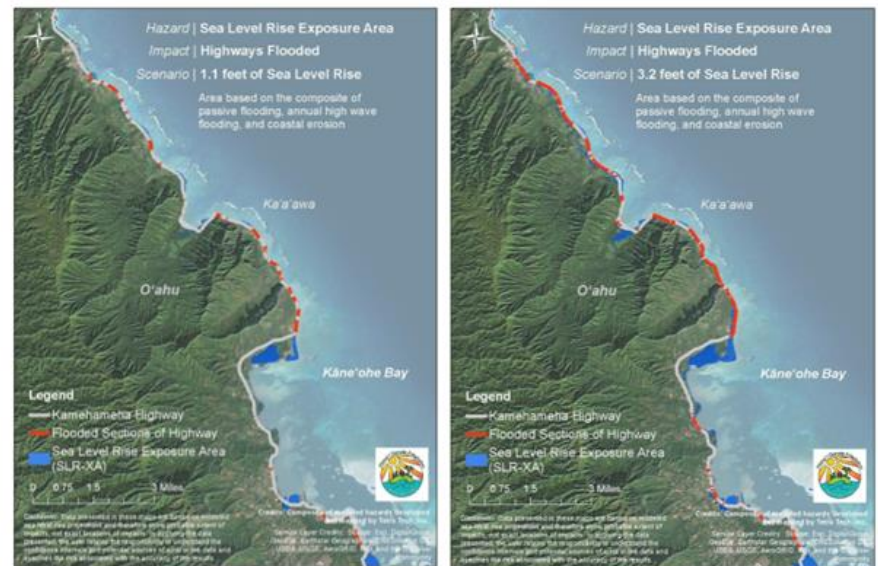


Figure 104. Sections of Kamehameha Highway in the SLR-XA (red) with 1.1 feet (left) and 3.2 feet (right) of sea level rise in Ka'a'awa, O'ahu

Source: Hawaii Sea Level Rise Vulnerability and Adaptation Report, 2017



4. North Shore Corridor Study (con't)

- Identify problem **areas that needs to be address** to ensure that the Corridor remains open, serviceable, and functionally interconnected.
- Identify **potential projects to address resilience** in transportation infrastructure and identify immediate and long-term risks that take into consideration **economic development (tourism, agriculture, education, military), safety, congestion, proposed land uses in the future, and criticality.**
- Evaluate **solutions that are specific to this corridor**, including resilient corridor concepts that will protect and integrate the environmental needs that are unique to it.



FY2020 CAC Candidates – Next Steps

- Partners – please submit your comments on CAC candidate proposals by **November 16**
- OahuMPO will share your comments with the CAC
- OahuMPO may invite partners to present to the CAC if you are already working on projects/studies related to a CAC candidate proposal



FY2020 Overall Work Program

- OahuMPO issued its call for proposals on October 31
- All proposals must be sent to the OahuMPO by **November 30**
- Contact Nicole Smith if you have questions
 - nicole.smith@oahumpo.org or 808-586-2309



VII. Invitation to interested members of the public to be heard on matters not included on the agenda

VIII. Announcements
Next meeting is scheduled for **December 14** at 9 am
in the HART Board meeting room

IX. Adjournment