



# OahuMPO Technical Advisory Committee

November 14, 2019



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



III. October 11th, 2019 Meeting Minutes

IV. Reports

A. Executive Director

V. Old Business

None



## VI. New Business

### A. Presentation: Central Oahu Transportation Study

SSFM will give a presentation on the Central Oahu Transportation Study (WE#202.02) as part of closing this OWP work element.

***Requested Action:*** Recommend Policy Board accept as evidence that the work was carried out.

# CENTRAL OAHU TRANSPORTATION STUDY (COTS)

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Presentation to OahuMPO Technical Advisory Committee  
November 14, 2019

# WHAT IS THE COTS STUDY?

COTS is a comprehensive report to help guide our transportation needs and assist us in planning for sustainable communities.

-- Representative Ryan Yamane

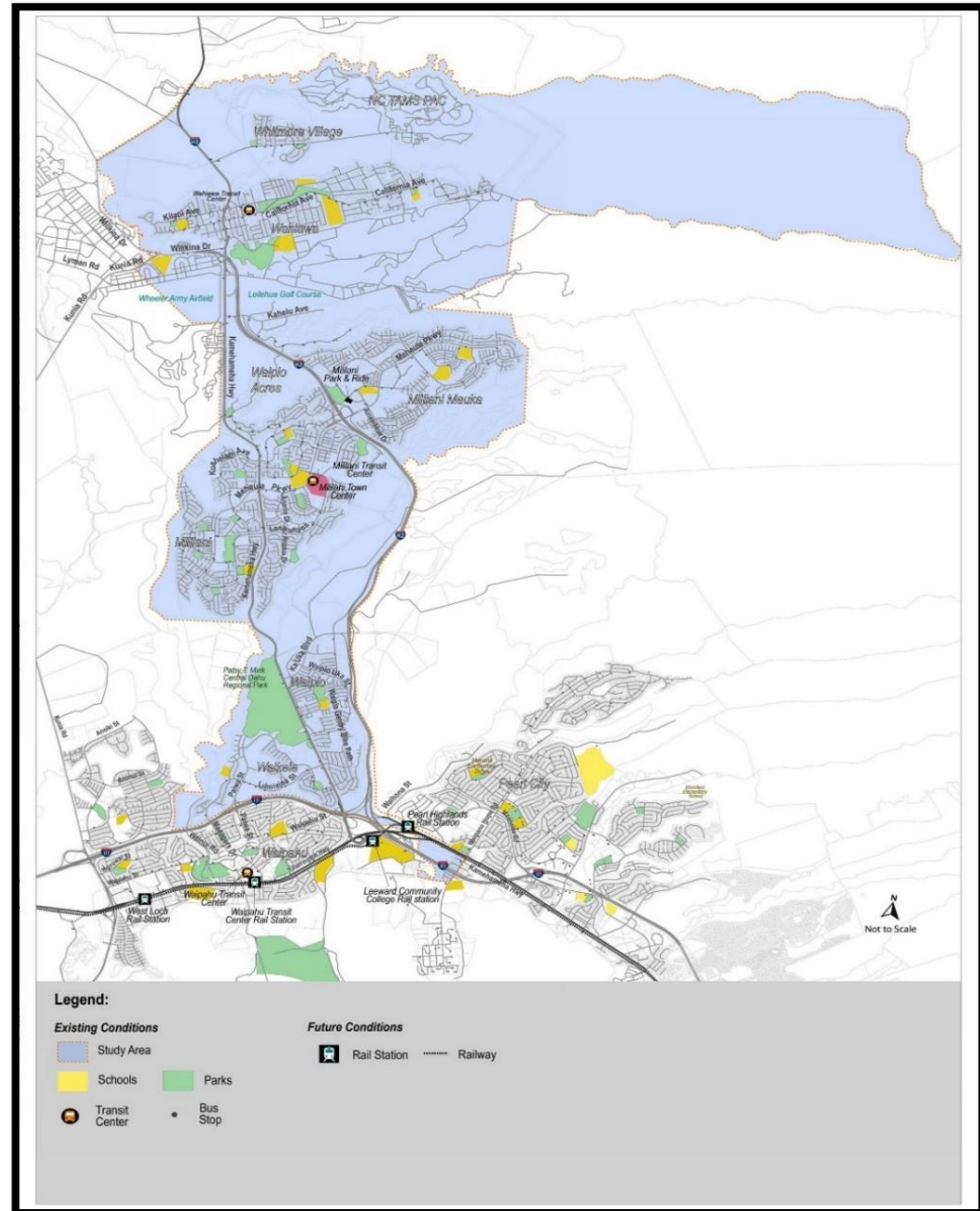
Former Chair, OahuMPO

# WHAT IS THE SCOPE OF ANALYSIS?

Through study analyses and public outreach, the COTS study looked for strategies and system improvements that are

- Technically feasible
- Financially realistic
- Sustainable
- Meet regional transportation needs

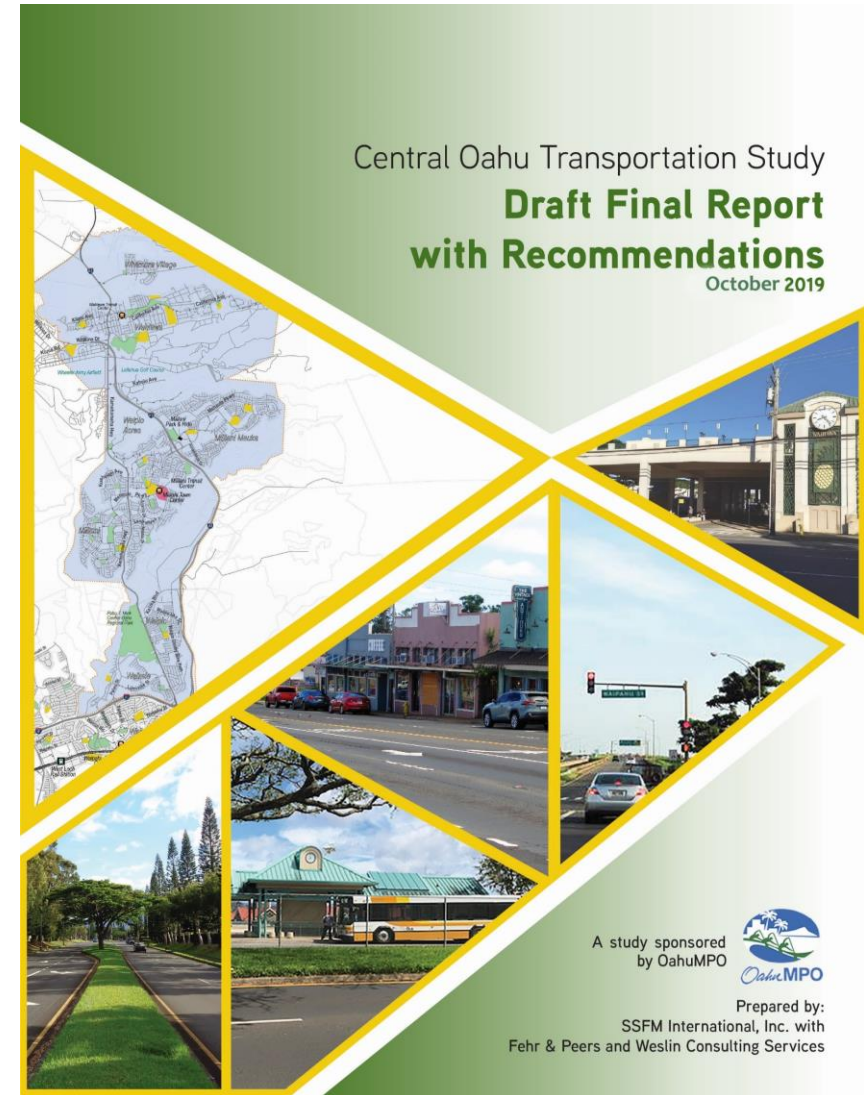
# STUDY AREA MAP





# HOW THE REPORT IS ORGANIZED

- 1 Introduction and Background
  - 2 Priorities & Recommendations- Transit, Road, Bike/Ped
  - 3 Selection Criteria – Transportation Benefits, Performance Measures, Benefit Cost Ratio, Community Support
  - 4 How Projects Fit the Regional Needs
  - 5 How Projects Address Regional Goals
  - 6 Implementation
- Appendices:
- A Summary of Each Project
  - B Full List of Projects Considered
  - C Survey Forms Used



# COTS TECHNICAL PROCESSES

Review of past and on-going traffic, transit and land use studies.

Review of major regional transportation, demographic, economic and land use trends and issues facing Central Oahu.

Identification of candidate list of 90 projects.

Technical mobility analysis for effectiveness.

Application of performance measures.

Technical and financial feasibility reviews, including Benefit Cost Analysis.

Community input process – meetings, surveys, outreach.

# PROJECT MANAGEMENT WORKING GROUP

Made up of representatives from FHWA, HDOT, DTS, HART, and DPP.

Reviewed interim reports & technical memoranda and provided comments.

Met nine times:

- September 27, 2016 Kickoff and Review of Previous Studies
- October 25, 2016 on Revised Study Boundary, Trends & Issues Memo and Data Memo
- November 7 and November 11, 2016 on Performance Measures
- May 23, 2017 on Second Community Meeting
- October 30, 2017 on Data Memo, Preliminary List of Projects and Ranking, Model Validation Memo
- November 29, 2018 on Project Performance and Feasibility, Financial Costs and Benefit Analysis, and Packages Report
- April 9, 2019 on Packages of Projects, next round of public involvement
- August 12, 2019 on Wahiawa Expansion studies, Recommended Projects

# COMMUNITY INPUT PROCESS

- > Community-wide meeting on November 20, 2016 at Mililani High School to discuss travel needs, performance measures and possible projects and
- > November 16, 2017 at Kanoelani Elementary to discuss and get feedback on a preliminary list of projects
- > Online and Paper Surveys (2019)
- > Outreach to Neighborhood Boards and community events (2019)



Reduce	Reduce the congestion experienced by travelers in Central Oahu (18 projects)
Create	Create easy access to the HART Rail System (10 projects)
Create	Create a multi-modal system in Central Oahu (16 projects)

# THREE COMMUNITY GOALS

# CENTRAL O‘AHU FUTURE TRANSPORTATION CHALLENGES AND OPPORTUNITIES

Congestion will continue to be a challenge due to growth in central plains and in Ewa, and due to downstream congestion.

Rail is a game changer, providing a major alternative to driving which avoids that congestion. Convenient access for Central Oahu travelers is key to shifting their transportation choice to rail.

Study goals include efforts to shift mode split for community:

Location	Year	Modal Split						
		SOV	HOV	Transit	Bike	Walk	Taxi/ Motorcycle	WAH
COTS Goal	2040	60%	18%	12%	2%	2.5%	2.5%	3%
National Avg.	2016	76.4%	9.3%	5.1%	0.6%	2.8	1.2	4.6%
Oahu Islandwide	2012- 2016	64%	14.7%	8.4%	1.2%	5.2%	2.8%	3.7%
COTS Area	2012- 2016	73%	16%	5%	0.2%	1.8%	1.8%	2.4%

*Source for 2012-2016 data: U.S. Census Bureau, 2012-2016 American Community Survey 5-Year Estimates*

# TOP TRANSIT PROJECTS

MILILANI / WAIPIO			
TRANSIT PROJECTS		Recommendation	
Project No.	Project Name	Short-Term	Mid-Term
101.1 *	Bus Service Expansion with Increased Frequency, New Routes, and Extension to Rail Stations	X	
102.3	Bus Rapid Transit from Mililani Transit Center to the Waiawa Rail Station at Pearl Highlands		X
102.5	Park & Ride with Express Bus to the Waiawa Rail Station at Pearl Highlands		X

WAHIAWA / WHITMORE VILLAGE			
TRANSIT PROJECTS		Recommendation	
Project No.	Project Name	Short-Term	Mid-Term
701	Increase bus service to/from Whitmore Village and Waiawa Transit Center	X	
703 *	Expanded Late Night Service Bus Routes 51/52	X	
704	Bus Rapid Transit from Waiawa Transit Center to Armory Park & Ride and the Waiawa Rail Station at Pearl Highlands via H-2	X	

# TOP ROADWAY PROJECTS

MILILANI / WAIPIO			
ROADWAY PROJECTS		Recommendation	
Project No.	Project Name	Short-Term	Mid-Term
403.5	Widen Kamehameha Highway between Ka Uka Boulevard and Lanikuhana Avenue		X
408.4	Mililani Access at H-2 and Meheula Parkway with New Bus Stops	X	
501.1	Transportation Demand Management (TDM)	X	
502.1	Intelligent Transportation Systems (ITS)	X	

WAHIAWA / WHITMORE VILLAGE			
ROADWAY PROJECTS		Recommendation	
Project No.	Project Name	Short-Term	Mid-Term
902	Kamehameha Highway Widening from North of Whitmore Avenue to Kilani Avenue		X
903 *	California Avenue Complete Streets Project from Kamehameha Highway to Wahiawa District Park	X	
909	Kamehameha Highway at Whitmore Avenue Intersection Improvements	X	
911	Kamehameha Highway between Kilani Avenue and Avocado Street Traffic Signal Timing	X	
912	California Avenue between Kamehameha Highway and Wahiawa District Park Traffic Signal Timing	X	



# TOP BICYCLE AND PEDESTRIAN PROJECTS

MILILANI / WAIPIO			
BICYCLE AND PEDESTRIAN PACKAGES		Recommendation	
Project No.	Project Name	Short-Term	Mid-Term
A *	201.1 New Pathway – Waipahu Street 201.2 New Pathway – Anania Drive to Central Oahu Regional Park 201.4 New Pathway on Kamehameha Highway 201.5 New Pathway on Kamehameha Highway 203.5 Bike Route – Anania Drive, Meheula Parkway to Kipapa Gulch	X	
B	201.8 Bike Pathway on Meheula Parkway 202.3 Bike Lanes on Meheula Parkway 202.4 Bike Lanes on Kuahelani Avenue 203.6 Bike Route on Lanikuhana Avenue		X
C	201.10 Bike Pathway 202.8 Bike Lanes	X	
D – New Pathway	201.6 New Pathway Kamehameha Highway 201.7 New Pathway on Cane Haul Road, H-2 to the Waiawa Rail Station at Pearl Highlands		X

WAHIAWA / WHITMORE VILLAGE			
BICYCLE AND PEDESTRIAN PACKAGES		Recommendation	
Project No.	Project Name	Short-Term	Mid-Term
801 *	New Off-Street Bicycle and Pedestrian Connections to Schools, Parks, and Transit: • Kilani Avenue • Anoni Street • California Avenue • Rose Street • Whitmore Avenue • Ihihi Avenue	X	
802	New Pedestrian and Bicycle Bridge Connecting Wahiawa and Whitmore Village		X
803	New Bike and Pedestrian Connection between Wahiawa, Whitmore Village, and NCTAMS: • Wilikina Drive • Kamehameha Highway • Kamananui Road		X
804	New and Upgraded Bike Lanes in Wahiawa Commercial District: • Kamehameha Highway • California Avenue • Lehua Street		X

# TRANSIT IS KEY

Without improving access to the rail and bus services, transit ridership will remain flat, which will further exacerbate congestion.

Key strategies are:

- > Frequent and reliable bus service to and from trail stations that is implemented before 2025 (full opening)
- > More frequent bus transit service in the region, including all day express service
- > Bus service that speeds up trips that access rail
- > Build roadway infrastructure that supports transit and bicycling
- > Build bicycle and pedestrian facilities that connect to rail stations
- > Long term projects for dedicated lanes, BRT, and parking facilities

COST TO  
IMPLEMENT  
PROJECTS THAT  
ADDRESS THE  
THREE  
COMMUNITY  
GOALS

Total Cost of all projects is \$350 Million

Short Term (1-4 years) projects total \$120 Million

Mid Term (3-5 years) projects total \$230 Million, and

That amount includes \$20 Million to start work on the Long Term Projects

The project list includes projects for both City and State transportation agencies to consider in their respective CIP programs and for OahuMPO to consider in the Long Range Plan Update and TIP.

# MAHALO

The study team wishes to express its appreciation to those agency, organizations and individuals who helped guide the COTS project to best reflect the systems and strategies that would improve the quality of life in Central Oahu



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

VIII. Announcements

IX. Adjournment