

**Appendix A: Disposition of Public and Intergovernmental Review Comments**

OahuMPO's intergovernmental and public review period of the draft 2045 ORTP ran between March 1-29, 2021 and received a total of 75 comments. Comments and responses received during the review period may be viewed below in **Table A.1**. Any comments received after March 29, 2021 are documented in **Table A.2**.

**Color guide**

Needed Response from HDOT
Needed Response from DTS
Needed Response from either DTS or HDOT

**Table A.1 Public and Intergovernmental Comments Received During Review Period**

Comment Number	Chapter, Section, and Page Number	Project	Commenter	Comment	Agency Response	Notes
1	Chapter 1, Public Participation, Phase 1, p.9	General	Hawaii Department of Transportation	Minor typo, first word of first sentence is missing "T."	OahuMPO: Thank you for catching this error, we have made the correction.	
2	Chapter 2, Performance Measures, p. 13	General	Hawaii Department of Transportation	Difficult to read which planning factors are relevant to which goal without constantly scrolling back and forth.	OahuMPO: Thank you for your note. The table has been redesigned by our graphic designer, and it has the FAST Act Planning Factors written out, and graphics of the ORTP goals to help improve readability.	
3	Chapter 2, Goal #1, p. 15-17	N/A	Hawaii Department of Transportation	The following statements are very misleading: Hawaii is ranked 4th highest in the nation for impaired driving related to fatal crashes--no year or source given. Hawaii is ranked 5th highest in the nation for speed related fatalities--2016, but no source given. Hawaii was ranked highest in the nation for the rate of older pedestrian fatalities--this statement was made in a document released in 2015 by the City and therefore the date is from at least 2014 or earlier. It would be best to have the data comparable from the same year or at least cite the year the crash data came from--not the year that a plan was released that cited the data. Using the older pedestrian data from 2014 or prior is especially inaccurate because it is at least 7 years old. Since 2014 (or earlier) both HDOT and the City have been working hard to make improvements for pedestrians and this discounts that. It makes the public believe that we are still leading the nation. This is not responsible data reporting.	OahuMPO: Sources added for statistics on impaired driving and speed related fatalities. Data on older pedestrian fatalities and all pedestrian fatalities has been updated using the Web-based Injury Statistics Query and Reporting System, with a reporting period of 2015-2019. Hawaii has the third highest rate of older pedestrian fatalities (ages 65+) in the nation (Web-based Injury Statistics Query and Reporting System, 2015-2019). The state is 14th in the nation for pedestrian fatalities among all age groups (Web-based Injury Statistics Query and Reporting System, 2015-2019).	
4	Chapter 2, Goal #1, p. 15	N/A	Hawaii Department of Transportation	Page 15 - Clarify if the following statement is referring to national or local data? "Speed-related crashes account for 47% of all traffic fatalities over a 10-year span from 2008 to 2017."	OahuMPO: Added "in Hawaii" to clarify that the statistic is Statewide	
5	Chapter 2, Goal #1, p. 16	N/A	Hawaii Department of Transportation	Page 16 - The last sentence is very hard to follow--we are not sure if we are understanding it correctly. "Even with over 6,000 individuals arrested every year in Hawai'i (Hawaii Uniform Crime Reports, 2013-2017), 1 out of 20 drivers or (5%) who survived, admitted to driving after they consumed too much alcohol in the past month (2012, 2014, 2016 Hawaii Behavioral Risk Factor Surveillance Survey)."	OahuMPO: This sentence has been deleted.	
6	Chapter 2, Goal #1, Table 2.2, p. 18	N/A	Hawaii Department of Transportation	Starting on page 18 of the document, the way the objectives and performance measures are labeled could be misleading. To me it reads that all the performance measures are federally required from the FAST Act. This could be resolved by placing an asterisk or some other type of denotation on the ones that are federally required from the FAST Act.	OahuMPO: All of the performance measures listed in this table are federally required. We added the asterisk to indicate this in the table, and have done this for the other tables as well.	
7	Chapter 2, Goal #2, p. 20	N/A	Department of Planning and Permitting	On page 20 and others, citations are made to the American Communities Survey. If this is a reference to the Census Bureau data, the name is American Community Survey.		
8	Chapter 2, Goal #2, p. 20	N/A	Hawaii Department of Transportation	Is the 2011 data still accurate? Similar comment as Comment #3 above. Using data that is almost 10 years old could be very inaccurate/misleading.	OahuMPO: This has been updated using data from DTS.	
9	Chapter 2, Goal #5, p. 32	N/A	Hawaii Department of Transportation	"extending the life cycle facilities" should be changed to "extending the life of facilities."	OahuMPO: Thank you for catching this error. The correction has been made.	
10	Chapter 2, Goal #6, p. 35	N/A	Hawaii Department of Transportation	The 81% here could be misleading. It should be clarified by adding an absolute number of commuters--e.g., this could be 100 people to 181 or it could be 100,000 to 181,000.	OahuMPO: Thank you for the suggestion, we added "(100 people to 181 people)" to this sentence.	
11	Chapter 2, Goal #7, p. 39	N/A	Hawaii Department of Transportation	Page 39 - We recommend citing a year and source for this data: "Ground transportation produces 20% of all carbon pollution on O'ahu."	OahuMPO: Thank you for the suggestion, this change has been incorporated.	

12	Goal 7 • On Page 39 of Draft ORTP 2045,	M\N	William Reese Liggett	<p><a href="#">Suggested changes to the Draft Oahu Regional Transportation Plan 2045: Change the paragraph about Environmental and Cultural Resources to read as follows (suggested changes in red):</a>  <b>Environmental and Cultural Resources</b> <i>O'ahu is home to a unique variety of plant and animal species. Often nicknamed the "Endangered Species Capital of the World," the State of Hawai'i is home to 437 threatened and endangered species (U.S. Fish and Wildlife). Given that O'ahu is the most developed and populated island in the Hawaiian chain, plant and animal species often face greater threats of the loss and degradation of habitats, due to the existence of transportation systems or construction of transportation projects near sensitive environments, and the negative impacts of such transportation systems and their users or of stormwater runoff. These concerns may also apply to impacts on our cultural resources.</i> <b>Rationale:</b> The theme of this plan, ORTP 2045, is Ke Ala I Mua, "the path forward" for State transportation systems on Oahu according to its Page 2. Such a theme indicates and requires a comprehensive approach by the Oahu Regional Transportation Plan 2045. 1.Goal 7, as drafted, seems to attempt to address FAST Act # 2 on page 3 of ORTP 2045: "Protect and enhance the environment,,". 2. However, draft Goal 7 fails to adequately address the potential negative impacts of the existing HDOT transportation systems and therefore is not a comprehensive plan for "the path forward" for Oahu. It is completely inadequate because it only addresses "construction of transportation projects", a comparatively small subset of State transportation systems, while ignoring the much larger subset that is the existing transportation systems. 3. For instance, Goal 7 as stated in the draft, does not meet the requirements of the Hawai Revised Statutes 205A-2* and 205A-26, directives for all State agencies. These directives apply to existing transportation systems as well as the construction of transportation projects. 4. On our state's islands, because there are often State transportation systems close to our shorelines, it is natural that such existing transportation systems could be negatively impacting protected, fragile coastal environmental resources and such should be addressed. 5. Therefore the ORTP 2045 should acknowledge such and its Goal 7 should highlight the need for such considerations and appropriate steps to alleviate negative impacts of the existing transportation systems as well as construction projects." <b>Note:</b> HRS 205A-2 at <a href="https://dlnr.hawaii.gov/accl/files/2013/07/205a.pdf">https://dlnr.hawaii.gov/accl/files/2013/07/205a.pdf</a>.The coastal zone management program objectives and policies, is very specific concerning State Agencies' responsibility to coastal ecosystems: "Protect valuable coastal ecosystems, including reefs, beaches, and coastal dunes, from disruption and minimize adverse impacts on all coastal ecosystems." HRS 205A-26 also applies.</p>	OahuMPD: Thank you for the great comment and suggestion. We have incorporated language about impacts of our existing transportation system in this section.	
13	Goal 7 • Cont. pg. 40	N/A	William Reese Liggett	<p>Goal 7 cont. • On ORTP 2045 Page 40: Objectives and Performance Metrics, make the following suggested changes in red: <b>Performance Measures 7.2.1 through 7.2.3 to, besides DLNR, include County Preservation/Conservation Areas.</b> <b>Rationale:</b> This State plan needs to also consider proximity to environmentally sensitive areas that belong to the Counties in order to "Enhance and protect cultural and natural resources". <b>Add a new 7.2.5 to read: 7.2.5 Number of projects that are contiguous to State and County Preservation/Conservation Areas.</b> <b>Rationale:</b> This State plan for transportation must address situations where existing or projected transportation systems are contiguous to sensitive environmental Areas in order to "Enhance and protect cultural and natural resources". <b>Add a new 7.2.6 to read: 7.2.6 Existing transportation systems (principally roads and highways) proximate to State and County preservation/conservation land. And new 7.2.7 to read: 7.2.7 Existing transportation systems (principally roads and highways) proximate to State and County shorelines.</b> <b>Rationale:</b> Necessary in order to establish Goal 7, FAST Act Planning Factor(s), Performance Measures, and Objective(s) for existing transportation systems.</p>	OahuMPD: Thank you for your comment. The GIS shapefiles used to evaluate this metric for watershed protection priority areas and natural resources areas reflect all land owners and managers. However, the conservation resource management areas, only reflect DLNR managed areas. We will continue to look for county data to evaluate conservation resource management areas.	
14	Chapter 3, p.42-70	N/A	Carolyn Weygan-Hildebrand	<p>The Draft's Chapter 3 should not be silent on new trends during the last year (COVID-19). Around the world and in Oahu, many will agree that urban life changed. The Draft Plan therefore should either state that it is ignoring thoughts about trends that are unfolding or include them and evaluate projects along scenario planning contexts. The APA Hawaii Chapter brought attention to the Transportation research Interdisciplinary Perspective Journal's insights of the global impacts of COVID-19 on transportation planning and transport operations. While the articles are not on Oahu, they shed light on what Oahu might want to look into further. The Plan should be flexible to allow for the inclusion and prioritization of projects that will prove to be important but have yet to be conceived. I suspect for example that if trends are examined further, suburban life in oahu will show that more are walking and biking in their neighborhoods and more will notice what they need more than before, and that need will be for more safer and pleasant routes to go around within their neighborhoods.</p>	OahuMPD: Thank you for your comment. We hope to study these trends further and collect data to understand how travel patterns have changed during COVID-19.	
15	Chapter 3, p.44-69, Figures 3.2, 3.5, 3.8a, 3.10, 3.19, 3.20, 3.21, 3.22, 3.23, 3.24	N/A	Hawaii Department of Transportation	<p>Figures 3.2, 3.5, 3.8a, 3.10, 3.19, 3.20, 3.21, 3.22, 3.23, and 3.24: Why not put the population density ranges rather than 1-5? Also why are the dots different sizes? – is a legend needed? Why highlight the interstate freeway locations?</p>	done	
16	Chapter 3, Figure 3.4, p.45-46	N/A	Hawaii Department of Transportation	<p>Why is Figure 3.4 showing a decline at 2045 while Figure 3.3 doesn't?</p>	under review	
17	Chapter 3, Figure 3.11 a, p.53	N/A	Hawaii Department of Transportation	<p>Very difficult to read the city names. Perhaps could resolve by overlaying the transit map over the density maps with transparency.</p>	done	

18	Chapter 3, Figure 3.15, p.58	N/A	Hawaii Department of Transportation	Scaling the y-axis from 0 will show the double relationship better. Currently makes cars look like almost no time while transit is 5 times worse.	disagree	
19	Chapter 3, Environmental Justice, p.62	N/A	Hawaii Department of Transportation	This section should be titled Title VI and Environmental Justice. Title VI is different from Environmental Justice. After reading this section, it is not clear how equity is being assessed. It seems like a bunch of existing conditions statistics but does not appear to say how the ORTP is being equitable. Title VI and Environmental Justice equitability is a difficult task, but we feel there should be something that leads to a statement that summates... "and therefore, the ORTP is not disproportionately benefiting or impacting Title VI and Environmental Justice populations".	The essence of the section is to have a bunch of statistics. The goals in the existing conditions is not to assess the performance of the plan- see chapter 5 for that.	
20	Chapter 4, Roadways, p.71	N/A	Hawaii Department of Transportation	For existing conditions (starts on page 71), it might be good to expand on the role of the Transportation Asset Management Plan (TAMP) and how it should theoretically integrate with the programming of the ORTP. How it is supposed to identify the needed projects to meet the targets. Also, a discussion on what the penalties are for not meeting specific targets and what an uncertified TAMP means might be good as it affects federal funding.	OahuMPQ was not involved in setting targets. How projects are programmed to achieve the goals and objectives of TAMP is a question for HDOT. This something we need to look at in the future.	
21	Chapter 4, Roadways, p.71	N/A	Hawaii Department of Transportation	Starting on page 71 (throughout Chapter 4), the NHS/federal aid transportation system is inaccurately described.	done	
22	Chapter 4, Roadways, p.71	N/A	Hawaii Department of Transportation	I think the first sentence of the second paragraph should be revised to "Federal-aid and State highways serve the region and constitute its main roadway network." Federal highways would be under the jurisdiction of a federal agency.	done	
23	Chapter 4, Figure 4.1, p.73	N/A	Hawaii Department of Transportation	The title of Figure 4.1 is incorrect. The NHS does not include rural minor collectors or local roads. By local roads, do you mean roadways under the jurisdiction of the City and County of Honolulu that are federal aid? Local roads as defined by federal function classification are defined specifically and differently.	done	
24	Chapter 4, Pavement Conditions on National Highway System, p.74	N/A	Hawaii Department of Transportation	Paragraph 3, the sentence should be revised to: "All pavements on the Interstate or non Interstate NHS are required to be classified in good, fair, or poor condition."		
25	Chapter 4, Federal Performance Measures, p.74	N/A	Hawaii Department of Transportation	The federal performance measures are inaccurately described. The correct performance measures are: Percentage of pavement of the non-interstate NHS in good condition; and Percentage of pavement of the non-interstate NHS in poor condition.	done	
26	Chapter 4, Federal Performance Measures, p.75	N/A	Hawaii Department of Transportation	The federal performance measures are inaccurately described. The bottom left box should be "non-Interstate NHS"	done	
27	Chapter 4, Figures 4.2-4.3, p.76 and 78	N/A	Hawaii Department of Transportation	Figures 4.2-4.3 on Pages 76 and 78 – the maps are missing legends	done	
28	Chapter 4, Bridge Conditions, p.77	N/A	Hawaii Department of Transportation	That definition of deficient for bridges does not look familiar to me. If this is not the official FHWA definition, replace with the official FHWA definition. The second paragraph should refer to Figure 4.3.	done	
29	Chapter 4, Federal Performance Measures, p.79	N/A	Hawaii Department of Transportation	The federal performance measures are inaccurately described. The bottom left box should be blank or say NHS.	done	
30	Chapter 4, Federal Performance Measures, p.79	N/A	Hawaii Department of Transportation	The 2nd paragraph, last sentence says, "Based on available and latest bridge performance data shown in Table 4.2, the State of Hawaii either meets or exceeds set targets." We do not think you can conclude whether targets are being met or exceeded from the table. Consider revising the text.	done	
31	Chapter 4, Travel Time Index, Level of Service and Level of Travel Time Reliability, p.80-87	N/A	Hawaii Department of Transportation	Starting on page 80 – TTI, LOS, and LOTTR should fall under the congestion and reliability section and not be their own sections.	done	
32	Chapter 4, Level of Travel Time Reliability, p.85	N/A	Hawaii Department of Transportation	According to the FHWA's website, our 4 year Interstate target was 74% and our baseline non-Interstate NHS was n/a.	done	
33	Chapter 4, Freight, p.96	N/A	Hawaii Department of Transportation	The freight network includes more than just the interstate roads. Should include the entire freight network in this analysis.	done	
34	Chapter 4, Figure 4.17, p.102	N/A	Hawaii Department of Transportation	What is the "motor crash locations" map trying to depict? Motor vehicles? That would seem duplicative with the previous map.	done	
35	Chapter 4, Figure 4.18, p.102	N/A	Hawaii Department of Transportation	Should the text say that the performance targets are on a 5 year rolling average?	no. the column shows the review period	

36	Chapter 5, Short-Range Projects and Programs	N/A	Hawaii Department of Transportation	To assist with consistency of short-range STIP projects with the ORTP, it might make sense for us to create a "safety improvements at Various Locations" line item in the Short Range ORTP. There are always HSIP projects that get programmed in a few times within the life of a STIP. This is because, you can't really program HSIP projects out too far since the threshold is accident data. Sometimes, there are places where accidents consistently happen... Other areas have spikes that smooth out to the point where other places become the priority.	OahuMPO: If HDOT would like this to be included in the short-range list of projects, that would require the submission of an application. The ORTP will be amended anytime that a project is added to the TIP, if that project is not listed in the ORTP. We would need clarification on whether a project is being funded from an existing ORTP program, or if it is a stand alone new project.
37	Chapter 5, Short-Range Projects and Programs	N/A	Hawaii Department of Transportation	As far as the accuracy of the short-range projects...FHWA funded projects with costs that equal \$0. The cost is not zero. Those projects have a cost and have already begun in previous years. What was pulled was the total for AC conversions (cash flow needs in future years), which is represented as a cost of \$0. One of the issues with listing TIP projects... For AC conversions, it might make sense to reverse calculate the total amount that is associated with the AC conversion (all of them). For example, if there are 2 years of AC for an 80/20 project... both years with \$800K in fed aid... the portion of cost shown in the STIP for that project would be $800/0.8 = 1000$ or \$1 million... then times 2 since there are 2 years with the same numbers... = \$2 million. Unless this is explained somewhere that I missed... an appendix?	OahuMPO: N/A was added instead of zero.
38	Chapter 5, Short-Range Projects and Programs	N/A	Hawaii Department of Transportation	Along the lines of #35... Does it also then make sense to add the following ORTP projects for Short term? I guess this all depends on how FHWA will define consistency... Rockfall protection at various locations; Resiliency program (included as mid and long-range program) Highway lighting improvements at various locations	OahuMPO: If HDOT would like this to be included in the short-range list of projects, that would require the submission of an application. The ORTP will be amended anytime that a project is added to the TIP, if that project is not listed in the ORTP. We would need clarification on whether a project is being funded from an existing ORTP program, or if it is a stand alone new project.
39	Chapter 5, Potential Federal Funding Sources, p.108-118	N/A	Hawaii Department of Transportation	Starting on Page 108, focus on the funding eligibility seems like too much information for the ORTP... better suited for the TIP. Should focus more on the annual amounts of each funding category... which I suppose is included in Appendix C...	OahuMPO: Thank you for your comment. We've peer reviewed other MPOs, and many include this level of information, so we're choosing to keep this information in there.
40	Chapter 5, Highway Safety Improvement Program (HSIP), p.110	N/A	Hawaii Department of Transportation	HSIP funded projects must also be prioritized through the HSIP program based on accident statistics. Scope of these projects are determined through the project development process and are limited as described.	OahuMPO: Thank you for this comment. We've added verbiage in this section to clarify.
41	Chapter 5, Congestion Mitigation and Air Quality (CMAQ), p.111	N/A	Hawaii Department of Transportation	In the CMAQ definition, text should be added to explain that the entire state is an attainment area and that allows us to use CMAQ funds more flexibly, however, we would still program CMAQ funds to CMAQ eligible projects.	OahuMPO: Thank you for this comment. We've added verbiage in this section to clarify.
42	Chapter 5, National Highway Freight Program, p.112	N/A	Hawaii Department of Transportation	FHWA's website says the federal share payable is 90% for a project on the Interstate System (including a project to add high occupancy vehicle lanes or auxiliary lanes but excluding a project to add other lanes). ORTP says "the Interstate system receives funding at 90/10 ratio when a project adds HOV or auxiliary lanes. This is not the same thing. ORTP is saying only Interstate projects adding HOV or auxiliary lanes get 90% fed-aid. FHWA says any project on the Interstate system gets 90% fed-aid, even the ones adding HOV and auxiliary lanes. The other thing to keep in mind is that the 90% is a maximum eligible federal share. We do not always program at 90%. Sometimes we purposefully program at 80% to stretch the federal funds. National Highway Performance Program (NHPP) - FAST Act Fact Sheets - FHWA   Federal Highway Administration (dot.gov)	OahuMPO: Thank you for this comment. We've added verbiage in this section to clarify.
43	Chapter 5, Demonstration of Financial Constraint, p.118	N/A	Hawaii Department of Transportation	Why is the short-range component not broken down into FHWA and FTA revenues? It is unclear in this section where the projected "revenues" are coming from. Should at least re-reference Appendix C here. It is unclear how the "expenditures" in table 5.1 add up to the listed projects. Perhaps a summation of funds required for the short-, mid-, and long-term project lists that can be compared to Table 5.1 would make it more transparent	OahuMPO: Thank you for your comment. We've re-referenced Appendix C in this section, which includes revenues broken down by FHWA and FTA revenues.
44	Chapter 5, Table 5.1 Demonstration of Fiscal Constraint: Forecasted Funding Compared to Project and Program Costs, p. 121	N/A	Hawaii Department of Transportation	Page 121 - "Table 5.1 demonstrates that \$33,967.0 BILLION of funding will be available..." Feels like that should be MILLION... \$33,967 billion = \$33.9 TRILLION... That seems high. Same comment for the sentence after that with costs.	OahuMPO: Thank you for noting this error. This has been corrected.
45	Chapter 5, Prioritizing Our Investments to Meet Our Most Urgent Needs, p.121	N/A	Hawaii Department of Transportation	Starting on Page 121 - Related to the scoring of projects, we still have concerns that the scoring process developed does not align well with the HDOT's existing priorities of safety and system preservation and does not align with the federally required performance measures for safety, system preservation, and congestion. During the development of the scoring process, our comment was that we were concerned that system preservation, safety, and resiliency were not allocated much weight in the scoring. At the time, for example, bridge and pavement preservation only received a total possible of 3.9 points out of the possible 100. Bridge and pavement preservation are the core of our transportation system--without them, it doesn't really exist and safety would be jeopardized. We still feel that extremely important projects/programs (e.g., system preservation, safety, and resiliency) score very low in the evaluation process.	OahuMPO: Thank you for your comment.

46	Chapter 5, Short-Range Projects and Programs, p.123	N/A	Hawaii Department of Transportation	Constrained list of projects and Programs - Why is the short-range (TIP) list of projects in the back? Seems like it would make more sense to start with them in the short- range.	OahuMPO: Thank for the suggestion. The short-range projects have been moved to the front.
47	Chapter 5, Table 5.3 Mid-Range Roadway Capacity Projects and Programs, p.125	0-21-9 Kapolei Parkway, Extension & Widening, Allinui Drive to Kalaeloa Boulevard	Kathleen Moses Benson	I am in favor of the projects (except for one) and feel that the improvements are long overdue; in fact I think the timeline should be shortened. I disagree with extending Kapolei Parkway to Allinui Drive Ko Olina. Doing so will ruin the resort and kill the jobs provided by the west side's largest employer. Also, this project needs to add a second route over the Waianae mountains between the west side and H2 since most jobs are still in Honolulu .	Kapolei Parkway--City should respond. The HDOT is underway with the Farrington Highway Corridor Study. This study will identify and prioritize safety, congestion, and resiliency improvements along the entire Farrington Highway (Route 93) corridor. Discussions regarding second access and parallel access will be discussed, however, the focus will be on what can be done on, or to Farrington Highway itself. The study is expected to be finalized by the end of summer 2021. The HDOT supports efforts to improve the resiliency, mobility, accessibility, and safety of the transportation system. However, the HDOT has concerns because there have already been numerous studies evaluating alternative alignments for a second access. They identified many challenges and impacts in pursuing a second access, including significant environmental, social, archaeological, and cultural impacts, complications due to mixed land ownership, and an extremely high cost to implement, in some cases upwards of \$500 million.
48	Chapter 5, Table 5.3 Mid-Range Roadway Capacity Projects and Programs, p.125	0-21-10 Makakilo Drive Extension	Dr. Joseph T Page Jr	There is only one way in/out of the Upper Makakilo area. The proposed Makakilo Drive Extension would provide an alternate enter/exit opportunity for residents not only on a routine basis (saving both time and fuel)...but most importantly an alternate route in the event of potential emergencies.	DTS: Thank you for your comment. The original Final Environmental Assessment (FEA) for the Makakilo Drive Extension project noted that the project would provide an alternative transportation route for residents, emergency vehicles and equipment requiring access to the Makakilo community. This comment will be used in the development of this project.
49	Chapter 5, Table 5.11 Long-Range Roadway Capacity Projects and Programs, p.130	0-21-28 Fort Barrette Road (Route 901), Widening, Farrington Highway to Barber's Point Gate	John Rogers	Projects 0-21-28 Fort Barrette Rd: the 2045 ORTP Map indicates that the boundaries are between Farrington Hwy and Roosevelt Rd, the project and program application indicates the boundaries are between Roosevelt Rd and Saratoga Rd. In any case Fort Barrette Rd should be widen between Farrington Hwy and Roosevelt Rd to include bike lanes. The Oahu Bike Plan Project ID 1-24 has it as a priority one project. Including bike lanes on Fort Barrett would enhance an already in place or being built bicycle network created by connecting Fort Barrette to bike lanes on Farrington Hwy, Kapolei Pkwy, and Kamaaha Ave. This will provide a safe route to the schools in the area and increase the commute mode share of bicycles reducing congestion.	The HDOT will be evaluating this request consistent with its existing bicycle and pedestrian program. The HDOT has a bicycle master plan, Bike Plan Hawaii (BPH), which identifies needs and prioritizes projects for implementation. This plan is going through a refresh, which will update projects costs, feasibility, and priorities.
50	Chapter 5, Table 5.11 Long-Range Roadway Capacity Projects and Programs, p.131	0-21-31 Kualaka'i Parkway Extension	Steven Vendt, Hawaiian Railway	The Hawaiian Railway Society is totally opposed to the Kualaka'i Parkway extension. This road would go into our private property. If the road is a straight line, it would go thru our train yard. Unless they build an overpass, the road would wipe us out. Our property is on the State Register of Historic places. The road would also cross the Historic Oahu Railway tracks. They are on the National Register of Historic Places.	The alignment for the Kualaka'i Parkway extension would be determined as part of the project development process and include coordination with stakeholders and take into consideration existing conditions. (In the Draft ORTP, the Kualakai Extension is listed as 0-21-30, not 31)
51	Chapter 5, Table 5.4 Mid-Range Highway, Road, and Bridge Operations and Maintenance Projects and Programs, p.125 & Table 5.12 Long-Range Highway, Road, and Bridge Operations and Maintenance Projects and Programs, p.131	0-21-11 City Operations and Maintenance (O&M) - Roadways	Dylan P. Armstrong	Issues of pothole rehabilitation, wear and tear (especially on Nipo Street) speeding on Mānoa Road and Lowrey Avenue, have been brought to Mānoa Neighborhood Board from 2017-2021.	DTS response: Thank you for your comment. DTS will use this comment in the development of its ORTP projects. To submit a roadway concern or issue, you may fill out the City's online problem report form ( <a href="https://honoluluhi.citysources.com/default.aspx">https://honoluluhi.citysources.com/default.aspx</a> ) or you may contact the City's Complaint Office ( <a href="mailto:complaints@honolulu.gov">complaints@honolulu.gov</a> )
52	Chapter 5, Table 5.4 Mid-Range Highway, Road, and Bridge Operations and Maintenance Projects and Programs, p.125-126 & Table 5.12 Long-Range Highway, Road, and Bridge Operations and Maintenance Projects and Programs, p.131-132	0-21-11 City Operations and Maintenance (O&M) - Roadways, 0-21-13 State Operations and Maintenance , and 0-21-14 System Preservation Program	Darlene Wade	I am not sure if you are the appropriate person to address the roads condition on our island from Waialae Nui Ridge to Downtown Honolulu. It is so dangerous! Even the freeway has potholes in the fast lane. What is the plan to repair these roads? Mahala for your attention to this critical matter.	OahuMPO: This comment has been forwarded to HDOT and DTS for response, and the response will be updated as soon as we hear back.

53	Chapter 5, Table 5.5 Mid-Range Safety Projects and Programs, p.126 & Table 5.13 Long-Range Safety Projects and Programs, p.132	0-21-15 Safety Program	John Rogers	The Intersection of Kualakoi Pkwy and Kapolei Parkway: The intersection pedestrian crossing in both directions is very wide. When crossing Kualakoi Pkwy east to west as a pedestrian, vehicles turning right from Kapolei Pkwy do not have a clear view of pedestrians entering the crosswalk. The same is true when crossing the western side of Kapolei Pkwy north to south. This intersection would be safer for pedestrians if right on red was not allowed or somehow redesigned.	The HDOT already provided a response to this comment in the previous comment spreadsheet provided by DahuMPD. The HDOT will pass this information on to its Traffic Safety and Traffic Operations sections.
54	Chapter 5, Table 5.4 Mid-Range Highway, Road, and Bridge Operations and Maintenance Projects and Programs, p.126 & Table 5.12 Long-Range Highway, Road, and Bridge Operations and Maintenance Projects and Programs, p.132	0-21-14 System Preservation Program	John Rogers	Fort Weaver Rd: Repair the shared use path between Renton Rd and Farrington Hwy. Extend the pathway on to Farrington Hwy to the Ho'ae'ae Rail Station.	The HDOT already provided a response to this comment in the previous comment spreadsheet provided by DahuMPD. The HDOT is currently working on the maintenance issues related to the Fort Weaver Road path. Leeward Bikeway Phase 1 is under construction. This will provide a route for bicyclists and pedestrians to connect with the Waipahu rail station at Farrington and Mokuala and the existing pathways of the Pearl Harbor Historic Trail and the West Loch path.
55	Chapter 5, Table 5.5 Mid-Range Safety Projects and Programs, p.126 & Table 5.13 Long-Range Safety Projects and Programs, p.132	0-21-15 Safety Program	John Rogers	Roosevelt Ave has become a major connector road between Ewa, the Ka Makana Ali'i Mall, Kalaheo Beaches, Schools, and Kapolei since the closing of the Barbers Point Naval Base. To make the roadway safe for all users a Complete Streets study should be planned, implemented and included in the ORTP 2045.	The HDOT will review this in accordance with its bicycle and pedestrian program. Roosevelt Road is planned to be transferred to HCDA. <a href="https://dbedt.hawaii.gov/hcda/files/2019/09/18-029_KALAELOA-RIGHT-OF-WAY-005-2019-08-06.pdf">https://dbedt.hawaii.gov/hcda/files/2019/09/18-029_KALAELOA-RIGHT-OF-WAY-005-2019-08-06.pdf</a>
56	Chapter 5, Table 5.8 Mid-Range Pedestrian and Bicycle Projects and Programs, p.128-129 & Table 5.15 Long-Range Pedestrian and Bicycle Projects and Programs, p.134 & Table 5.21 Short-Range FHWA Funded City Projects and Programs - 2022-2025, p.146, & Table 5.5 Mid-Range Safety Projects and Programs, p.126 & Table 5.13 Long-Range Safety Projects and Programs, p.132	0-21-22 Alternatives Projects, 0-21-23 Oahu Bike Plan, OC2 Bikeway Improvement Program, OC28 Safe Routes to School (SRTS) Program, and OC26 Transportation Alternative Program (State), 0-21-15 Safety Program	John Rogers	Safety Program and Transportation Alternatives Program HDOT Fort Weaver Rd Southern Section: A shared use path should be completed between Keounui Dr and its terminus at Pu'uloa Beach Park. This is a safe route to school, safe routes to parks and major equity issue in this old section of Ewa Beach. The Oahu Bike Plan has this section of roadway having a shared use path Project ID 1-26 as a priority one project.	The HDOT previously responded to this comment on February 2, 2021. The HDOT is not eligible to use Transportation Alternatives Program funds. The HDOT is discussing the request for a shared use path for the portion of Fort Weaver Road between Kilaha Street and the end of the road with John Rogers and HBL leadership. The HDOT will be evaluating this and the request for other bicycle facilities long Fort Weaver Road consistent with its existing bicycle and pedestrian program. The HDOT has an existing bicycle master plan, Bike Plan Hawaii, which identifies needs and prioritizes projects for implementation. This plan is going through a refresh, which will update projects costs, feasibility, and priorities. The ORTP, similar to other long range plans, typically cannot go into the details of identifying a specific project list for the full outlook of the plan. Bicycle and pedestrian improvements fall under the HDOT's congestion program, which is included in both the mid and long term funding sections of the ORTP.
57	Chapter 5, Table 5.8 Mid-Range Pedestrian and Bicycle Projects and Programs, p.128 & Table 5.15 Long-Range Pedestrian and Bicycle Projects and Programs, p.134	0-21-22 Alternatives Projects	John Rogers	Transportation Alternative Program HDOT The Oahu Regional Transportation Plan (ORTP) 2045 Project List should include Leeward Bikeway Phase 2 (Philippine Sea Road to Luualalei Naval Road). In 1980 the Federal Government deeded land to the State of Hawai'i for the express purpose of "bike lanes or paths and pedestrian walkway." The deed stipulates that if it is determined that the land is no longer needed for use as an active transportation corridor then it should be returned to the Federal Government. It is important that this transportation corridor be maintained in Oahu's long range transportation plan. Building a shared use path along the entirety of the deeded corridor will undoubtedly increase the commute mode-share for pedestrians and bicyclists accessing workplace, retail and public transportation services as well as providing an outstanding recreational resource for residents and the visitor industry.	The HDOT previously responded to this comment on February 2, 2021. The HDOT is currently constructing Phase 1 of the Leeward Bikeway. Due to significant feasibility issues, the HDOT does not have short term plans to move forward with Phase 2 at this time. A small segment of Phase 2 was recently completed as part of a larger transportation project. This project constructed a shared use path on the makai side of Farrington Highway from Nanakuli Avenue to Heleluu Street (~0.6 mi).

58	Chapter 5, Table 5.4 Mid-Range Highway, Road, and Bridge Operations and Maintenance Projects and Programs, p.126 & Table 5.12 Long-Range Highway, Road, and Bridge Operations and Maintenance Projects and Programs, p.132 & Table 5.8 Mid-Range Pedestrian and Bicycle Projects and Programs, p.128 & Table 5.15 Long-Range Pedestrian and Bicycle Projects and Programs, p.134	0-21-14 System Preservation Program & 0-21-22 Alternatives Projects	John Rogers	Alternative Projects and Preventive Maintenance Oahu Bike Plan DTS West Loch Bike Path and Honouliuli Stream Bridge (A two-mile portion of the Leeward Bikeway): The West Loch Bike Path pavement between Kapapahu Park and Asing Park has been in service with little maintenance since the late 1980's. The pavement is in deplorable condition displaying just about every type of pavement defect known, e.g., various types of cracking, depressions, rutting, upheaval, and raveling. In or around 2005 the wooden Honouliuli Bridge was replaced by a narrow metal catwalk type bridge. The community was told that this metal bridge was temporary. The bridge is just over one meter wide and is not safe to ride bicycles over as it is easy to get the handlebars of the bicycle caught up in the handrails of the bridge. The bridge should be replaced with a proper width pedestrian and bicycle bridge and this pathway should be repaved.	OahuMPO: This comment has been forwarded to HDOT for response, and the response will be updated as soon as we hear back.	
59	Chapter 5, Table 5.18 Unfunded Roadway Capacity and Operational Improvements Projects and Programs (No Timeframe), p.135	0-21-37 Waianae, Second Access, Farrington Highway to Kunia Road (ILLUSTRATIVE)	Eric Fleckles	The leeward community has been asking for a second access road that is FUNCTIONAL for over 30 years. It is on here, and yet only illustrative. Why is there no funding?	The HDOT is underway with the Farrington Highway Corridor Study. This study will identify and prioritize safety, congestion, and resiliency improvements along the entire Farrington Highway (Route 93) corridor. Discussions regarding second access and parallel access will be discussed, however, the focus will be on what can be done on, or to Farrington Highway itself. The study is expected to be finalized by the end of summer 2021. The HDOT supports efforts to improve the resiliency, mobility, accessibility, and safety of the transportation system. However, the HDOT has concerns because there have already been numerous studies evaluating alternative alignments for a second access. They identified many challenges and impacts in pursuing a second access, including significant environmental, social, archaeological, and cultural impacts, complications due to mixed land ownership, and an extremely high cost to implement, in some cases upwards of \$500 million.	
60	Chapter 5, Short-Range Projects and Programs, p.137	N/A	Hawaii Department of Transportation	Starting on Page 137—the short range projects. We are confused as to why short range (TIP) projects are listed in the ORTP. The long-range plans are typically a needs assessment that show generally where certain kinds (safety, capacity, preservation, etc.) of improvements are needed, it usually does not spell out the specific treatment. What will the definition of TIP project consistency with the long-range land transportation plan be? Project must be listed? Project meets goals? If the latter, why list the Short-term projects? If the former, does that mean the ORTP must be amended every time we amend the TIP to add a project? That doesn't sound efficient. This needs assessment would be the backbone of the T6/EJ analysis. See comment 5 above.	OahuMPO: The ORTP must include projects that are planned and/or programmed through the horizon year of the plan (2045), thus it must include TIP projects. Consistency means that a project must be listed in the ORTP. The ORTP will be amended every time there is a project added to the TIP.	

61	Chapter 5, Table 5.20 Short-Range FHWA Funded State Projects and Programs - 2022-2025, p.138	OS4 Farrington Highway (Route 93), Bridge Replacement, Makaha Bridges #3 & #3A	Patricia Likos	We live west of the bridges that are in need of replacement. I strongly support completion of the Farrington Highway realignment feasibility study BEFORE moving ahead with any rebuild of these existing bridges, due to concerns re ongoing and progressive coastal erosion and seasonal flooding in the area, as well as safety issues for users of this world renown and popular beach park that currently has a state highway dissecting it.	<p>The HDOT is underway with the Farrington Highway Corridor Study. This study will identify and prioritize safety, congestion, and resiliency improvements along the entire Farrington Highway (Route 93) corridor. Discussions regarding second access and parallel access will be discussed, however, the focus will be on what can be done on, or to Farrington Highway itself. The study is expected to be finalized by the end of summer 2021. The HDOT supports efforts to improve the resiliency, mobility, accessibility, and safety of the transportation system. However, the HDOT has concerns because there have already been numerous studies evaluating alternative alignments for a second access. They identified many challenges and impacts in pursuing a second access, including significant environmental, social, archaeological, and cultural impacts, complications due to mixed land ownership, and an extremely high cost to implement, in some cases upwards of \$500 million.</p> <p>The HDOT has identified high risk portions of the highway system in it's Statewide Coastal Highway Program Report. The HDOT is also developing a HDOT Climate Adaptation Action Plan, which will help evaluate and address the impacts of climate change, extreme weather events, and other hazards. The effort includes broad exposures assessments that will lay the ground work for future phases that will determine vulnerability and estimate costs of repairs, costs to users/society, and other consequences. In the HDOT's evaluation of high risk areas, there are currently many other locations of higher priority in terms of sea level rise/coastal erosion and limited funding to address these locations.</p> <p>The HDOT is re-evaluating the level of investment for the bridge project. However, the bridge project cannot be delayed due to existing bridge conditions. These comments will be shared with the project team for the bridge project.</p>	
62	Chapter 5, Table 5.20 Short-Range FHWA Funded State Projects and Programs - 2022-2025, p.138	OS4 Farrington Highway (Route 93), Bridge Replacement, Makaha Bridges #3 & #3A	Charlene Holani	If the current bridges are rebuilt as planned at their current location, such an investment (current cost of \$23 M) would jeopardize the preferred mauka reroute and the Mākaha Beach Park project until these new bridges need replacement 70-100 years from now. It is extremely unlikely that anyone would be willing to tear them down for many years from now to build the mauka route and park. The community has voiced its concerns since the mid-1980s. If the current Makaha Bridges replacement project proceeds as planned, the placing of the PROJECT's temporary bypass road on the makai side of Farrington highway will place the Mākaha Beach ecosystem in immediate peril, especially if the "five-year flood level standard" temporary bridges are washed into the bay by inland flooding or ocean surge. If the mauka route is constructed, there will be no need to construct a temporary bypass route because the current route would be fully available. The existing bridges have been recently repaired and reinforced by the State DOT; there are no posted limitations on either of the bridges, they have withstood multiple 100-year floods (including the most recent in 2008). These bridges should have 2 more years, giving plenty of time for the State DOT to reevaluate alternative #4 (the mauka route) and modify the current design to accommodate the community's needs and desires. Please stop and take the time to continue research and studies that would better suite this communities physical, mental and spiritual well being.	<p>The HDOT is underway with the Farrington Highway Corridor Study. This study will identify and prioritize safety, congestion, and resiliency improvements along the entire Farrington Highway (Route 93) corridor. Discussions regarding second access and parallel access will be discussed, however, the focus will be on what can be done on, or to Farrington Highway itself. The study is expected to be finalized by the end of summer 2021. The HDOT supports efforts to improve the resiliency, mobility, accessibility, and safety of the transportation system. However, the HDOT has concerns because there have already been numerous studies evaluating alternative alignments for a second access. They identified many challenges and impacts in pursuing a second access, including significant environmental, social, archaeological, and cultural impacts, complications due to mixed land ownership, and an extremely high cost to implement, in some cases upwards of \$500 million.</p> <p>The HDOT has identified high risk portions of the highway system in it's Statewide Coastal Highway Program Report. The HDOT is also developing a HDOT Climate Adaptation Action Plan, which will help evaluate and address the impacts of climate change, extreme weather events, and other hazards. The effort includes broad exposures assessments that will lay the ground work for future phases that will determine vulnerability and estimate costs of repairs, costs to users/society, and other consequences. In the HDOT's evaluation of high risk areas, there are currently many other locations of higher priority in terms of sea level rise/coastal erosion and limited funding to address these locations.</p> <p>The HDOT is re-evaluating the level of investment for the bridge project. However, the bridge project cannot be delayed due to existing bridge conditions. These comments will be shared with the project team for the bridge project. For more information on the project, please see <a href="https://hidot.hawaii.gov/highways/hdot-announces-adjustments-to-makaha-3-and-3a-bridge-replacements/">https://hidot.hawaii.gov/highways/hdot-announces-adjustments-to-makaha-3-and-3a-bridge-replacements/</a></p>	
63	Chapter 5, Table 5.3 Short-Range FHWA Funded State Projects and Programs - 2022-2025, p.139	OS5 Freeway Management System, Interstate H-1, H-2, H-3, and Moanalua Freeway (Routes H-201 and 78)	Hawaii Department of Transportation	As far as the accuracy of the short-range projects. Page 139, OS5: Add H-3 to the title so it says Freeway Management System, Interstate H-1, H-2, H-3, and Moanalua Freeway (Routes H-201 and 78)	OahuMPD: Thank you, the correction has been made.	



64	Chapter 5, Table 5.12 Mid-Range Pedestrian and Bicycle Projects and Programs, p.140	0-21-23 Oahu Bike Plan	Hawaii Department of Transportation	Page 140 - Oahu Bike Plan is listed as an HDOT project. Please correct to the City and County of Honolulu.	OahuMPD: Thank you for the correction. This has been changed.
65	Chapter 5, Table 5.13 Mid-Range System Management and Operations Projects and Programs, p.142 and Table 5.14 Mid-Range Transportation Demand Management Projects and Programs p.142 & Table 5.20 Long-Range System Management and Operations Projects and Programs, p. 147 and Table 5.21 Long-Range Transportation Demand Management Projects and Programs, p.148	0-21-24 Intelligent Transportation System and 0-21-25 Transportation Demand Management (TDM) Program	Hawaii Department of Transportation	Project list area -TDM and ITS also fall under congestion rather than their own category	OahuMPD: We currently don't have a "congestion" project type in our project list. Thus, TDM and ITS fall into their own categories.
66	Chapter 5, Table 5.3 Short-Range FHWA Funded State Projects and Programs - 2022-2025, p.143	OS80 Traffic signal Modernization at Various Locations, Ph2	Hawaii Department of Transportation	As far as the accuracy of the short-range projects. Page 143, OS80: Change Ph1 to Ph2	OahuMPD: Thank you, the correction has been made.
67	Chapter 5, Table 5.21 Short-Range FHWA Funded City Projects and Programs, p.147	OC25 Transportation Alternatives (MPD) at Various Locations - Ala Wai Bridge Project	Charles Hoffman	I am an older resident of waikiki and attended the last online mtg although they were not going to adress the ala wai pedestrian bridge until just before 8 PM. it started at 6 PM so i left. please let me know what the latest status. i am a young senior who bikes & i must say from the light at pa'u st on the ala wai headed west (ewa) there should be a painted bike lane or allow up to use the dirt path between road and sidewalk. currently it is a ticktebale offense. there is a street sign as well as painted bikes in the road but vehicles still beep and cut it close from that light to mccully. very dangerous and threating. i am an home owner, business professional, tax payer, voter and state income tax payer. thank you, c hoffman	BTS response: Mahalo for your comment. The Draft Environmental Assessment for the Ala Wai Bridge project was published on March 23, 2021 and is available at <a href="http://bit.ly/AlaPanoDEA">http://bit.ly/AlaPanoDEA</a> . Your comments regarding Ala Wai Boulevard bike safety are timely. The City and County of Honolulu is kicking off a Complete Streets project for Ala Wai Boulevard, evaluating street design options that balance the needs of people of all ages and abilities; whether they are walking, using a wheelchair, on a bike, riding transit, or in a car. Please visit the project webpage for more information and to provide feedback: <a href="https://www.honolulu.gov/completestreets/waikiki">https://www.honolulu.gov/completestreets/waikiki</a>

68	N/A	Project Not Included in the ORTP	Pieter Meinster	<p>Safeguard Makaha beach infrastructure against erosion, sea level rise and traffic congestion (with associated safety implications) by implementing the changes encapsulated in the Makaha Beach Park Master Plan report, prepared for the department of Parks and Recreation by Pacific Architects, Inc. On March 1998 - <a href="https://oahumpo.org/wp-content/uploads/2016/04/Makaha-Beach-Park-Master-Plan-Report-1998.pdf">https://oahumpo.org/wp-content/uploads/2016/04/Makaha-Beach-Park-Master-Plan-Report-1998.pdf</a> Ensure adequate emergency egress for the community in this region, should we be faced with a catastrophic event, in accordance with recommended scope described in Waiañae Coast Emergency Access Road EA - <a href="https://oahumpo.org/wp-content/uploads/2016/04/Waiañae-Emergency-Access-Road-EA-2002.pdf">https://oahumpo.org/wp-content/uploads/2016/04/Waiañae-Emergency-Access-Road-EA-2002.pdf</a> Plan and execute the Master plan to optimize and affect lasting improvement to our infrastructure in an organized, accountable and fiscally responsible manner that truly develops resilience of our transportation infrastructure to safeguard against the impacts of climate change. The master plan already conforms with the framework that was developed under these auspices and impact studies and engineering analysis has already been completed.</p>	<p>The HDOT is underway with the Farrington Highway Corridor Study. This study will identify and prioritize safety, congestion, and resiliency improvements along the entire Farrington Highway (Route 93) corridor. Discussions regarding second access and parallel access will be discussed, however, the focus will be on what can be done on, or to Farrington Highway itself. The study is expected to be finalized by the end of summer 2021. The HDOT supports efforts to improve the resiliency, mobility, accessibility, and safety of the transportation system. However, the HDOT has concerns because there have already been numerous studies evaluating alternative alignments for a second access. They identified many challenges and impacts in pursuing a second access, including significant environmental, social, archaeological, and cultural impacts, complications due to mixed land ownership, and an extremely high cost to implement, in some cases upwards of \$500 million.</p> <p>The HDOT has identified high risk portions of the highway system in it's Statewide Coastal Highway Program Report. The HDOT is also developing a HDOT Climate Adaptation Action Plan, which will help evaluate and address the impacts of climate change, extreme weather events, and other hazards. The effort includes broad exposures assessments that will lay the ground work for future phases that will determine vulnerability and estimate costs of repairs, costs to users/society, and other consequences. In the HDOT's evaluation of high risk areas, there are currently many other locations of higher priority in terms of sea level rise/coastal erosion and limited funding to address these locations.</p> <p>The HDOT is re-evaluating the level of investment for the bridge project. However, the bridge project cannot be delayed due to existing bridge conditions. These comments will be shared with the project team for the bridge project. For more information on the project, please see <a href="https://hidot.hawaii.gov/highways/hdot-announces-adjustments-to-makaha-3-and-3a-bridge-replacements/">https://hidot.hawaii.gov/highways/hdot-announces-adjustments-to-makaha-3-and-3a-bridge-replacements/</a></p>
69	N/A	Project Not Included in the ORTP	John Bond	<p><a href="https://www.oahumpo.org/?wpfb_dl=2158">Best Traffic Connectivity Master Plan for the Honolulu WWTP with Appropriate Historic Ewa Battlefield APE and Army JTS Cable Network Mitigations; Full pdf provided by respondent can be found here: https://www.oahumpo.org/?wpfb_dl=2158</a></p>	<p>DTS: This comment will be forwarded to the City Department of Environmental Services. The Environmental impact statement (EIS) for the proposed Honolulu Wastewater Treatment Plant Secondary Treatment and Support Facilities was published on 4/26/2016. The Ewa Plain Battlefield was listed on the National Register of Historic Places on 5/23/2016.</p>
70	N/A	Project Not Included in the ORTP	Frances Spohn	<p>It would really help town- bound traffic if there was a left turn lane at Luualalei Navel Road because of the shopping center there, especially at morning drive time. A left arrow means everyone has to wait until it turns on and allows a few cars through. Left turn lane would clear the mess it causes. Thank you.</p>	<p>This comment will be provided to the congestion program manager and also the Traffic Operations section</p>

71	N/A	Project Not Included in the ORTP	Department of Parks and Recreation	<p>The City and County of Honolulu Department of Parks and Recreation supports the realignment of Farrington Highway in accordance with the 1998 Makaha Beach Park Master Plan. It is our belief that the highway realignment will resolve numerous safety, environmental, and park usability issues. In addition, we are absolutely willing to work with the Hawaii Department of Transportation in this effort.</p>	<p>The HDOT is underway with the Farrington Highway Corridor Study. This study will identify and prioritize safety, congestion, and resiliency improvements along the entire Farrington Highway (Route 93) corridor. Discussions regarding second access and parallel access will be discussed, however, the focus will be on what can be done on, or to Farrington Highway itself. The study is expected to be finalized by the end of summer 2021. The HDOT supports efforts to improve the resiliency, mobility, accessibility, and safety of the transportation system. However, the HDOT has concerns because there have already been numerous studies evaluating alternative alignments for a second access. They identified many challenges and impacts in pursuing a second access, including significant environmental, social, archaeological, and cultural impacts, complications due to mixed land ownership, and an extremely high cost to implement, in some cases upwards of \$500 million.</p> <p>The HDOT has identified high risk portions of the highway system in it's Statewide Coastal Highway Program Report. The HDOT is also developing a HDOT Climate Adaptation Action Plan, which will help evaluate and address the impacts of climate change, extreme weather events, and other hazards. The effort includes broad exposures assessments that will lay the ground work for future phases that will determine vulnerability and estimate costs of repairs, costs to users/society, and other consequences. In the HDOT's evaluation of high risk areas, there are currently many other locations of higher priority in terms of sea level rise/coastal erosion and limited funding to address these locations.</p> <p>The HDOT is re-evaluating the level of investment for the bridge project. However, the bridge project cannot be delayed due to existing bridge conditions. These comments will be shared with the project team for the bridge project. For more information on the project, please see <a href="https://hidot.hawaii.gov/highways/hdot-announces-adjustments-to-makaha-3-and-3a-bridge-replacements/">https://hidot.hawaii.gov/highways/hdot-announces-adjustments-to-makaha-3-and-3a-bridge-replacements/</a></p>	
72	N/A	Project Not Included in the ORTP	Eric Fleckles	<p>Please consider the Makaha Beach Master plan, that has been on the books and approved since 1989, instead of this quick fix. This is a long time issue that continues to fester, and will greatly improve the safety of the area</p>	<p>The HDOT is underway with the Farrington Highway Corridor Study. This study will identify and prioritize safety, congestion, and resiliency improvements along the entire Farrington Highway (Route 93) corridor. Discussions regarding second access and parallel access will be discussed, however, the focus will be on what can be done on, or to Farrington Highway itself. The study is expected to be finalized by the end of summer 2021. The HDOT supports efforts to improve the resiliency, mobility, accessibility, and safety of the transportation system. However, the HDOT has concerns because there have already been numerous studies evaluating alternative alignments for a second access. They identified many challenges and impacts in pursuing a second access, including significant environmental, social, archaeological, and cultural impacts, complications due to mixed land ownership, and an extremely high cost to implement, in some cases upwards of \$500 million.</p> <p>The HDOT has identified high risk portions of the highway system in it's Statewide Coastal Highway Program Report. The HDOT is also developing a HDOT Climate Adaptation Action Plan, which will help evaluate and address the impacts of climate change, extreme weather events, and other hazards. The effort includes broad exposures assessments that will lay the ground work for future phases that will determine vulnerability and estimate costs of repairs, costs to users/society, and other consequences. In the HDOT's evaluation of high risk areas, there are currently many other locations of higher priority in terms of sea level rise/coastal erosion and limited funding to address these locations.</p> <p>The HDOT is re-evaluating the level of investment for the bridge project. However, the bridge project cannot be delayed due to existing bridge conditions. These comments will be shared with the project team for the bridge project. For more information on the project, please see <a href="https://hidot.hawaii.gov/highways/hdot-announces-adjustments-to-makaha-3-and-3a-bridge-replacements/">https://hidot.hawaii.gov/highways/hdot-announces-adjustments-to-makaha-3-and-3a-bridge-replacements/</a></p>	

73	General - Planning Process	N/A	Adam Hari	I appreciate the long term thinking this transportation plan is encouraging our community to do. A major question that i would like to understand better with this report is how much weight did climate change have in ordering the priotization of projects and which projects were deemed to be the most needed because of climate change.	OahuMPD: The project and program prioritization process included consideration of climate change in a number of ways: encouraging mode shift (Goal 2 - Support Active and Public Transportation, Maximum 24 points), preparing our transportations system for sea level rise and extreme weather events (Goal 4: Improve the Resiliency of the Transportation System, maximum 10 points), and reducing ground transportation emissions, (Goal 7: Improve Air Quality and Protect Environmental and Cultural Assets, maximum 5 points). All projects and programs could score a maximum of 100 points. To read more about our project and program prioritization process, please visit: <a href="https://www.oahumpo.org/?wpfb_dl=1935">https://www.oahumpo.org/?wpfb_dl=1935</a> . New projects and programs were evaluated and scored. To view these in their context of the criteria above that touch on climate change, please visit: <a href="https://www.oahumpo.org/?wpfb_dl=2001">https://www.oahumpo.org/?wpfb_dl=2001</a> .
74	General - Planning Process	N/A	Carolyn Weygan-Hildebrand	Historically marginalized communities. The Draft is to be commended for recognizing that there are historically marginalized communities. However, it should have a more profound and broader analysis of marginalization (e.g. historical investments, historical engagement and community participation, history of transportation). Clearly the Plan cannot simply address the matter along affordability of transportation for community residents. See for example: <a href="http://www.staradvertiser.com/2021/03/28/hawaii-news/state-agencies-urged-to-prioritize-farrington-highway-realignment-in-makaha">http://www.staradvertiser.com/2021/03/28/hawaii-news/state-agencies-urged-to-prioritize-farrington-highway-realignment-in-makaha</a> . The issue raised in Waianae Coast calls for better capacity building, including not only the provision of training but the necessity of having an in-house team of experts on climate change and coastal areas as well as experts on equity within OahuMPD and DOT. The Plan should include a special section on the issue of historically marginalized communities. The Plan should be flexible to allow for the inclusion of projects that are yet to be conceived with the perspectives and insights of these experts. The Plan should be flexible to allow for the inclusion and prioritization of projects that will prove to be important but have yet to be conceived.	OahuMPD: Thank you for your comment. We hope to develop a more robust analysis to measure the benefits and disbenefits of transportation investments, and how that may impact what investments we make.
75	N/A	N/A	Department of Design and Construction	No comment	N/A
76	N/A	N/A	Mike Golajuch, Palehua Townhouses Association	No comment	N/A

**Table A.2 Public and Intergovernmental Comments Received After Review Period**

Comment Number	Chapter, Section, and Page Number	Project	Commenter	Comment	Agency Response	Notes
77	Chapter 2, Performance Measures, p.14	N/A	Department of Transportation Services	Performance measures: Oahu Metropolitan Planning Organization should also document the ORTP Implementation Plan's compatibility with and ability to achieve the Governor's energy goals and the City's climate action plan.	OahuMPD: Thank you for your comment. Verbiage has been added in the Plan Performance section of the plan to address this.	
78	Chapter 4, Transit Safety, p.105	N/A	Department of Transportation Services	Transit Safety: Add bullet point, "Safety measures are based on data reported to the Federal Transit Administration's National Transit Database."	OahuMPD: Thank you, this has been added.	
79	Chapter 4, Performance Measures, p.105	N/A	Department of Transportation Services	Federal Performance Measures: Change section title to "Federal Saftey Performance Measures."	OahuMPD: Thank you, this has been changed.	
80	Chapter 4, Performance Measures, p.105	N/A	Department of Transportation Services	Federal Performance Measures, (3) and (4): Change to "number of injuries" and "rate of injuries" respectively.	OahuMPD: Thank you, this has been changed.	
81	Chapter 5, City and County of Honolulu Revenue Sources, p. 117-118	N/A	Department of Transportation Services	City and County of Honolulu Revenue Sources: i. Change funding from the Public Transportation System..." segement to read, "Funding from the Public Transportation System capital project being constructed by the Honolulu Authority for Rapid Transportation include charges for services, capital grants/contributions, investment earnings, and intergovernmental transfers (that is, GET). Revenue sources for Public Transportation system operations include charges services and operating grants/contributions, with the predominant contributions coming from grants from the City and County of Honolulu, Highway Fund and General Fund which predominately fund wages and fringe benefits, fuel and energy, materials and services, and risk and insurance."	OahuMPD: Thank you for the suggested revision. This verbiage has been incorporated.	
82	Chapter 5, Table 5.8 Mid-Range Pedestrian and Bicycle Projects and Programs, p.128	0-21-22 Alternatives Projects	Department of Transportation Services	Pg. 128 Project No. 0-21-22, Alternatives Projects: Change Agency designation to "DTS", the project is incorrectly attributed to HDOT.	OahuMPD: Thank you for catching this error, it has been corrected.	
83	Chapter 5, Table 5.8 Mid-Range Pedestrian and Bicycle Projects and Programs, p.129	0-21-23 Oahu Bike Plan	Department of Transportation Services	Pg. 129, Project No. 0-21-23, Oahu Bike Plan: Change Agency designation to "DTS", the project is incorrectly attributed to HDOT.	OahuMPD: Thank you for catching this error, it has been corrected.	

84	Chapter 5, Table 5.9 Mid-Range System Management and Operations Projects and Programs, p.129	0-21-24 Intelligent Transportati on System (ITS)	Department of Transportation Services	Pg. 129, Project No. 0-21-24, Intelligent Transportation Systems (ITS): Change Agency designation to "DTS", the project is incorrectly attributed to HDOT.	OahuMPD: Thank you for catching this error, it has been corrected.
85	Chapter 5, Table 5.10 Mid-Range Transportation Demand Management Projects and Programs, p.129	0-21-25 Transportati on Demand Managemen t (TDM)	Department of Transportation Services	Pg. 129, Project No. 0-21-25, Transportation Demand Management (TDM): Change Agency designation to "DTS", the project is incorrectly attributed to HDOT.	OahuMPD: Thank you for catching this error, it has been corrected.
86	Chapter 5, Table 5.11 Long-Range Roadway Capacity Projects and Programs, p.130	0-21-27 Fort Barrett Road	Department of Transportation Services	Pg. 130, Project No. 0-21-27, Fort Barrett Road: Include a notation that this is a developer funded project.	OahuMPD: A note has been added that this project is developer funded.
87	Chapter 5, Table 5.11 Long-Range Roadway Capacity Projects and Programs, p.130	0-21-29 Kamokila Boulevard	Department of Transportation Services	Pg. 130, Project No. 0-21-29, Kamokila Boulevard: Include a notation that this is a developer funded project.	OahuMPD: A note has been added that this project is developer funded.
88	Chapter 5, Table 5.21 Short-Range FHWA Funded City Projects and Programs - 2022- 2025, p.147	OC23 Salt Lake Boulevard Widening, Phase 3	Department of Transportation Services	Pg. 147, Project No. OC23, Salt Lake Boulevard Widening, Phase 3: i. Confirm that anticipated funding for this project has been lowered from DTS' requested amount of \$61.83 million to \$60.74 million; ii. Change description to read "Widen Salt Lake Boulevard from two to six lanes, between Maluna Street and Ala Lilikoi Street."	OahuMPD: Thank you for the note. OC23 currently states that the estimated total funding request is \$60.74 million. The description has changed to match what is requested.
89	Chapter 5, Table 5.23 Short-Range FTA Funded City Projects and Programs - 2022- 2025, p.150	0-21-58 Transit Centers, Various Locations	Department of Transportation Services	Pg. 150 Project NO 0-21-58, Transit Centers, Various Locations: Change description to read, "Construct transit centers and provide accessibility at various locations <b>islandwide</b> to support transit operations."	OahuMPD: The description has been changed to include the word, "islandwide".
90	Chapter 5, Table 5.20 Short-Range FHWA Funded State Projects and Programs - 2022- 2025, p.138	OS4 Farrington Highway (Route 93), Bridge Replacemen t, Makaha Bridges #3 & #3A	Carmen Guzman-Simpliciano	<u><a href="#">On behalf of the Wai'anae Community, we are asking that the State Department of Transportation bring to a halt the bridge replacement of (Nos.3 and 3A.) along Farrington Highway, Route 93, between milepost markers number 13.95 and number 14.21 in Makaha, Wai'anae District, Oahu, Hawaii. The portion of Farrington Highway that comprises the project site is located between Tax Map Keys (TMKs): (1) 8-4-002: Parcel 047 and (1) 8- 4010: Parcel 012. Both parcels are owned by the City and County of Honolulu. We ask that the State Department of Transportation delay this process and reconsider all options to create a feasible plan and investment. To also review, and do an engineering analysis to implement the 1998 Makaha Beach Park Master Plan. Please view full comment here.</a></u>	The HDOT is underway with the Farrington Highway Corridor Study. This study will identify and prioritize safety, congestion, and resiliency improvements along the entire Farrington Highway (Route 93) corridor. Discussions regarding second access and parallel access will be discussed, however, the focus will be on what can be done on, or to Farrington Highway itself. The study is expected to be finalized by the end of summer 2021. The HDOT supports efforts to improve the resiliency, mobility, accessibility, and safety of the transportation system. However, the HDOT has concerns because there have already been numerous studies evaluating alternative alignments for a second access. They identified many challenges and impacts in pursuing a second access, including significant environmental, social, archaeological, and cultural impacts, complications due to mixed land ownership, and an extremely high cost to implement, in some cases upwards of \$500 million.  The HDOT has identified high risk portions of the highway system in it's Statewide Coastal Highway Program Report. The HDOT is also developing a HDOT Climate Adaptation Action Plan, which will help evaluate and address the impacts of climate change, extreme weather events, and other hazards. The effort includes broad exposures assessments that will lay the ground work for future phases that will determine vulnerability and estimate costs of repairs, costs to users/society, and other consequences. In the HDOT's evaluation of high risk areas, there are currently many other locations of higher priority in terms of sea level rise/coastal erosion and limited funding to address these locations.  The HDOT is re-evaluating the level of investment for the bridge project. However, the bridge project cannot be delayed due to existing bridge conditions. These comments will be shared with the project team for the bridge project. For more information on the project, please see <a href="https://hidot.hawaii.gov/highways/hdot-announces-adjustments-to-makaha-3-and-3a-bridge-replacements/">https://hidot.hawaii.gov/highways/hdot-announces-adjustments-to-makaha-3-and-3a-bridge-replacements/</a>  <a href="#">Please view full comment here.</a>

91	Chapter 5, Table 5.20 Short-Range FHWA Funded State Projects and Programs - 2022-2025, p.138	OS4 Farrington Highway (Route 93), Bridge Replacement, Makaha Bridges #3 & #3A	Charlene Holani	<p>If the current bridges are rebuilt as planned at their current location, such an investment (current cost of \$23 M) would jeopardize the preferred mauka reroute and the Mākaha Beach Park project until these new bridges need replacement 70-100 years from now. It is extremely unlikely that anyone would be willing to tear them down for many years from now to build the mauka route and park. The community has voiced its concerns since the mid-1980s. If the current Makaha Bridges replacement project proceeds as planned, the placing of the PROJECT's temporary bypass road on the makai side of Farrington highway will place the Mākaha Beach ecosystem in immediate peril, especially if the "five-year flood level standard" temporary bridges are washed into the bay by inland flooding or ocean surge. If the mauka route is constructed, there will be no need to construct a temporary bypass route because the current route would be fully available. The existing bridges have been recently repaired and reinforced by the State DOT; there are no posted limitations on either of the bridges, they have withstood multiple 100-year floods (including the most recent in 2008). These bridges should have 2 more years, giving plenty of time for the State DOT to reevaluate alternative #4 (the mauka route) and modify the current design to accommodate the community's needs and desires. Please stop and take the time to continue research and studies that would better suite this communities physical, mental and spiritual well being.</p>	<p>The HDOT is underway with the Farrington Highway Corridor Study. This study will identify and prioritize safety, congestion, and resiliency improvements along the entire Farrington Highway (Route 93) corridor. Discussions regarding second access and parallel access will be discussed, however, the focus will be on what can be done on, or to Farrington Highway itself. The study is expected to be finalized by the end of summer 2021. The HDOT supports efforts to improve the resiliency, mobility, accessibility, and safety of the transportation system. However, the HDOT has concerns because there have already been numerous studies evaluating alternative alignments for a second access. They identified many challenges and impacts in pursuing a second access, including significant environmental, social, archaeological, and cultural impacts, complications due to mixed land ownership, and an extremely high cost to implement, in some cases upwards of \$500 million.</p> <p>The HDOT has identified high risk portions of the highway system in it's Statewide Coastal Highway Program Report. The HDOT is also developing a HDOT Climate Adaptation Action Plan, which will help evaluate and address the impacts of climate change, extreme weather events, and other hazards. The effort includes broad exposures assessments that will lay the ground work for future phases that will determine vulnerability and estimate costs of repairs, costs to users/society, and other consequences. In the HDOT's evaluation of high risk areas, there are currently many other locations of higher priority in terms of sea level rise/coastal erosion and limited funding to address these locations.</p> <p>The HDOT is re-evaluating the level of investment for the bridge project. However, the bridge project cannot be delayed due to existing bridge conditions. These comments will be shared with the project team for the bridge project. For more information on the project, please see <a href="https://hidot.hawaii.gov/highways/hdot-announces-adjustments-to-makaha-3-and-3a-bridge-replacements/">https://hidot.hawaii.gov/highways/hdot-announces-adjustments-to-makaha-3-and-3a-bridge-replacements/</a></p>	
92	Chapter 5, Table 5.20 Short-Range FHWA Funded State Projects and Programs - 2022-2025, p.138	OS4 Farrington Highway (Route 93), Bridge Replacement, Makaha Bridges #3 & #3A	Representative Cedric A Gates	<p><u><a href="#">I write to you today in support of rerouting Farrington Highway mauka of Makaha Beach Park. Residents of the Waianae Coast of O'ahu and I are concerned about the plan for replacement of Makaha Bridges No. 3 and 3A on Farrington Highway. In light of issues discussed in the full pdf, we humbly request that the DOT reconsider the current plan and explore the feasibility of implementing the 1998 Makaha Beach Master Plan instead. The master plan would allow for an accessible and beautified park. More importantly, it would be a pre-emptive response to future environmental issues and in the best interests of our residents' and visitors' safety. See full comment here.</a></u></p>	<p>The HDOT is underway with the Farrington Highway Corridor Study. This study will identify and prioritize safety, congestion, and resiliency improvements along the entire Farrington Highway (Route 93) corridor. Discussions regarding second access and parallel access will be discussed, however, the focus will be on what can be done on, or to Farrington Highway itself. The study is expected to be finalized by the end of summer 2021. The HDOT supports efforts to improve the resiliency, mobility, accessibility, and safety of the transportation system. However, the HDOT has concerns because there have already been numerous studies evaluating alternative alignments for a second access. They identified many challenges and impacts in pursuing a second access, including significant environmental, social, archaeological, and cultural impacts, complications due to mixed land ownership, and an extremely high cost to implement, in some cases upwards of \$500 million.</p> <p>The HDOT has identified high risk portions of the highway system in it's Statewide Coastal Highway Program Report. The HDOT is also developing a HDOT Climate Adaptation Action Plan, which will help evaluate and address the impacts of climate change, extreme weather events, and other hazards. The effort includes broad exposures assessments that will lay the ground work for future phases that will determine vulnerability and estimate costs of repairs, costs to users/society, and other consequences. In the HDOT's evaluation of high risk areas, there are currently many other locations of higher priority in terms of sea level rise/coastal erosion and limited funding to address these locations.</p> <p>The HDOT is re-evaluating the level of investment for the bridge project. However, the bridge project cannot be delayed due to existing bridge conditions. These comments will be shared with the project team for the bridge project. For more information on the project, please see <a href="https://hidot.hawaii.gov/highways/hdot-announces-adjustments-to-makaha-3-and-3a-bridge-replacements/">https://hidot.hawaii.gov/highways/hdot-announces-adjustments-to-makaha-3-and-3a-bridge-replacements/</a></p>	<p><a href="#">Please view full comment here.</a></p>

92	Chapter 5, Table 5.4 Mid-Range Highway, Road, and Bridge Operations and Maintenance Projects and Programs, p.126 & Table 5.12 Long-Range Highway, Road, and Bridge Operations and Maintenance Projects and Programs, p.131, and Table 5.18 Unfunded Roadway Capacity and Operational Improvements Projects and Programs (No Timeframe), p.135	Q-21-12 Resiliency Program and Q-21-37 Waianae, Second Access, Farrington Highway to Kunia Road (ILLUSTRATIVE)	Joanne Sechrest	I just wanted to voice concerns over the problems of flooding on Farrington on the leeward side and hope for some mitigation strategy or alternative routing.	<p>The HDOT is underway with the Farrington Highway Corridor Study. This study will identify and prioritize safety, congestion, and resiliency improvements along the entire Farrington Highway (Route 93) corridor. Discussions regarding second access and parallel access will be discussed, however, the focus will be on what can be done on, or to Farrington Highway itself. The study is expected to be finalized by the end of summer 2021. The HDOT supports efforts to improve the resiliency, mobility, accessibility, and safety of the transportation system. However, the HDOT has concerns because there have already been numerous studies evaluating alternative alignments for a second access. They identified many challenges and impacts in pursuing a second access, including significant environmental, social, archaeological, and cultural impacts, complications due to mixed land ownership, and an extremely high cost to implement, in some cases upwards of \$500 million.</p> <p>The HDOT has identified high risk portions of the highway system in it's Statewide Coastal Highway Program Report. The HDOT is also developing a HDOT Climate Adaptation Action Plan, which will help evaluate and address the impacts of climate change, extreme weather events, and other hazards. The effort includes broad exposures assessments that will lay the ground work for future phases that will determine vulnerability and estimate costs of repairs, costs to users/society, and other consequences. In the HDOT's evaluation of high risk areas, there are currently many other locations of higher priority in terms of sea level rise/coastal erosion and limited funding to address these locations.</p> <p>The HDOT is re-evaluating the level of investment for the bridge project. However, the bridge project cannot be delayed due to existing bridge conditions. These comments will be shared with the project team for the bridge project. For more information on the project, please see <a href="https://hidot.hawaii.gov/highways/hdot-announces-adjustments-to-makaha-3-and-3a-bridge-replacements/">https://hidot.hawaii.gov/highways/hdot-announces-adjustments-to-makaha-3-and-3a-bridge-replacements/</a></p>
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**ORTP 2045: Community Meeting Comments and Responses**

OahuMPO's intergovernmental and public review period of the draft 2045 ORTP ran between March 1-29, 2021 and received a total of 141 comments. The purpose of the community meetings was to provide an opportunity for the community to ask questions regarding the proposed projects and programs of the agency sponsors with an elected representative present to hear comments and concerns. OahuMPO invited agency sponsor representatives to these meetings to answer the questions directly and advised the community that any questions unanswered would be directed to the corresponding agency for follow up. Comments and responses received during the community meetings hosted by OahuMPO, City Councilmembers, and agency sponsors may be viewed below in Table B.1.

**Color guide**

Needed Response from HDOT
Needed Response from DTS
Needed Response from either DTS or HDOT

**Table B.1. Comments received during community meetings held in March 2021.**

Comment Number	Chapter, Section, and Page Number	Project	Districts	Commenter	Date Received	Comment	OahuMPO Response	Agency Response
1	N/A	N/A	District 1	Annie Lykos-5909	3/24/2021	I am amazed that the MPO is hosting a meeting with no HDOT representative available.	Kiana: This meeting is not specific to Makaha Bridge Project, it is a general meeting for federally funded projects in the ORTP. We are happy to take your comments and concerns to the correct agency to get you a response.	
2	N/A	N/A	District 1	Annie Lykos-5909	3/24/2021	It's really poor form, people from here feel disenfranchised already, and HDOT not showing up is truly poor form. They are not doing themselves any favors out here.	Samantha: We will let them know their presence was severely missed. We appreciate your attendnace.	
3	N/A	N/A	District 1	John Rogers	3/24/2021	How does the HCDA work into the ORTP 2045?	Kiana: Regarding your question about HCDA, I am not entirely clear because I don't know much about their funding. They are a government agency so they are welcome to work with HDOT or the city if there is a project they would like to request federal funds for. But everything has to go through our primary partners, so that's HDOT, DTS, and HART. But I am not entirely clear on their funding structure, but they would have to partner with one of the partner agencies.	



4	N/A	N/A	District 1	Tia, Rep. Gates office.	3/24/2021	<p>Just wanted to provide some insight from the capital point of view. We introduced a resolution which basically urges the DOT, governor, and mayor to adopt the Makaha Master Plan. Rep Gates is against the current plan as it poses a risk to the people. An update on the resolution-- it did pass the transportation committee and we had over 60 pages of testimony, which is an insane amount of testimony and we appreciate community support. The biggest speedbump we are facing is the financing committee which is where money gets discussed. Right now we are working on writing a letter to the chair and vice chair of the committee. We are basically asking them to pick up the resolution and consider it since it passed the transportation committee. We are including the petition from the Makaha community. We still do need community support so we can make sure the resolution is heard and does not get deferred.</p>		
5	Chapter 5, Table 5.3 Mid-Range Roadway Capacity Projects and Programs, p.121 & Table 5.11 Long-Range Roadway Capacity Projects and Programs, p. 130	0-21-1 Congestion Mitigation Program	District 1	John Rogers	3/24/2021	<p>Intersection in front of Ka Makana Alii mall is very congested. Hard to see pedestrians and cyclists</p>	Kiana: We will forward your comment to the appropriate agency, and provide you a response, ASAP.	
6	Chapter 5, Table 5.3 Mid-Range Roadway Capacity Projects and Programs, p.121 & Table 5.11 Long-Range Roadway Capacity Projects and Programs, p. 130	0-21-1 Congestion Mitigation Program	District 1	John Rogers	3/24/2021	<p>Coral sea road - Pedestrians in the dark. A lot of turns on the road. Infrastructure dangerous for bike/ped</p>	Kiana: We will forward your comment to the appropriate agency, and provide you a response, ASAP.	

7	Chapter 5, Table 5.3 Mid-Range Roadway Capacity Projects and Programs, p.121 & Table 5.11 Long-Range Roadway Capacity Projects and Programs, p. 130	0-21-1 Congestion Mitigation Program	District 1	John Rogers	3/24/2021	The Shared Use Path to Nanakuli is in the Leeward Bikeway plan following the historic portion of the railroad right of way. So that is why I used that as an end point. The Farrington Hwy Cooridor Study should include a much greater Bike / Pedestrian	Kiana: We will forward your comment to the appropriate agency, and provide you a response, ASAP.	The HDOT will be evaluating this request consistent with its existing bicycle and pedestrian program. The HDOT has a bicycle master plan, Bike Plan Hawaii (BPH), which identifies needs and prioritizes projects for implementation. This plan is going through a refresh, which will update projects costs, feasibility, and priorities.
8	Chapter 5, Table 5.11 Long-Range Roadway Capacity Projects and Programs, p.130	0-21-6 Farrington Highway (Route 93), Widening, Hakimo Road to Kalaeloa Boulevard	District 1	Joseph Simpliciano	3/24/2021	I also want to mention, the four lane project from Hakimo Road to Kapolei, that should have happened a long time ago. This is one of the reasons we dont have bike paths because you got people trying to ride bikes on Farrington Highway to Nanakuli when cars are going in excess of 50 mph in a 25 mph zone, which is a safety hazard right there. So, again, you guys need to take the people of Waianae seriously, especially about the Makaha Bridge project.	Kiana: Thank you for your comment, I know you would like the widening to happen sooner, but it is currently slated to receive funding no earlier than 2036, so I wanted to make sure you know that. One of your comments could be, that you would like HDOT to request funds sooner. This would be a helpful comment if you could provide why you would like this project to be moved up.	<p>The HDOT is underway with the Farrington Highway Corridor Study. This study will identify and prioritize safety, congestion, and resiliency improvements along the entire Farrington Highway (Route 93) corridor. Discussions regarding second access and parallel access will be discussed, however, the focus will be on what can be done on, or to Farrington Highway itself. The study is expected to be finalized by the end of summer 2021. The HDOT supports efforts to improve the resiliency, mobility, accessibility, and safety of the transportation system. However, the HDOT has concerns because there have already been numerous studies evaluating alternative alignments for a second access. They identified many challenges and impacts in pursuing a second access, including significant environmental, social, archaeological, and cultural impacts, complications due to mixed land ownership, and an extremely high cost to implement, in some cases upwards of \$500 million.</p> <p>The HDOT has identified high risk portions of the highway system in it's Statewide Coastal Highway Program Report. The HDOT is also developing a HDOT Climate Adaptation Action Plan, which will help evaluate and address the impacts of climate change, extreme weather events, and other hazards. The effort includes broad exposures assessments that will lay the ground work for future phases that will determine vulnerability and estimate costs of repairs, costs to users/society, and other consequences. In the HDOT's evaluation of high risk areas, there are currently many other locations of higher priority in terms of sea level rise/coastal erosion and limited funding to address these locations.</p> <p>The HDOT is re-evaluating the level of investment for the bridge project. However, the bridge project cannot be delayed due to existing bridge conditions. These comments will be shared with the project team for the bridge project. For more information on the project, please see <a href="https://hidot.hawaii.gov/highways/hdot-announces-adjustments-to-makaha-3-and-3a-bridge-replacements/">https://hidot.hawaii.gov/highways/hdot-announces-adjustments-to-makaha-3-and-3a-bridge-replacements/</a></p>

9	Chapter 5, OC2 - Table 5.21 Short-Range FHWA Funded City Projects and Programs - 2022-2025, p.146 and 0-21-3 - Table 5.8 Mid-Range Pedestrian and Bicycle Projects and Programs, p. 129 and Table 5.15 Long-Range Pedestrian and Bicycle Projects and Programs, p. 134	OC2 Bikeway Improvements Program/0-21-23 Oahu Bike Plan	District 1	John Rogers	3/24/2021	Kapolei Parkway buffered bike lane should be a number 1 priority	Kiana: We will forward your comment to the appropriate agency, and provide you a response, ASAP.	DTS: Thank you for your comment. Confirmed: Kapolei Parkway is designated a "Priority 1, Buffered Bike Lane" in the 2019 Oahu Bike Plan. DTS will use this comment as we develop more of our ORTP projects.
10	Chapter 5, Table 5.20 Short-Range FHWA Funded State Projects and Programs - 2022-2025, p.138	OS4 Farrington Highway (Route 93), Bridge Replacement, Makaha Bridges #3 & #3A	District 1	5449	3/22/2021	I am very concerned about the Makaha Bridge Project and would like someone to shed light on this. I have fought this project for 20 years, the bypass goes through my front lawn. The community is in an uproar about the whole thing and are concerned about damaging the beach. Is there really going to be a stop work order and a reimagining of the bridges? Are they going to follow the Makaha master plan? Is there an opportunity for further public input into the construction of the bridge?	Kiana: We will forward your question to HDOT, and provide you a response, ASAP.	<p>The HDOT is underway with the Farrington Highway Corridor Study. This study will identify and prioritize safety, congestion, and resiliency improvements along the entire Farrington Highway (Route 93) corridor. Discussions regarding second access and parallel access will be discussed, however, the focus will be on what can be done on, or to Farrington Highway itself. The study is expected to be finalized by the end of summer 2021. The HDOT supports efforts to improve the resiliency, mobility, accessibility, and safety of the transportation system. However, the HDOT has concerns because there have already been numerous studies evaluating alternative alignments for a second access. They identified many challenges and impacts in pursuing a second access, including significant environmental, social, archaeological, and cultural impacts, complications due to mixed land ownership, and an extremely high cost to implement, in some cases upwards of \$500 million.</p> <p>The HDOT has identified high risk portions of the highway system in it's Statewide Coastal Highway Program Report. The HDOT is also developing a HDOT Climate Adaptation Action Plan, which will help evaluate and address the impacts of climate change, extreme weather events, and other hazards. The effort includes broad exposures assessments that will lay the ground work for future phases that will determine vulnerability and estimate costs of repairs, costs to users/society, and other consequences. In the HDOT's evaluation of high risk areas, there are currently many other locations of higher priority in terms of sea level rise/coastal erosion and limited funding to address these locations.</p> <p>The HDOT is re-evaluating the level of investment for the bridge project. However, the bridge project cannot be delayed due to existing bridge conditions. These comments will be shared with the project team for the bridge project. For more information on the project, please see <a href="https://hidot.hawaii.gov/highways/hdot-announces-adjustments-to-makaha-3-and-3a-bridge-replacements/">https://hidot.hawaii.gov/highways/hdot-announces-adjustments-to-makaha-3-and-3a-bridge-replacements/</a></p>

11	Chapter 5, Table 5.20 Short-Range FHWA Funded State Projects and Programs - 2022-2025, p.138	OS4 Farrington Highway (Route 93), Bridge Replacement, Makaha Bridges #3 & #3A	District 1		3/22/2021	What was Mr. Sniffen's position in signing off and call for a meeting that no one in the community knew about?	Kiana: We will forward your question to HDOT, and provide you a response, ASAP.	The HDOT strives to structure its public involvement to be inclusive and ensure broad participation from the community. We will share this concern with our Public Affairs Office, Makaha Bridges #3 and #3A project team, and also Deputy Director Sniffen.
12	Chapter 5, Table 5.20 Short-Range FHWA Funded State Projects and Programs - 2022-2025, p.138	OS4 Farrington Highway (Route 93), Bridge Replacement, Makaha Bridges #3 & #3A	District 1		3/22/2021	Where did the community input come from? It never came from the EIS and the community concerns.	Kiana: We will forward your question to HDOT, and provide you a response, ASAP.	The HDOT strives to structure its public involvement to be inclusive, ensure broad participation from the community, and to consider and address community concerns. We will share this concern with our Makaha Bridges #3 and #3A project team.
13	Chapter 5, Table 5.20 Short-Range FHWA Funded State Projects and Programs - 2022-2025, p.138	OS4 Farrington Highway (Route 93), Bridge Replacement, Makaha Bridges #3 & #3A	District 1		3/23/2021	Why, two years ago, people like me and all the people who take care of that beach, were not notified so we can put our input in 2 years ago?	Kiana: We will forward your question to HDOT, and provide you a response, ASAP.	The HDOT strives to structure its public involvement to be inclusive, ensure broad participation from the community, and to consider and address community concerns. We will share this concern with our Makaha Bridges #3 and #3A project team.

14	Chapter 5, Table 5.20 Short-Range FHWA Funded State Projects and Programs - 2022-2025, p.138	OS4 Farrington Highway (Route 93), Bridge Replacement, Makaha Bridges #3 & #3A	District 1	Pete M.	3/24/2021	<p>I have concerns about the Makaha Bridge Project and they tie back to the master plan from the 90's We have this master plan that had the engineering processes completed and the EIS completed and the community in support of and yet we spent a lot of money building 2 bridges. One of the bridges would be eliminated in accordance with the master plan, so it is a lot of money to waste. It is deeply disconcerting that we are pressing ahead with the bridges when the community is saying they do not want the bridges. We need major investments to improve the infrastructure, not band aids. We have no resiliency to king tides. We do not have emergency egress plans should something come our way.</p>	Kiana: Thank you for your comment. We will share this with HDOT.	<p>The HDOT is underway with the Farrington Highway Corridor Study. This study will identify and prioritize safety, congestion, and resiliency improvements along the entire Farrington Highway (Route 93) corridor. Discussions regarding second access and parallel access will be discussed, however, the focus will be on what can be done on, or to Farrington Highway itself. The study is expected to be finalized by the end of summer 2021. The HDOT supports efforts to improve the resiliency, mobility, accessibility, and safety of the transportation system. However, the HDOT has concerns because there have already been numerous studies evaluating alternative alignments for a second access. They identified many challenges and impacts in pursuing a second access, including significant environmental, social, archaeological, and cultural impacts, complications due to mixed land ownership, and an extremely high cost to implement, in some cases upwards of \$500 million.</p> <p>The HDOT has identified high risk portions of the highway system in it's Statewide Coastal Highway Program Report. The HDOT is also developing a HDOT Climate Adaptation Action Plan, which will help evaluate and address the impacts of climate change, extreme weather events, and other hazards. The effort includes broad exposures assessments that will lay the ground work for future phases that will determine vulnerability and estimate costs of repairs, costs to users/society, and other consequences. In the HDOT's evaluation of high risk areas, there are currently many other locations of higher priority in terms of sea level rise/coastal erosion and limited funding to address these locations.</p> <p>The HDOT is re-evaluating the level of investment for the bridge project. However, the bridge project cannot be delayed due to existing bridge conditions. These comments will be shared with the project team for the bridge project. For more information on the project, please see <a href="https://hidot.hawaii.gov/highways/hdot-announces-adjustments-to-makaha-3-and-3a-bridge-replacements/">https://hidot.hawaii.gov/highways/hdot-announces-adjustments-to-makaha-3-and-3a-bridge-replacements/</a></p>
15	Chapter 5, Table 5.20 Short-Range FHWA Funded State Projects and Programs - 2022-2025, p.138	OS4 Farrington Highway (Route 93), Bridge Replacement, Makaha Bridges #3 & #3A	District 1	Pete M.	3/24/2021	<p>In the ORTP 2045, Makaha is not mentioned at all. What happened to the Makaha Master Beach Plan, and why is it still undergoing a study in the first place?</p>	Kiana: I can tell you about the ORTP planning process. You are semi correct, the only project in the plan specific to Makaha are bridge replacements #3 and #3A. However, the plan does have a list of programs. A program is a pot of money that the city and state can request for a specific purpose. For example, HDOT requested money for resiliency improvements across the entire island of Oahu. Since we plan so far ahead, these programs are intended to provide flexibility for HDOT to identify areas in need of improvement and then program that money in the Transportation Improvement Program. I encourage you to provide suggestions for locations that need resiliency improvements. We then would pass that information on to the implementing agencies and Policy Board for consideration.	

16	Chapter 5, Table 5.20 Short-Range FHWA Funded State Projects and Programs - 2022-2025, p.138	OS4 Farrington Highway (Route 93), Bridge Replacement, Makaha Bridges #3 & #3A	District 1	Pete M.	3/24/2021	How would have COVID impacted further work on the Farrington Highway Makaha Beach Realignment Feasibility Study?	Kiana: The reason the study has been put on pause is because the next big step is to have a big public scoping meeting. We did not want to have a virtual meeting on this important topic because many people on the Waianae coast have disproportionate access to internet and computers, making attending the meeting difficult for many.	
17	Chapter 5, Table 5.20 Short-Range FHWA Funded State Projects and Programs - 2022-2025, p.138	OS4 Farrington Highway (Route 93), Bridge Replacement, Makaha Bridges #3 & #3A	District 1	Carmen	3/24/2021	I have concerns about the Makaha Bridge. According to the EIS in 2011, it made mention of alternative 3 being removed due to public safety and that it was not viable or feasible. What did HDOT change in their planning process and how did they go about that to make it safe for a rejected alternative?	Kiana: We will forward your question to HDOT, and provide you a response, ASAP.	<p>The HDOT is underway with the Farrington Highway Corridor Study. This study will identify and prioritize safety, congestion, and resiliency improvements along the entire Farrington Highway (Route 93) corridor. Discussions regarding second access and parallel access will be discussed, however, the focus will be on what can be done on, or to Farrington Highway itself. The study is expected to be finalized by the end of summer 2021. The HDOT supports efforts to improve the resiliency, mobility, accessibility, and safety of the transportation system. However, the HDOT has concerns because there have already been numerous studies evaluating alternative alignments for a second access. They identified many challenges and impacts in pursuing a second access, including significant environmental, social, archaeological, and cultural impacts, complications due to mixed land ownership, and an extremely high cost to implement, in some cases upwards of \$500 million.</p> <p>The HDOT has identified high risk portions of the highway system in it's Statewide Coastal Highway Program Report. The HDOT is also developing a HDOT Climate Adaptation Action Plan, which will help evaluate and address the impacts of climate change, extreme weather events, and other hazards. The effort includes broad exposures assessments that will lay the ground work for future phases that will determine vulnerability and estimate costs of repairs, costs to users/society, and other consequences. In the HDOT's evaluation of high risk areas, there are currently many other locations of higher priority in terms of sea level rise/coastal erosion and limited funding to address these locations.</p> <p>The HDOT is re-evaluating the level of investment for the bridge project. However, the bridge project cannot be delayed due to existing bridge conditions. These comments will be shared with the project team for the bridge project. For more information on the project, please see <a href="https://hidot.hawaii.gov/highways/hdot-announces-adjustments-to-makaha-3-and-3a-bridge-replacements/">https://hidot.hawaii.gov/highways/hdot-announces-adjustments-to-makaha-3-and-3a-bridge-replacements/</a></p>

18	Chapter 5, Table 5.20 Short-Range FHWA Funded State Projects and Programs - 2022-2025, p.138	OS4 Farrington Highway (Route 93), Bridge Replacement, Makaha Bridges #3 & #3A	District 1	Carmen	3/24/2021	There is a 2,000 person petition for the master plan to continue and to be part of the planning process.	Kiana: We will forward your comment to HDOT, and provide you a response, ASAP.	<p>The HDOT is underway with the Farrington Highway Corridor Study. This study will identify and prioritize safety, congestion, and resiliency improvements along the entire Farrington Highway (Route 93) corridor. Discussions regarding second access and parallel access will be discussed, however, the focus will be on what can be done on, or to Farrington Highway itself. The study is expected to be finalized by the end of summer 2021. The HDOT supports efforts to improve the resiliency, mobility, accessibility, and safety of the transportation system. However, the HDOT has concerns because there have already been numerous studies evaluating alternative alignments for a second access. They identified many challenges and impacts in pursuing a second access, including significant environmental, social, archaeological, and cultural impacts, complications due to mixed land ownership, and an extremely high cost to implement, in some cases upwards of \$500 million.</p> <p>The HDOT has identified high risk portions of the highway system in its Statewide Coastal Highway Program Report. The HDOT is also developing a HDOT Climate Adaptation Action Plan, which will help evaluate and address the impacts of climate change, extreme weather events, and other hazards. The effort includes broad exposures assessments that will lay the ground work for future phases that will determine vulnerability and estimate costs of repairs, costs to users/society, and other consequences. In the HDOT's evaluation of high risk areas, there are currently many other locations of higher priority in terms of sea level rise/coastal erosion and limited funding to address these locations.</p> <p>The HDOT is re-evaluating the level of investment for the bridge project. However, the bridge project cannot be delayed due to existing bridge conditions. These comments will be shared with the project team for the bridge project. For more information on the project, please see <a href="https://hidot.hawaii.gov/highways/hdot-announces-adjustments-to-makaha-3-and-3a-bridge-replacements/">https://hidot.hawaii.gov/highways/hdot-announces-adjustments-to-makaha-3-and-3a-bridge-replacements/</a></p>
19	Chapter 5, Table 5.20 Short-Range FHWA Funded State Projects and Programs - 2022-2025, p.138	OS4 Farrington Highway (Route 93), Bridge Replacement, Makaha Bridges #3 & #3A	District 1	Carmen	3/24/2021	I have concerns about the ADA compliance and the safety for our keiki. On this stretch, we have so many accidents and deaths due to speeding and drunk driving. We are concerned for our keiki and kupuna.	Kiana: We will forward your comment to HDOT, and provide you a response, ASAP.	The HDOT will pass this concern on to its Traffic Safety and Traffic Operations sections, as well as the Makaha Bridges #3 and #3A project team.
20	Chapter 5, Table 5.20 Short-Range FHWA Funded State Projects and Programs - 2022-2025, p.138	OS4 Farrington Highway (Route 93), Bridge Replacement, Makaha Bridges #3 & #3A	District 1	Carmen	3/24/2021	How are they going to continue doing this work in a FEMA flood zone? I don't understand why they are continuing with this alternative.	Kiana: We will forward your comment to HDOT, and provide you a response, ASAP.	The HDOT will pass this concern on to the Makaha Bridges #3 and #3A project team.

21	Chapter 5, Table 5.20 Short-Range FHWA Funded State Projects and Programs - 2022-2025, p.138	OS4 Farrington Highway (Route 93), Bridge Replacement, Makaha Bridges #3 & #3A	District 1	Carmen	3/24/2021	In 2017, the Army Corps of Engineers preferred this proposal on the master plan.	Kiana: We will forward your comment to HDOT, and provide you a response, ASAP.	<p>The HDOT is underway with the Farrington Highway Corridor Study. This study will identify and prioritize safety, congestion, and resiliency improvements along the entire Farrington Highway (Route 93) corridor. Discussions regarding second access and parallel access will be discussed, however, the focus will be on what can be done on, or to Farrington Highway itself. The study is expected to be finalized by the end of summer 2021. The HDOT supports efforts to improve the resiliency, mobility, accessibility, and safety of the transportation system. However, the HDOT has concerns because there have already been numerous studies evaluating alternative alignments for a second access. They identified many challenges and impacts in pursuing a second access, including significant environmental, social, archaeological, and cultural impacts, complications due to mixed land ownership, and an extremely high cost to implement, in some cases upwards of \$500 million.</p> <p>The HDOT has identified high risk portions of the highway system in it's Statewide Coastal Highway Program Report. The HDOT is also developing a HDOT Climate Adaptation Action Plan, which will help evaluate and address the impacts of climate change, extreme weather events, and other hazards. The effort includes broad exposures assessments that will lay the ground work for future phases that will determine vulnerability and estimate costs of repairs, costs to users/society, and other consequences. In the HDOT's evaluation of high risk areas, there are currently many other locations of higher priority in terms of sea level rise/coastal erosion and limited funding to address these locations.</p> <p>The HDOT is re-evaluating the level of investment for the bridge project. However, the bridge project cannot be delayed due to existing bridge conditions. These comments will be shared with the project team for the bridge project. For more information on the project, please see <a href="https://hidot.hawaii.gov/highways/hdot-announces-adjustments-to-makaha-3-and-3a-bridge-replacements/">https://hidot.hawaii.gov/highways/hdot-announces-adjustments-to-makaha-3-and-3a-bridge-replacements/</a></p>
22	Chapter 5, Table 5.20 Short-Range FHWA Funded State Projects and Programs - 2022-2025, p.138	OS4 Farrington Highway (Route 93), Bridge Replacement, Makaha Bridges #3 & #3A	District 1	Carmen	3/24/2021	If this bypass has the stop work order, will the money be able to be reallocated towards this new master plan feasibility study, or something else, so it is not a complete waste?	Kiana: The Makaha Bridges 3 and 3A replacement project on our TIP is funded through a federal highways administration pot of money called the National Highway Performance Program (NHPP) and that funds improvements to the national highways system and I believe Farrington Highway is on our national highway system. So if there was a stop work order on that project, I believe I would need to reconfirm the realignment of Farrington Highway would be eligible for NHPP funding, however, HDOT plays a big role in deciding how they use or prioritize these funds. So just because they choose to stop doing the bridge project, doesn't mean the money can be allocated to the realignment of Farrington Highway like what is proposed in the master plan. HDOT must prioritize their money on projects across the entire state of Hawaii, not just Oahu.	



23	Chapter 5, Table 5.20 Short-Range FHWA Funded State Projects and Programs - 2022-2025, p.138	OS4 Farrington Highway (Route 93), Bridge Replacement, Makaha Bridges #3 & #3A	District 1	Carmen	3/24/2021	After speaking to DOT public affairs and asking about the project, he did say it is at a halt right now due to community concerns.	
24	Chapter 5, Table 5.20 Short-Range FHWA Funded State Projects and Programs - 2022-2025, p.138	OS4 Farrington Highway (Route 93), Bridge Replacement, Makaha Bridges #3 & #3A	District 1	Jo Jordan	3/24/2021	My concern is that there is a proposal to remove the Makaha realignment study from the OWP draft FY2022 and it should not be removed.	Kiana: This has recently come up in our office and does not have anything to do with the construction of the Makaha Bridges, but there is a proposal to cancel this study in our Overall Work program, our budgeting document for the MPD. The primary reasons for canceling the study are funding issues and competing planning priorities and that the realignment of Farrington Highway is a low priority for HDOT in their coastal resiliency report. To confirm, it is proposed to be removed on our OWP. I have put in the chat box how to comment on this for our Policy Board to consider.
25	Chapter 5, Table 5.20 Short-Range FHWA Funded State Projects and Programs - 2022-2025, p.138	OS4 Farrington Highway (Route 93), Bridge Replacement, Makaha Bridges #3 & #3A	District 1	Pete M.	3/24/2021	Can we confirm that the realignment study is being removed?	Kiana: This has recently come up in our office and does not have anything to do with the construction of the Makaha Bridges, but there is a proposal to cancel this study in our Overall Work program, our budgeting document for the MPD. The primary reasons for canceling the study are funding issues and competing planning priorities and that the realignment of Farrington Highway is a low priority for HDOT in their coastal resiliency report. To confirm, it is proposed to be removed on our OWP. I have put in the chat box how to comment on this for our Policy Board to consider.
26	Chapter 5, Table 5.20 Short-Range FHWA Funded State Projects and Programs - 2022-2025, p.138	OS4 Farrington Highway (Route 93), Bridge Replacement, Makaha Bridges #3 & #3A	District 1	Pete M.	3/24/2021	I am absolutely opposed to the removal of the Makaha Beach Study. It's a really big deal to the people that live here.	Kiana: I did want to clarify that HDOT did a prioritization of statewide locations for coastal resiliency. They prioritized their top 20 locations in the Statewide Coastal Highway Report on page 6. I encourage you to submit comments to the Policy Board that the Makaha study is important to the Makaha Community.

27	Chapter 5, Table 5.20 Short-Range FHWA Funded State Projects and Programs - 2022-2025, p.138	OS4 Farrington Highway (Route 93), Bridge Replacement, Makaha Bridges #3 & #3A	District 1	Pete M.	3/24/2021	This is far more than recreational, we have an entire community that live west, north west of Kapuhi point. We have people, agricultural holdings, and private residences that will be cut off if that road gets compromised for any reason. I have photographs from 2016 where the coastal erosion from a king tide had basically undercut the current paved road. It is just a matter of time until that road is impossible and we will be stranded here. This is absolutely pivotal to the ongoing continued success of the community.	Kiana: We will forward your comment to HDOT, and provide you a response, ASAP.	<p>The HDOT is underway with the Farrington Highway Corridor Study. This study will identify and prioritize safety, congestion, and resiliency improvements along the entire Farrington Highway (Route 93) corridor. Discussions regarding second access and parallel access will be discussed, however, the focus will be on what can be done on, or to Farrington Highway itself. The study is expected to be finalized by the end of summer 2021. The HDOT supports efforts to improve the resiliency, mobility, accessibility, and safety of the transportation system. However, the HDOT has concerns because there have already been numerous studies evaluating alternative alignments for a second access. They identified many challenges and impacts in pursuing a second access, including significant environmental, social, archaeological, and cultural impacts, complications due to mixed land ownership, and an extremely high cost to implement, in some cases upwards of \$500 million.</p> <p>The HDOT has identified high risk portions of the highway system in it's Statewide Coastal Highway Program Report. The HDOT is also developing a HDOT Climate Adaptation Action Plan, which will help evaluate and address the impacts of climate change, extreme weather events, and other hazards. The effort includes broad exposures assessments that will lay the ground work for future phases that will determine vulnerability and estimate costs of repairs, costs to users/society, and other consequences. In the HDOT's evaluation of high risk areas, there are currently many other locations of higher priority in terms of sea level rise/coastal erosion and limited funding to address these locations.</p> <p>The HDOT is re-evaluating the level of investment for the bridge project. However, the bridge project cannot be delayed due to existing bridge conditions. These comments will be shared with the project team for the bridge project. For more information on the project, please see <a href="https://hidot.hawaii.gov/highways/hdot-announces-adjustments-to-makaha-3-and-3a-bridge-replacements/">https://hidot.hawaii.gov/highways/hdot-announces-adjustments-to-makaha-3-and-3a-bridge-replacements/</a></p>
28	Chapter 5, Table 5.20 Short-Range FHWA Funded State Projects and Programs - 2022-2025, p.138	OS4 Farrington Highway (Route 93), Bridge Replacement, Makaha Bridges #3 & #3A	District 1	Carmen	3/24/2021	Will this project have any impact on the Iwi Kupuna that has been documented in 98 , 04 n 2020???	Kiana: We will need to follow up with HDOT about this.	The HDOT will pass this concern on to the Makaha Bridges #3 and #3A project team.
29	Chapter 5, Table 5.20 Short-Range FHWA Funded State Projects and Programs - 2022-2025, p.138	OS4 Farrington Highway (Route 93), Bridge Replacement, Makaha Bridges #3 & #3A	District 1	Kaukaohu	3/24/2021	Will this project have any impact on the Iwi Kupuna that has been documented in 98 , 04 n 2020???	Kiana: We will forward your question to HDOT, and provide you a response, ASAP.	The HDOT will pass this concern on to the Makaha Bridges #3 and #3A project team.

30	Chapter 5, Table 5.20 Short-Range FHWA Funded State Projects and Programs - 2022-2025, p.138	OS4 Farrington Highway (Route 93), Bridge Replacement, Makaha Bridges #3 & #3A	District 1	Joseph Simpliciano	3/24/2021	<p>I am against the bridge project in Makaha. I feel it is a waste of taxpayers' money. Those bridges have been repaired twice. This Makaha Beach Master Plan has been around forever, and I don't know how many times we have had city councilmembers, senators, representatives we have had bring it up before your board and it gets shot down. And when things get shot down like that, it is a slap in the face to the community. We have had our kupunas fighting for it, everyone fighting for it, we even got our keikis fighting for it because it is a better opportunity for the people of the west side. I understand why we are such low priority, it has to do with the rail, and I know what's going to happen. I know what's going to happen is, you guys are going to make everyone from Waianae jump on the city bus to go to the transit yard in Kapolei and force them to ride the rail into town, that's why we are such a low priority.</p>	Kiana: We will forward your comments to HDOT, and provide you a response, ASAP.	<p>" The HDOT strives to provide a transportation system that provides options for different modes, users, and abilities. The HDOT is underway with the Farrington Highway Corridor Study. This study will identify and prioritize safety, congestion, and resiliency improvements along the entire Farrington Highway (Route 93) corridor. Discussions regarding second access and parallel access will be discussed, however, the focus will be on what can be done on, or to Farrington Highway itself. The study is expected to be finalized by the end of summer 2021. The HDOT supports efforts to improve the resiliency, mobility, accessibility, and safety of the transportation system. However, the HDOT has concerns because there have already been numerous studies evaluating alternative alignments for a second access. They identified many challenges and impacts in pursuing a second access, including significant environmental, social, archaeological, and cultural impacts, complications due to mixed land ownership, and an extremely high cost to implement, in some cases upwards of \$500 million.</p> <p>The HDOT has identified high risk portions of the highway system in its Statewide Coastal Highway Program Report. The HDOT is also developing a HDOT Climate Adaptation Action Plan, which will help evaluate and address the impacts of climate change, extreme weather events, and other hazards. The effort includes broad exposures assessments that will lay the ground work for future phases that will determine vulnerability and estimate costs of repairs, costs to users/society, and other consequences. In the HDOT's evaluation of high risk areas, there are currently many other locations of higher priority in terms of sea level rise/coastal erosion and limited funding to address these locations.</p> <p>The HDOT is re-evaluating the level of investment for the bridge project. However, the bridge project cannot be delayed due to existing bridge conditions. These comments will be shared with the project team for the bridge project. For more information on the project, please see <a href="https://hidot.hawaii.gov/highways/hdot-announces-adjustments-to-makaha-3-and-3a-bridge-replacements/">https://hidot.hawaii.gov/highways/hdot-announces-adjustments-to-makaha-3-and-3a-bridge-replacements/</a>"</p>
31	Chapter 5, Table 5.20 Short-Range FHWA Funded State Projects and Programs - 2022-2025, p.138	OS4 Farrington Highway (Route 93), Bridge Replacement, Makaha Bridges #3 & #3A	District 1	Pete M.	3/24/2021	<p>NB #24 put forth to OMPO a proposal that we called the Leeward Coast Transportation Study. It was a request that we consolidate the transportation studies and the projects under one umbrella to create oversight for the community. I have no idea where that ended up. What we were requesting was for holistic oversight. We were hoping the corridor study could be tied into a larger study so we could maintain oversight on this and report back to the community. The recurring theme is coastal resilience. These are the long term investments to preserve the community out here. I can't help but feel like we are second rate citizens out here.</p>	Kiana: The Leeward Coast Transportation Study was not funded in our FY 2021 DWP.	

32	N/A	N/A	District 3		3/30/2021	Have living shorelines been a project consideration to protecting our infrastructure from the effects of climate change?	Kiana: We are currently working on a study with DLNR to explore how to do more of this. They are trying this out in Koolauloa. We, the MPD, do not do construction or implementation. We do not do infrastructure or implementation of green infrastructure. We can ask this question to HDOT as well.	
33	N/A	N/A	District 3		3/30/2021	How many buses are in circulation now?		DTS: Thank you for your comment. DTS will use this comment in the development of its ORTP projects. To submit a roadway concern or issue, you may fill out the City's online problem report form ( <a href="https://honolulu.citysources.com/default.aspx">https://honolulu.citysources.com/default.aspx</a> ) or you may contact the City's Complaint Office ( <a href="mailto:complaints@honolulu.gov">complaints@honolulu.gov</a> )
34	N/A	N/A	District 3		3/30/2021	The new paving is already failing on the town bound side mauka of Waakanaka. Is this still under warranty to get it repaired	Kiana: This question will be forwarded to HDOT for response.	This concern will be forwarded to the HDOT's Oahu District Office for their evaluation
35	N/A	N/A	District 3		3/30/2021	Outreach and community updates regarding Phase II in Waimānala? Several concerns of the "island" created between Flamingo and Kumuhau in Phase I, as well as pedestrian paths, speed control measures through the community.	Kiana: I am not sure what project this is referring to, or if it is state or city managed.	
36	N/A	N/A	District 3		3/30/2021	Can we redesign the H3/Likelike interchange and relieve the Kailua traffic for having to bottleneck at Kamehameha Hwy and Kaneohe Bay Drive?	Kiana: I am not sure that that is a project in the ORTP however I believe all the facilities you just mentioned are managed by HDOT therefore this comment will be forwarded to HDOT.	This concern will be forwarded to our Traffic Operations section and congestion program manager
37	N/A	N/A	District 3		3/30/2021	Is it possible to align the light timing through Kaneohe town? Between Burger King and the Mall it is so backed up much of the time. Mahalo		DTS: Thank you for your comment. DTS will use this comment in the development of its ORTP projects. To submit a roadway concern or issue, you may fill out the City's online problem report form ( <a href="https://honolulu.citysources.com/default.aspx">https://honolulu.citysources.com/default.aspx</a> ) or you may contact the City's Complaint Office ( <a href="mailto:complaints@honolulu.gov">complaints@honolulu.gov</a> )
38	N/A	N/A	District 3		3/30/2021	Hihimanu and Waikupanaha needs better drainage infrastructure for water runoff		
39	N/A	N/A	District 3		3/30/2021	Can you help authorize electric bikes and golf carts street legal for neighborhood transportation, to/from grocery shopping etc?		
40	N/A	N/A	District 3		3/30/2021	i've seen a bike plan for the third H3 tunnel using the access road on both sides of the tunnel. How feasible is that and when can it be implemented?	Kiana: This question will be forwarded to HDOT for response.	This concern will be forwarded to our Traffic Operations section and congestion program manager
41	N/A	N/A	District 3	Bronson Azoma	3/30/2021	Where do people participate in those climate change resiliency discussions?		
42	N/A	N/A	District 3	Lisa Marten	3/30/2021	What is the timeline for that upgrading traffic controllers?		DTS: Funding for the Oahu Traffic Signal Controller Modernization, Phase 1 is programmed in the FFY2019-2022 TIP for FFY2021. The next Phase is programmed in FFY2022.

43	Chapter 5, Table 5.4 Mid-Range Highway, Road, and Bridge Operations and Maintenance Projects and Programs, p.125 & Table 5.12 Long-Range Highway, Road, and Bridge Operations and Maintenance Projects and Programs, p.131	0-21-11 City Operations and Maintenance (O&M) - Roadways	District 3	Lisa Marten	3/30/2021	There is a small bridge in Waimanalo on Hihimanu St that does not have enough clearance for water passage during heavy rains, how do we request an enlargement?	Kiana: We will check if it is a city or state bridge and get back to you.	
44	Chapter 5, Safety - Table 5.4 Mid-Range Highway, Road, and Bridge Operations and Maintenance Projects and Programs, p.126 & Table 5.12 Long-Range Highway, Road, and Bridge Operations and Maintenance Projects and Programs, p.131	0-21-12 Resiliency Program	District 3		3/30/2021	What mitigation efforts for our infrastructure can we expect with rising sea levels? In particular Kamehameha Highway going from Ko'alaupoko - Ko'alaupoko	Kiana: The DOT is requesting funds for us to make resiliency improvements. Please provide us suggestions of where you would like to see improvements and we will pass them on to our Policy Board and agency partners.	
45	Chapter 5, Safety - Table 5.4 Mid-Range Highway, Road, and Bridge Operations and Maintenance Projects and Programs, p.126 & Table 5.12 Long-Range Highway, Road, and Bridge Operations and Maintenance Projects and Programs, p.131	0-21-12 Resiliency Program	District 3	Kimeona	3/30/2021	Any proactive mitigation efforts for Kalaniana'ole Highway through Waimānalo on the south side? Specific to coastal erosion running out to the Sea Life Park area.	Kiana: I believe this is managed by HDOT. HDOT has requested money in their resiliency program, again, a program is a pot of money that they are requesting for a specific purpose, so the purpose of this program would be to make our transportation systems more resilient. This comment would be really helpful to identify a location for improvement.	
46	Chapter 5, Table 5.5 Mid-Range Safety Projects and Programs, p. 126 & Table 5.13 Long-Range Safety Projects and Programs, p. 132	0-21-15 Safety Program	District 3		3/30/2021	Many residential pedestrian paths are not-ADA compliant in Kaneohe, nor safe for strollers, or even running.	Samantha: This would be a great suggestion for safety and system preservation programs which are requested by HDOT in the ORTP.	This concern will be passed on to our bicycle and pedestrian program. However, some sidewalks/paths, may be under the jurisdiction of other agencies.

47	Chapter 5, Table 5.5 Mid-Range Safety Projects and Programs, p. 126 & Table 5.13 Long-Range Safety Projects and Programs, p. 132	0-21-15 Safety Program	District 3		3/30/2021	What can be done about red light running? The four way intersection near my home has had a number of t-bones or close to it. Kamehameha Hwy and Kahuhipa street	Kiana: This is a great suggestion for the safety program. HDOT is requesting money for a safety program to improve safety island wide, but they don't have locations at this time. If you could provide us suggestions for locations and why this improvement is important, that would be great.	
48	Chapter 5, Table 5.5 Mid-Range Safety Projects and Programs, p. 126 & Table 5.13 Long-Range Safety Projects and Programs, p. 132	0-21-15 Safety Program	District 3		3/30/2021	There is no way for kupuna to get to the beach parks along the highway in Waimanalo. No sidewalks or anything. Can that be addressed	Samantha: This would be a great suggestion for safety programs to help identify locations for the programs.	
49	Chapter 5, Table 5.3 Mid-Range Roadway Capacity Projects and Programs, p.124	0-21-6 Kahekili Highway (Route 83) Improvements, Likelike Hwy to Kamehameha Hwy	District 3		3/30/2021	What is the \$112 million for Kahekili Highway to be used for?	<a href="#">Kiana: The Kahekili Highway (Route 83) Improvements, Likelike Hwy to Kamehameha Hwy's project description is "Capacity improvements through the defined limits, which could include widening and/or improving intersections. Cost is based on a potential full build alternative." Application from HDOT submitted for this project can be viewed here: <a href="https://oahumpo1-my.sharepoint.com/:x/g/personal/katsuka_oahumpo_org/Eqyew1Zl9bhKrtKVZu17oDsB9Z7qJdEbmHz-25C9uxww?e=13L58C">https://oahumpo1-my.sharepoint.com/:x/g/personal/katsuka_oahumpo_org/Eqyew1Zl9bhKrtKVZu17oDsB9Z7qJdEbmHz-25C9uxww?e=13L58C</a>. This project is a little far out in terms of when it would be implemented or constructed. They haven't gone through their design process yet. Any suggestions for capacity improvements will be passed on to HDOT.</a>	
50	Chapter 5, Table 5.3 Mid-Range Roadway Capacity Projects and Programs, p.124	0-21-6 Kahekili Highway (Route 83) Improvements, Likelike Hwy to Kamehameha Hwy	District 3	Mahealani	3/30/2021	Kahekili funding - we oppose widening, but would support a modest overpass at Temple valley area, which has ample room to accommodate such an improvement.		This concern will be passed on the HDOT's capacity program manager

51	Chapter 5, Table 5.3 Mid-Range Roadway Capacity Projects and Programs, p.124	0-21-6 Kahekili Highway (Route 83) Improvements, Likelike Hwy to Kamehameha Hwy	District 3	Georgi DeCosta	3/30/2021	There are heiau there at that interchange, so please be careful. Kukuiaokane heiau. This is why the Likelike interchange was positioned where it is.	This concern will be passed on the HDOT's capacity program manager
52	Chapter 5, Table 5.3 Mid-Range Roadway Capacity Projects and Programs, p.124	0-21-6 Kahekili Highway (Route 83) Improvements, Likelike Hwy to Kamehameha Hwy	District 3	Mahealani	3/30/2021	Kamehameha Highway cannot take greater capacity unless the road is widened. A lot of people are concerned about that. Most of the road will be underwater. So widening Kahikili is not a feasible idea, fixing what is needed is all that should be done. We oppose widening, but would support a modest overpass at Temple valley area, which has ample room to accommodate such an improvement.	This concern will be passed on the HDOT's capacity program manager
53	Chapter 5, Table 5.23 Short-Range FTA Funded City Projects and Programs - 2022-2025, p.149	OC13 Bus and Handi-Van Acquisition Program	District 3	Donald Sakamoto, CAC Member, Citizen's for a Fair ADA Ride	3/30/2021	What is the cost factor of electric buses? When is the projected date we will have electric buses in full services?	• DTS: The current estimated cost of one 40-foot electric bus is approximately \$1.155 million. Under current plans, electric buses will be purchased as funding becomes available. DTS expects three new electric buses to begin service by May or June 2021. DTS is currently attempting to procure six more electric buses; it is anticipated that these buses would begin service in December 2023.

54	Chapter 5, OC2 - Table 5.21 Short-Range FHWA Funded City Projects and Programs - 2022-2025, p.146 and O-21-3 - Table 5.8 Mid-Range Pedestrian and Bicycle Projects and Programs, p. 128-129 and Table 5.15 Long-Range Pedestrian and Bicycle Projects and Programs, p. 134	OC2 Bikeway Improvements Program/O-21-22 Alternatives Projects/O-21-23 Oahu Bike Plan	District 3		3/30/2021	Which projects in the list provide for bike and pedestrian access in the district?	Kiana: At the moment, there are no specific projects meaning there are no specific locations assigned or types of infrastructure decided on in the ORTP. Instead we have programs being requested by our partners at DTS and HDOT. A program gives an agency more flexibility in terms of planning and prioritization to meet the needs of our transportation system at any given time. If you have a suggestion for a bicycle or pedestrian improvement, please share it with us, and this will be shared with our Policy Board which is our decision making body. Any bicycle or pedestrian infrastructure improvements you would like to be made in your neighborhood, please tell us where and why. Currently in the ORTP, there is a program called the congestion mitigation program which allows HDOT to use monies to make bicycle and pedestrian improvements, and the City has requested monies for a program to make bicycle improvements called the Oahu Bike Plan. So there are monies programmed to make bicycle and pedestrian improvements, but at the moment there are no locations for improvements.	
55	N/A	ORTP Planning Process	District 3		3/30/2021	If we have a suggested project to add, which is HDOT kuleana, how can we offer details on what the funding would cover?	Kiana: Whatever information we have on hand would be in the application. If you have a specific project you want more information for, please let us know and we can do our best to answer your question. Otherwise we will forward your question to HDOT.	
56	N/A	Project Not Included in the ORTP	District 3	Mahealani	3/30/2021	Can we please add \$ for cultural mitigation funding from H-3 for Haiku valley mitigations that were never done.	Kiana: This comment will be forwarded to HDOT for response. There is a request for \$10 million for environmental and cultural mitigation on the Halawa side, not the Haiku side.	This concern will be forwarded to those managing the H-3 project
57	Chapter 5, Table 5.21 Short-Range FHWA Funded City Projects and Programs, p.147	OC25 Transportation Alternatives (MPO) at Various Locations - Ala Wai Bridge Project	District 4 & 5	Ed		I am concerned about the stakeholders involved for this particular bridge. None of the condos or associations included here. Why does the bridge need to be twenty feet wide? What is the affect on the neighborhoods? Have they looked at locations other than university ave.? Can we build something small and multi functional?		



58	N/A	N/A	District 8	Anonymous	3/8/2021	My question is in regards to projects for sidewalks along Kamehameha HWY between Lanikuhana and Meheula.		This concern will be passed on to the HDOT's Bicycle and Pedestrian Program.
59	N/A	N/A	District 8	John Rogers	3/8/2021	We need a fence between the Waipahu High School road to the Pearl Harbor Historic Path, we could solve the issue of vehicles on the historic trail.		
60	N/A	N/A	District 8	Larry Veray	3/8/2021	With the projected sea level rise, we ought to be looking at building a dyke near Pearl Harbor. We need to consider our power plant in the event of a major natural disaster.		
61	N/A	N/A	District 8	Elise Carmody	3/8/2021	Entrance from Kam Hwy to Kaa Ridge looks permanent. It was intended for construction only. Is it permanent?		HDOT: The entrance is not permanent.
62	N/A	N/A	District 8	Michael Dau	3/8/2021	Regarding the widening of Kipapa Gulch from Waipio Gentry to Millilani. What is the update?		HDOT: That project has been deprioritized. We did go out to the community to let people know this project is no longer on our long range plans at this time because all our funding had to go to maintenance before adding more roads especially in areas where it is extremely costly. That project in that area was upwards of \$100 million dollars.
63	Chapter 5, Table 5.3 Mid-Range Roadway Capacity Projects and Programs, p.125	0-21-10 Makakilo Drive, Second Access, Makakilo Drive to Kualakai Parkway/Interstate Route H-1 Interchange	District 8	Joe Page	3/8/2021	When will the new EIS for the Makakilo Drive extension take place and how long would it take?		DTS: It has already been initiated. We are in the environmental parts which deals with the SHPD requirements. Traffic studies also need to be redone due to the improvements. Once we pass SHPD's and get approval, we will finalize the EIS and come to the community with an update.
64	Chapter 5, Table 5.3 Mid-Range Roadway Capacity Projects and Programs, p.125	0-21-10 Makakilo Drive, Second Access, Makakilo Drive to Kualakai Parkway/Interstate Route H-1 Interchange	District 8	Michael Dau	3/8/2021	I don't think there is much historical value left for Waiahole Ditch.		DTS: We agree that there is not any integrity left for this historic area. However, it is still registered with SHPD. We are trying to fill it in and show it does not have value as is. We have not received confirmation from SHPD.

65	Chapter 5, Table 5.3 Mid-Range Roadway Capacity Projects and Programs, p.125	0-21-10 Makakilo Drive, Second Access, Makakilo Drive to Kualakai Parkway/Interstate Route H-1 Interchange	District 8	Joe Page	3/8/2021	What is the status on the Makakilo Drive Extension project?		DTS: We have money in the budget for this project, however, we do not have a time frame for this currently. Federal Highways has alerted DTS that we need to update the Environmental Impact Statement for this area which we are in the process of doing, however we have been having some issues with SHPD (State Historic Preservation Division). There is a small remnant of the Waiahole ditch system that runs where we plan to do the extension which was where we first wanted to do a bridge option and are now wanting to do a fill option. We have been going back and forth with NHO's however we have not been given the go ahead to move forward with either filling or building. In the meantime, they want us to redesign the whole roadway to avoid the ditch altogether, which would cost between \$20-30 million just to redesign what we already have. Or, they want us to build between a 60-80 ft wall prior to the ditch to protect the ditch in place. We are working towards one solution that we can present to the community.
66	Chapter 5, Table 5.3 Mid-Range Roadway Capacity Projects and Programs, p.125	0-21-10 Makakilo Drive, Second Access, Makakilo Drive to Kualakai Parkway/Interstate Route H-1 Interchange	District 8	Joe Page	3/8/2021	The Makakilo Drive Extension is a safety issue for upper Makakilo residents and would improve traffic flow significantly.		
67	Chapter 5, Safety - Table 5.5 Mid-Range Safety Projects and Programs, p.126 & Table 5.13 Long-Range Safety Projects and Programs, p.132 and Resiliency Program - Table 5.4 Mid-Range Highway, Road, and Bridge Operations and Maintenance Projects and Programs, p.126 & Table 5.12 Long-Range Highway, Road, and Bridge Operations and Maintenance Projects and Programs, p.131	0-21-15 Safety Program & 0-21-12 Resiliency Program	District 8	Joe Page	3/8/2021	Can anyone talk about the safety and resiliency programs in district 8 in the ORTP?	Kiana: The programs are not specific to any district, they are island wide. The agencies are requesting money for the purpose of improving safety and resiliency but do not have specific locations or solutions at this time. The purpose is to provide the agencies with flexibility, and when they have a more concrete solution in mind, they may request monies through our Transportation Improvement Program, the short-range version of the ORTP.	HDOT: There are areas where we know we can make short term improvements now to make sure our system is more resilient. We want to make sure we push our funding toward good solutions that build towards future resiliency.

68	Chapter 5, Table 5.8 Mid-Range Pedestrian and Bicycle Projects and Programs, p. 129 & Table 5.15 Long-Range Pedestrian and Bicycle Projects and Programs, p. 134	0-21-23 Oahu Bike Plan	District 8	John Rogers	3/8/2021	In the ORTP there are line items for Oahu Bike Plan, but in the application, there are no projects listed. What projects are planned during mid and long range planning periods? Can maintenance actions be added like upgrading the Pearl Harbor Historic Trail, specifically like adding fences, gates to prevent unauthorized vehicles from accessing the pathway, especially near Waipio access road.	Kiana: The Oahu Bike Plan program is DTS' request for a bucket of money to implement projects recommended in the Oahu Bike Plan, however they are not sure which projects they would like to implement and in what order. Requesting monies through a program provides DTS some flexibility in their planning and prioritization process. To answer your question, there are currently no specific bicycle projects proposed in the mid and long range planning periods, and instead this would be decided on when requesting money in our Transportation Improvement Program, the short-range version of our ORTP. If you have any suggestions, please let us know, and we will provide this information to our decision-making body, the Policy Board, and to DTS for consideration.	DTS: Currently with CM Elefante's office we are conducting a pilot project to improve a small portion of Pearl Harbor bike path between Blaisdell Park going in the eastern direction till we hit the second bridge. We were going to do rest areas with benches and water fountains, landscaping, etc. A couple years ago, the last administration asked us to put this project on hold due to concerns about homeless populations. We were encouraged to look at simply improving the path in efforts to reduce the maintenance work that is constantly needed. We are also considering materials for the lighting, specifically hardwire lighting. We are also trying to address questions of sea level rise and maintenance concerns. We understand there are a lot of improvements needed and we are working to figure out a solution that can satisfy all the needs. We are also trying to do one project by Waipahu Depot Road to connect that area to Hikimoe where the current rail station is.
69	N/A	N/A	District 9	Anonymous	3/9/2021	How has COVID effected express bus service in Milliani?		DTS response: Our goal is to not have any disruption in bus service and fortunately for the City, we have received federal monies for operation and maintenance during this difficult time. We do have to limit capacity in efforts to maintain social distancing on TheBus and TheHandi-Van, however, we are trying to retain the level of service. But I will ask about the express service and get that to you. DTS response: Due to the COVID-19 pandemic, DTS implemented the a reduced schedule to accommodate changing transit travel patterns and demands. Route 84, 84A went from four trips in the AM and PM periods to two trips. Route 98 went from three trips per hour to two trips per hour. Route 98A was unchanged.
70	N/A	N/A	District 9	John Rogers	3/9/2021	Are there plans to install roundabouts at some of our intersections? Kapolei and Renton Road would be a good location.		DTS: We are looking at installing roundabouts. They normally come about from community concerns, and then we do an investigation. Roundabouts are a high level solution, so typically with speeding concerns, we have levels of response. So we clear certain things, and if it cannot be solved, then we will consider roundabouts. So for next year we put in for a few roundabouts for example, we have one going in at the Kalapawai triangle. If you have areas that you think a roundabout would be appropriate, you can send us some suggestions.
71	N/A	N/A	District 9	Anonymous	3/9/2021	Is there any plan for the installation of sidewalks along portions of Fort Weaver Rd? Why or why not?		HDDT: We do not have plans for installation of sidewalks in this area at this time. We are working with John and Alexander to look at an area on the southern end of Ft Weaver to see if we can put in a shared use path, but thats the only area we are considering at this time.
72	N/A	N/A	District 9	John Rogers	3/9/2021	In reference to the West Loch, Shoreline Path: can we get money to repair the bridge in the Hanaouliuli area?		CM Tulba: I have seen it in the budget. I am hoping to see this project happen while I am in office.

73	Chapter 5, Table 5.5 Mid-Range Safety Projects and Programs, p. 126 & Table 5.13 Long-Range Safety Projects and Programs, p. 132	0-21-15 Safety Program	District 9	Anonymous	3/9/2021	Are there any specific locations within Mililani in reference to the safety program?	Kiana: The safety program is HDOT's request for a bucket of money to make safety improvements, however they are not sure of what improvements or locations. This is meant to provide HDOT some flexibility in their planning and prioritization process to identify safety improvements. If there are specific locations in Mililani you would like to see safety improvements please let us know where and why. We will pass this information on to our decision-making body, the Policy Board, and HDOT to consider in their planning and prioritization process.	
74	Chapter 5, Table 5.5 Mid-Range Safety Projects and Programs, p. 126 & Table 5.13 Long-Range Safety Projects and Programs, p. 132	0-21-15 Safety Program	District 9	Anonymous	3/9/2021	Is project 0-21-15* Safety project covering the entire island?	Kiana: The safety program does cover the entire island. Since this is a program, there are no specific locations identified yet. This would be a great opportunity to provide comments on areas you wish to see safety improvements made so the agencies can consider your comments when identifying locations and improvements.	HDOT: The safety program provides us the most flexibility to ensure that we can respond to the needs at the time.
75	Chapter 5, Table 5.3 Mid-Range Roadway Capacity Projects and Programs, p.121 & Table 5.11 Long-Range Roadway Capacity Projects and Programs, p. 130	0-21-2 Congestion Mitigation Program	District 9	Anonymous	3/9/2021	Congestion Mitigation Program 0-21-2: are any of the projects identified in the congestion program in Central Oahu?	Kiana: This is very similar to the safety program. The congestion mitigation program is HDOT's request for a bucket of money to make congestion mitigation improvements, however they are not sure of what improvements or locations. This is meant to provide HDOT some flexibility in their planning prioritization process to identify congestion mitigation improvements. So, nothing at the moment to answer your question. Please send us suggestion for where and why you would like to see congestion mitigation improvements via survey or email, and we will pass this along to HDOT and our Policy Board for consideration in their decision making process.	

76	Chapter 5, Table 5.18 Unfunded Roadway Capacity and Operational Improvements Projects and Programs (No Timeframe), p.135	0-21-34 Kunia Road (Route 750), Widening and Interchange Improvement, Wilikina Drive to Farrington Highway	District 9	John Rogers	3/9/2021	What does illustrative mean in the ORTP context? And will the Kunia project ever be funded?	Kiana: Illustrative is a fancy word to that means the project is unfunded at the moment. The reason that we have an illustrative list of projects is because if there is any federal money that becomes available and the implementing agency such as HDOT is ready to construct the project. the OahuMPO Policy Board can move a project from the illustrative list and put it onto our funded or constrained list of projects. This is important because in order for projects or programs to be eligible for federal transportation funding, it has to be in the ORTP. We currently have ten or so illustrative projects in the ORTP in the event additional federal funding becomes available.	HDOT: That is not a road we are pushing for widening yet. Mainly because the conditions for widening are with the developers. So its a project that we always keep on the illustrative years that way if the developers do move forward with widening, then the funding is there.
77	Chapter 5, Table 5.3 Mid-Range Roadway Capacity Projects and Programs, p.125	0-21-8 Kamehameha Highway (Route 99), Widening, Lanikuhana Avenue to Ka Uka Boulevard	District 9	Anonymous	3/9/2021	How long would a project like the Kamehameha Hwy widening Proj #0-21-8 take and would it mean total road closure of Kamehameha Hwy in that section?	Kiana: This project is not requesting funds until sometime between FFYs 2026 to 2035, so it will be a while until we confirm that that project gets constructed but it is eligible for federal funds since it is on this list.	HDOT: For this project, if we do it, we would go for an alternate route for that corridor. When we start looking at adjusting that route, we run into a historic bridge. So we either have to widen the route by adding a new bridge and a new section of roadway or realigning the roadway. Which means that during construction, there would be minimal impacts, because we would be using the existing roads first, but it would be generally minimal impacts. That being said, this project is not on our horizon at this time, its a large project, with a large cost, and we have other pressing things at this time.
78	Chapter 5, Table 5.23 Short-Range FTA Funded City Projects and Programs - 2022-2025, p.149	OC13 Bus and Handi-Van Aquisition Program	District 9	Anonymous	3/9/2021	When the City purchases electric buses, how does the City prioritize which areas / routes will get these buses?	Kiana: We just amended our TIP to include monies to purchase EV buses.	DTS: A buses' daily schedule is developed in a way that minimizes total system operating cost. Battery electric buses are assigned a daily schedule based on the expected operating characteristics (e. g., distance, duration, elevation changes, expected passenger loads, etc.), and the vehicle's range and charging needs.
79	Chapter 5, Table 5.23 Short-Range FTA Funded City Projects and Programs - 2022-2025, p.149	OC16 Honolulu Rail Transit Project	District 9	John Rogers	3/9/2021	DTS: This comment will be considered in the development of the Transit Centers, Various Locations project (0-21-58). In addition, DTS is developing a bus-rail integration plan, which will study bus connections to and from rail stations. Your comment will be considered in the development of this plan.		
80	Chapter 5, Table 5.23 Short-Range FTA Funded City Projects and Programs - 2022-2025, p.149	OC16 Honolulu Rail Transit Project	District 9	John Rogers	3/9/2021	We should have safe bike storage at the rail stations.		

81	N/A	ORTP - General	District 9	John Rogers	3/9/2021	Is the Central Oahu Transportation Study (COTS) being incorporated into this plan?	<p>Kiana: Yes and no, yes in the sense in that we have considered the plan and the recommended projects, and no in that none of that projects made it in to the list of proposed projects. I know a couple of projects are being built with local funds from the state or city, but at the moment none are on the ORTP project list. What happens when we finish a study, that list of project gets transferred over to what would be the implementing agency. As the MPD, we only manage the distribution of funds not the implementation of projects, so we give that list to the implementing agencies to consider for their mid and long range projects. The Wahiawa-Whitmore Village Bicycle Pedestrian Bridge that was recommended in COTS is being considered by HDOT at the moment using only local funds.</p>	
82	N/A	ORTP - General	District 9	John Rogers	3/9/2021	What is the best way to submit comments?	<p>Kiana: You can send the list via email or put it in the survey we are circulating. But you are also welcome to share it with CM Tulba, we share the comments we receive with our committees and Policy Board, and CM Tulba is on our policy board so he would receive the comments.</p>	

83	N/A	ORTP - General	District 9	Alexander	3/9/2021	Looking at the project list provided to us, are the projects listed by type of project/category?	Kiana: The project list that you received is sorted by roadway/bridge, transit, pedestrian/bicycle, and other. The list also has links to the applications, where you can read more about the proposed project. With regard to John's comment about the Oahu Bike Plan, the ORTP also lists programs. Programs are a fancy way of saying the implementing agency is asking for money for a specific purpose. For example, DTS has requested money for bikeway improvements through the Oahu Bike Plan program, but at this time they do not have specific locations and what kind of bike facilities they would like to implement. Requesting money through a program allows DTS the flexibility to evaluate what their needs are, do further planning work, and make a decision on what kind of project and where they'd like to implement it. They will then be able to request monies from us in our Transportation Improvement Program, which is the short range version of the ORTP; it's what get's built.
84	ORTP Planning Process	N/A	Districts 4 & 5		3/24/2021	Comment on the Plan itself (as opposed to projects). When is it appropriate to comment on the 2045 ORTP?	Kiana: We are accepting comments through March 29, 2021. You are welcome to share comments during this meeting verbally, in the chat box, JamBoard, or submit a formal comment through the SurveyMonkey link provided in the chat box.
85	N/A	N/A	Districts 4 & 5		3/24/2021	Bicycle repair stations with pumps, etc, need to be placed throughout the city	Kiana: Thank you for your comment. This information will be documented and shared with our partner agencies.
86	N/A	N/A	Districts 4 & 5		3/24/2021	On-demand pedestrian crossing lights on arterials like King or Kapahulu	Kiana: Thank you for your comment. This information will be documented and shared with our partner agencies.
87	N/A	N/A	Districts 4 & 5		3/24/2021	Water fountains, with dog fountains need to be placed throughout the city and cleaned regularly. This will encourage walking.	Kiana: Thank you for your comment. This information will be documented and shared with our partner agencies.
88	N/A	N/A	Districts 4 & 5		3/24/2021	All tourists should be given a bus pass as part of their ticket price to the island and given prior to landing.	Kiana: Thank you for your comment. This comment will be documented and shared with our partner agencies.
89	N/A	N/A	Districts 4 & 5		3/24/2021	ALL public transportation should be completely free to use. Island County, Washington does this and they have modern clean and safe busses.	Kiana: Thank you for your comment. This comment will be documented and shared with our partner agencies.
90	N/A	N/A	Districts 4 & 5	Luciano Minerbi	3/24/2021	clean regularly the Ala Wai Canal from sedimentation and pollution,	-

91	N/A	N/A	Districts 4 & 5	Luciano Minerbi	3/24/2021	protect the entire Moiliili Neighborhood from flooding of the Manoa Stream and the Ala Wai Canal as well as to protect Ala Wai Elementary School and Ialani School by diverting flood water into the Ala Wai Golf course redesigned as a retention basin..	-	
92	N/A	N/A	Districts 4 & 5	Luciano Minerbi	3/24/2021	provide proper shelters so overdue and so urgently needed for the many homeless of Moiliili.	-	
93	N/A	N/A	Districts 4 & 5	Luciano Minerbi	3/24/2021	Wakiki tsunami evacuation should be in the upper-floor of buildings and not encouraging people to run on foot to nowhere in the mauka direction.	-	
94	N/A	N/A	Districts 4 & 5	Luciano Minerbi	3/24/2021	I hope that federal transportation money is used for our C&C priorities that is to take care of our homeless through the island, improve traffic safety in Waianae were people are run over, and maintain the road on Windwa\	Kiana: I am not aware of any federal fundig sources that we can use to help homeless people at this time unfortunately. Your concerns about funding safety improvements on the Waianae coast as well as improving transit are great comments. At the moment, HDOT is proposing a programmatic bucket of money under the safety program. They are still trying to decide where to spend the moeny, in what locations, and what types of improvements. So if you have specific locations on the Waianae coast, please share that with us, and we will share it with our Policy Board and agency partners.	
95	N/A	N/A	Districts 4 & 5	Margaret Murchie	3/24/2021	Biki Bike concerns Diamond Head Rd	-	
96	N/A	N/A	Districts 4 & 5	Luciano Minerbi	3/24/2021	Windward that it is eaten by the ocean, provide good basses as the mass transit is an obsolete disaster in many ways not just in term of \$\$; Priority remain taking care of the homeless on urban and rural roads and ditch uselss projects like the new proposed bridge on the Ala Wai Canal. that is uneeded, unwanted and unloved.	-	
97	ORTP - Planning Process	N/A	Districts 4 & 5		3/24/2021	When is it appropriate to comment on the 2045 ORTP?	Kiana: We are accepting comments through March 29, 2021. You are welcome to share comments during this meeting verbally, in the chat box, JamBoard, or submit a formal comment through the SurveyMonkey link provided in the chat box.	



98	N/A	N/A	Districts 4 & 5	Danielle Minerbi	3/24/2021	Has there been a social impact study on the children nearby and a crime study on Waikiki? There is no picture in what is the impact on the Mailili side of the canal. We also do not have a study regarding parking.		
99	Chapter 5, Table 5.4 Mid-Range Highway, Road, and Bridge Operations and Maintenance Projects and Programs, p.125 & Table 5.12 Long-Range Highway, Road, and Bridge Operations and Maintenance Projects and Programs, p.131	0-21-11 City Operations and Maintenance (O&M) - Roadways	Districts 4 & 5		3/24/2021	For "City Operations and Maintenance (O&M); Roadways" can we start to use concrete instead of that asphalt for major arterial roads so they aren't a pothole-laden war zone within a couple years of repaving?	Kiana: Thank you for your question. We will forward this question and provide a response as soon as we hear back from DTS.	DTS response: Concrete patches are only appropriate for concrete roads. Asphalt patches remain the best product for patching asphalt roads and is the standard across the US. To submit a roadway concern or issue, you may fill out the City's online problem report form ( <a href="https://honoluluhi.citysourced.com/default.aspx">https://honoluluhi.citysourced.com/default.aspx</a> ) or you may contact the City's Complaint Office (complaints@honolulu.gov)
100	Chapter 5, Table 5.4 Mid-Range Highway, Road, and Bridge Operations and Maintenance Projects and Programs, p.125-126 & Table 5.12 Long-Range Highway, Road, and Bridge Operations and Maintenance Projects and Programs, p.131-132	0-21-11 City Operations and Maintenance (O&M) - Roadways & 0-21-14 System Preservation Program	Districts 4 & 5		3/24/2021	Pot holes everywhere.	Kiana: If you have any suggestions for where maintenance improvements should be made, please send them to us, and we will provide it to our partner agencies and our Policy Board for consideration.	
101	Chapter 5, Table 5.5 Mid-Range Safety Projects and Programs, p. 126 & Table 5.13 Long-Range Safety Projects and Programs, p. 132	0-21-15 Safety Program	Districts 4 & 5		3/24/2021	Island-wide speed reductions, with speed bumps, speed tables and clearly marked 15 mph max speed limits on all non-arterials. 25 mph max on other surface streets like King or Beretania, Ala Wai, other major streets.	Kiana: Thank you for your comment. This information will be documented and shared with our partner agencies.	

102	Chapter 5, Table 5.5 Mid-Range Safety Projects and Programs, p. 126 & Table 5.13 Long-Range Safety Projects and Programs, p. 132	0-21-15 Safety Program	Districts 4 & 5		3/24/2021	Island-wide speed reductions, with speed bumps, speed tables and clearly marked 15 mph max speed limits	Kiana: Thank you for your comment. This comment will be documented and shared with our partner agencies.	
103	Chapter 5, Table 5.5 Mid-Range Safety Projects and Programs, p. 126 & Table 5.13 Long-Range Safety Projects and Programs, p. 132	0-21-15 Safety Program	Districts 4 & 5	Eliz Reily	3/24/2021	Hawaii Kai is slated for adding in place so please think safety and projects to promote walkable safe neighborhoods	Kiana: Thank you for your comment. We will forward this comment to HDOT.	The HDOT will share this comment with our Safety and Bicycle and Pedestrian programs.
104	Chapter 5, Table 5.3 Mid-Range Roadway Capacity Projects and Programs, p.121 & Table 5.11 Long-Range Roadway Capacity Projects and Programs, p. 130	0-21-2 Congestion Mitigation Program	Districts 4 & 5		3/24/2021	How is the \$35.5 in Congestion Management/yearly going to be spent by HDOT?	Kiana: At the moment, HDOT is requesting monies for a program, so they do not have locations or projects in mind, just yet. If you have any suggestions for congestion mitigation improvements, please send them to us, and we will provide it to HDOT and our Policy Board for consideration.	
105	Chapter 5, Table 5.21 Short-Range FHWA Funded City Projects and Programs, p.147	OC25 Transportation Alternatives (MPO) at Various Locations - Ala Wai Bridge Project	Districts 4 & 5		3/24/2021	Are the NIMBYs going to hold Ala Pono/Ala Wai Bridge hostage or are we going to get this built finally?	Kiana: Thank you for your comment. We will forward this question and provide a response as soon as we hear back from DTS.	DTS response: The City is working through the environmental review process, with a Draft Environmental Assessment published in March 2021. Final design will begin upon publication of the Final Environmental Assessment and Finding of No Significant Impact (FEA/FONSI), anticipated in early 2022. Construction funding is programmed in FFY2023.
106	Chapter 5, Table 5.21 Short-Range FHWA Funded City Projects and Programs, p.147	OC25 Transportation Alternatives (MPO) at Various Locations - Ala Wai Bridge Project	Districts 4 & 5		3/24/2021	There are genuine concerns, not fear mongering, about the impact of the pedestrian bridge on parking at the park being abused by non park users, the capacity of the comfort station to attend to 1000 pedestrians using the bridge daily but there are only four bathroom stalls? The impact of the bridge location canoe club that was not consulted during the planning phase.	Kiana: Thank you for your comment. We will forward this question and provide a response as soon as we hear back from DTS.	DTS response: DTS sincerely apologizes for the oversight in failing to include Waikiki Surf Club and its members in early stakeholder engagement for this project. The Department of Transportation Services remains committed to working with Waikiki Surf Club to identify solutions that support both the project and the sustainability of canoe culture and practice at this site.

107	Chapter 5, Table 5.21 Short-Range FHWA Funded City Projects and Programs, p.147	OC25 Transportati on Alternatives (MPO) at Various Locations - Ala Wai Bridge Project	Districts 4 & 5		3/24/2021	How does the City justify an EA for the pedestrian bridge across the Ala Wai canal? This is a large project that warrants a EIS.	Kiana: Thank you for your question. We will forward this question and provide a response as soon as we hear back from DTS.	DTS response: As presented in the Draft EA, all project effects are anticipated to result in less than significant effects with avoidance, minimization, or mitigation measures implemented. Therefore, the project would not result in significant adverse effects that would trigger preparation of an EIS.
108	Chapter 5, Table 5.21 Short-Range FHWA Funded City Projects and Programs, p.147	OC25 Transportati on Alternatives (MPO) at Various Locations - Ala Wai Bridge Project	Districts 4 & 5		3/24/2021	The Ala Pono Bridge proposal demands a full EIS. The Draft EIS elaborates many, many issues, from the aggressive visual design in a protected scenic view plane, to the parking issues mauka of the canal to serious lack of community outreach answers based on your survey returns of over 200 institutions contacted....for example, no one at UH answered and even the USACE did not answer. It looks like no legislator answered either in the original survey either nor most groups, even Hawaii Bicycling League!	Kiana: Thank you for your comment. It will be documented and provided to DTS.	DTS response: As presented in the Draft EA, all project effects are anticipated to result in less than significant effects with avoidance, minimization, or mitigation measures implemented. Therefore, the project would not result in significant adverse effects that would trigger preparation of an EIS.
109	Chapter 5, Table 5.21 Short-Range FHWA Funded City Projects and Programs, p.147	OC25 Transportati on Alternatives (MPO) at Various Locations - Ala Wai Bridge Project	Districts 4 & 5		3/24/2021	Fearmongering on the Ala Pono Bridge. Tourists don't want to go to Mō'ili'ili. That's a red herring. The bridge is designed for workers (residents!) to get to and from Waikiki so that it isn't a half hour commute to go half a mile.	Kiana: Thank you for your comment. We will forward this comment and provide a response as soon as we hear back from DTS.	DTS response: With the new canal crossing, 3000+ more people would be able to walk or bike to work, 25% of Waikiki and McCully-Moiliili residents do not own a car and regularly commute by means other than a car. This will provide a more efficient transportation connection, reducing travel times and as much as one mile of out-of-direction travel for people walking and biking between Waikiki and McCully-Moiliili. The project will also enable more walking and bicycling trips, which could reduce household transportation costs that are most impactful on lower-income populations.
110	Chapter 5, Table 5.21 Short-Range FHWA Funded City Projects and Programs, p.147	OC25 Transportati on Alternatives (MPO) at Various Locations - Ala Wai Bridge Project	Districts 4 & 5		3/24/2021	The design is entirely inappropriate and violates scenic views and is excessive and absolutely wrong. Put a middle span if needed and match other bridges.	Kiana: Thank you for your comment. We will forward this comment and provide a response as soon as we hear back from DTS.	DTS response: Attention was given to minimize project impacts with the exploration of design alternatives through the Alternatives Analysis and subsequent design development. A low profile girder bridge was considered; however, piers in the canal would create an obstruction for paddlers, flood waters, and debris in a flood event. The height of the tower is a structural requirement to offset the length of the crossing.
111	Chapter 5, Table 5.21 Short-Range FHWA Funded City Projects and Programs, p.147	OC25 Transportati on Alternatives (MPO) at Various Locations - Ala Wai Bridge Project	Districts 4 & 5	Luciano Minerbi	3/24/2021	For the children of Ala Wai Elementary School safety; adverse impact by drug use, drug dealers, prostitution, and child-predators that will come across the proposed pedestrian bridge from the Waikiki district with a high crime record. Waikiki crimes will spillover into Moiliili.	Kiana: Thank you for your comment. We will forward this comment and provide a response as soon as we hear back from DTS.	DTS response: The project has been designed to preserve visual access for police from one end to the other to the extent possible. The project will include pedestrian scale lighting. Security cameras and other safety measures are also under consideration for the bridge.  Increased pedestrian volumes facilitate natural surveillance, one of the fundamental goals of Crime Prevention Through Environmental Design (CPTED). Studies have shown that increased activation of a space with "eyes on the street" discourages crime.

112	Chapter 5, Table 5.21 Short-Range FHWA Funded City Projects and Programs, p.147	OC25 Transportation Alternatives (MPO) at Various Locations - Ala Wai Bridge Project	Districts 4 & 5	Luciano Minerbi	3/24/2021	Increase usage and loitering of the park space and the People's Gardens at the Ala Wai Park that is currently closed anyway after 10:00 pm to minimize noise, loitering and crime.	Kiana: Thank you for your comment. We will forward this comment and provide a response as soon as we hear back from DTS.	<p>DTS response: The project has been designed to preserve visual access for police from one end to the other to the extent possible. The project will include pedestrian scale lighting. Security cameras and other safety measures are also under consideration for the bridge.</p> <p>Increased pedestrian volumes facilitate natural surveillance, one of the fundamental goals of Crime Prevention Through Environmental Design (CPTED). Studies have shown that increased activation of a space with "eyes on the street" discourages crime.</p>
113	Chapter 5, Table 5.21 Short-Range FHWA Funded City Projects and Programs, p.147	OC25 Transportation Alternatives (MPO) at Various Locations - Ala Wai Bridge Project	Districts 4 & 5	Luciano Minerbi	3/24/2021	Decrease safety and peaceful gathering of all the users of Ala Wai Park: children, elderly people, and ethnic minorities who live in the very diversified, and peaceful neighborhood of Moiliili.	Kiana: Thank you for your comment. We will forward this comment and provide a response as soon as we hear back from DTS.	<p>DTS response: The project has been designed to preserve visual access for police from one end to the other to the extent possible. The project will include pedestrian scale lighting. Security cameras and other safety measures are also under consideration for the bridge.</p> <p>Increased pedestrian volumes facilitate natural surveillance, one of the fundamental goals of Crime Prevention Through Environmental Design (CPTED). Studies have shown that increased activation of a space with "eyes on the street" discourages crime.</p>
114	Chapter 5, Table 5.21 Short-Range FHWA Funded City Projects and Programs, p.147	OC25 Transportation Alternatives (MPO) at Various Locations - Ala Wai Bridge Project	Districts 4 & 5	Luciano Minerbi	3/24/2021	Increase Parking and Traffic congestion and pollution: more non-neighborhood residents, will park the car at the Ala Wai Parking Lot and then walk or use the bicycle to go into to Waikiki;	Kiana: Thank you for your comment. We will forward this comment and provide a response as soon as we hear back from DTS.	<p>DTS response: As part of the project, the City is developing a parking management plan to identify strategies to manage limited parking supply - both in the mauka neighborhoods and the Ala Wai Neighborhood Park. A draft parking occupancy and turnover study is also included as an appendix to the Draft Environmental Assessment (DEA).</p>
115	Chapter 5, Table 5.21 Short-Range FHWA Funded City Projects and Programs, p.147	OC25 Transportation Alternatives (MPO) at Various Locations - Ala Wai Bridge Project	Districts 4 & 5	Luciano Minerbi	3/24/2021	Increase loitering and stealing in people's cherished Ala Wai gardens;	Kiana: Thank you for your comment. We will forward this comment and provide a response as soon as we hear back from DTS.	<p>DTS response: The project has been designed to preserve visual access for police from one end to the other to the extent possible. The project will include pedestrian scale lighting. Security cameras and other safety measures are also under consideration for the bridge.</p> <p>Increased pedestrian volumes facilitate natural surveillance, one of the fundamental goals of Crime Prevention Through Environmental Design (CPTED). Studies have shown that increased activation of a space with "eyes on the street" discourages crime.</p>

116	Chapter 5, Table 5.21 Short-Range FHWA Funded City Projects and Programs, p.147	OC25 Transportation Alternatives (MPO) at Various Locations - Ala Wai Bridge Project	Districts 4 & 5	Luciano Minerbi	3/24/2021	That DTS is using the proposal of the pedestrian and bike lanes across the Ala Wai Canal to create the precedent to then add the vehicular lanes to the bridge. They wanted to do this for decades and encountered sustained opposition. This bridge will increase traffic congestion, pollution and the above mentioned problems manifold. It will transform the quiet end of University Street in a thoroughfare adding congestion on that street and the adjacent one of Hihiwai that it is already jammed by the daily traffic of Iolani High School, and the Ala Wai Elementary School. Already two police officers are needed daily during the schools arriving and departure times because University, Hihiwai and Kamoku streets are congested with cars bumper to bumper.	Kiana: Thank you for your comment. We will forward this comment and provide a response as soon as we hear back from DTS.	DTS response: The project is designed for exclusive use by people walking and biking and is not under consideration as a vehicular connection. The bridge design would not structurally support the weight of motor vehicles.
117	Chapter 5, Table 5.21 Short-Range FHWA Funded City Projects and Programs, p.147	OC25 Transportation Alternatives (MPO) at Various Locations - Ala Wai Bridge Project	Districts 4 & 5	Luciano Minerbi	3/24/2021	That taxpayer money is spent for a luxury bridge and not for the more essential projects to really protect Moiliili neighborhood, mainly: 1) clean regularly the Ala Wai Canal from sedimentation and pollution, 2) protect the entire Moiliili Neighborhood from flooding of the Manoa Stream and the Ala Wai Canal as well as to protect Ala Wai Elementary School and Iolani School by diverting flood water into the Ala Wai Golf course redesigned as a retention basin.. 3) provide proper shelters so overdue and so urgently needed for the many homeless of Moiliili.	Kiana: Thank you for your comment. We will forward this comment and provide a response as soon as we hear back from DTS.	DTS response: 80% of the project funding is provided by the Federal Highway Administration. The majority of the Federal funding is dedicated to Transportation Alternatives projects, projects improving mobility, through off-road pedestrian and bicycle facilities, recreational trails, safe routes to school projects, and other projects of this sort.
118	Chapter 5, Table 5.21 Short-Range FHWA Funded City Projects and Programs, p.147	OC25 Transportation Alternatives (MPO) at Various Locations - Ala Wai Bridge Project	Districts 4 & 5	Luciano Minerbi	3/24/2021	Improved bike line should be provided instead on the existing McCully Bridge--- no need of a new one at University Street.	Kiana: Thank you for your comment. We will forward this comment and provide a response as soon as we hear back from DTS.	DTS response: Reducing the number of bicycle and pedestrian trips in close proximity with cars, motorcycles, and other vehicles will also improve overall safety for commuters biking and walking into and out of Waikiki. A new canal crossing could improve commute times and reduce congestion for the existing biking and walking trips that would benefit from bridge travel across the Ala Wai Canal. A crossing in the vicinity of University Avenue reduces travel times and as much as one mile out-of-direction travel for people walking and bicycling between Waikiki and McCully-Moiliili.

119	Chapter 5, Table 5.21 Short-Range FHWA Funded City Projects and Programs, p.147	OC25 Transportati on Alternatives (MPO) at Various Locations - Ala Wai Bridge Project	Districts 4 & 5	Michelle Matson	3/24/2021	The Ala Wai proposed so-called "Ala Pono" 100-ft. tower bridge is a highly objectional project that is highly incompatible with the historic view planes and will significantly negatively impact the historic Ala Wai Canal registered on the State Register of Historic Places.	Kiana: Thank you for your comment. We will forward this comment and provide a response as soon as we hear back from DTS.	DTS response: Attention was given to minimize project impacts with the exploration of design alternatives through the Alternatives Analysis and subsequent design development. A low profile girder bridge was considered; however, piers in the canal would create an obstruction for paddlers, flood waters, and debris in a flood event. The height of the tower is a structural requirement to offset the length of the crossing.
120	Chapter 5, Table 5.21 Short-Range FHWA Funded City Projects and Programs, p.147	OC25 Transportati on Alternatives (MPO) at Various Locations - Ala Wai Bridge Project	Districts 4 & 5	Margaret Murchie	3/24/2021	Support a pedestrian bridge across the Ala Wai but less showy.	Kiana: Thank you for your comment. We will forward this comment and provide a response as soon as we hear back from DTS.	DTS response: Attention was given to minimize project impacts with the exploration of design alternatives through the Alternatives Analysis and subsequent design development. A low profile girder bridge was considered; however, piers in the canal would create an obstruction for paddlers, flood waters, and debris in a flood event. The height of the tower is a structural requirement to offset the length of the crossing.
121	Chapter 5, Table 5.21 Short-Range FHWA Funded City Projects and Programs, p.147	OC25 Transportati on Alternatives (MPO) at Various Locations - Ala Wai Bridge Project	Districts 4 & 5	Margaret Murchie	3/24/2021	Build a lower key bridge	Kiana: Thank you for your comment. We will forward this comment and provide a response as soon as we hear back from DTS.	DTS response: Attention was given to minimize project impacts with the exploration of design alternatives through the Alternatives Analysis and subsequent design development. A low profile girder bridge was considered; however, piers in the canal would create an obstruction for paddlers, flood waters, and debris in a flood event. The height of the tower is a structural requirement to offset the length of the crossing.
122	Chapter 5, Table 5.21 Short-Range FHWA Funded City Projects and Programs, p.147	OC25 Transportati on Alternatives (MPO) at Various Locations - Ala Wai Bridge Project	Districts 4 & 5	Michelle Matson	3/24/2021	When will SHPD chime in? They have not done so this the EA is being fast-tracked.	Kiana: Thank you for your question. We will forward this comment and provide a response as soon as we hear back from DTS.	DTS response: DTS initiated Section 106 consultation with SHPD in March 2020, and SHPD approved the project's Area of Potential Effect in July 2020. SHPD has since been engaged in the Section 106 consultation, attending consultation meetings in October 2020 and March 2021. The project team will continue to engage with SHPD as the project progresses.
123	Chapter 5, Table 5.21 Short-Range FHWA Funded City Projects and Programs, p.147	OC25 Transportati on Alternatives (MPO) at Various Locations - Ala Wai Bridge Project	Districts 4 & 5	Daisy Murai	3/24/2021	project did not show the back side of the 180 foot tower at the NB No. 5 presentation by Meredith, but the illustration by QMPO shows the parking area will not have enough parking for Park Users. Also Waikiki NB members are forming a P.I.G. to study another pedestrian bridge connecting to the Convention Center. The usage of LIGHTING was not clearly explained by	Kiana: Thank you for your question. We will forward this comment and provide a response as soon as we hear back from DTS.	DTS response: As part of the project, the City is developing a parking management plan to identify strategies to manage limited parking supply – both in the mauka neighborhoods and the Ala Wai Neighborhood Park. A draft parking occupancy and turnover study is also included as an appendix to the Draft Environmental Assessment (DEA). The Ala Wai Bridge project is a stand-alone project, separate from the other proposed pedestrian bridge in the vicinity of the Convention Center. Regarding lighting, there are two types of lighting incorporated in the design -- pathway lighting to ensure that people can safely use the Ala Wai Bridge at night and decorative lighting, similar to the type of lighting that is installed on Honolulu Hale.

124	Chapter 5, Table 5.21 Short-Range FHWA Funded City Projects and Programs, p.147	OC25 Transportati on Alternatives (MPO) at Various Locations - Ala Wai Bridge Project	Districts 4 & 5	Daisy Murai	3/24/2021	Has the Hawaii Historic Foundation approved building bridge by Hawaii & National Historic Register Landmark of the Ala Wai Canal?	Kiana: Thank you for your question. We will forward this comment and provide a response as soon as we hear back from DTS.	DTS response: HHF has been actively engaged in the project as part of the Section 106 Consultation.
125	Chapter 5, Table 5.21 Short-Range FHWA Funded City Projects and Programs, p.147	OC25 Transportati on Alternatives (MPO) at Various Locations - Ala Wai Bridge Project	Districts 4 & 5	Konia Freitas	3/24/2021	how is it possible that residents or condo associations were not consulted on the bridge project yet there is a draft EA published !!!	Kiana: Thank you for your comment. We will forward this comment and provide a response as soon as we hear back from DTS.	DTS response: The Alternatives Analysis outreach strategy included in-person surveys of people traveling around the canal, an online survey, and three public open houses. More details on the outreach strategy can be found on the project webpage: <a href="https://www.honolulu.gov/completestreets/alo pono">https://www.honolulu.gov/completestreets/alo pono</a>  Neighborhood boards have served as a way to reach the broader neighborhood served by the project. In advance of the recent DEA community meeting, project updates were shared with neighborhood boards, area residential buildings, park users, and Ala Wai Promenade users. The City is committed to continuing to engage with community members and stakeholders as the project progresses.
126	Chapter 5, Table 5.21 Short-Range FHWA Funded City Projects and Programs, p.147	OC25 Transportati on Alternatives (MPO) at Various Locations - Ala Wai Bridge Project	Districts 4 & 5	Michelle Matson	3/24/2021	No need to have an incompatible suspension bridge with a bazillion cables strung from a 100-ft-plus "signature" tower. Replicate the historic bridge design of the existing Ala Wai Bridges for this treasured historic site and recreation asset - the paddlers are able to glide under these bridges just fine! Tourists standing on an eyesore taking pictures of Diamond Head?? Reality needs to return, please. This is our home.	Kiana: Thank you for your comment. We will forward this comment and provide a response as soon as we hear back from DTS.	DTS response: Attention was given to minimize project impacts with the exploration of design alternatives through the Alternatives Analysis and subsequent design development. A low profile girder bridge was considered; however, piers in the canal would create an obstruction for paddlers, flood waters, and debris in a flood event. The height of the tower is a structural requirement to offset the length of the crossing.
127	Chapter 5, Table 5.21 Short-Range FHWA Funded City Projects and Programs, p.147	OC25 Transportati on Alternatives (MPO) at Various Locations - Ala Wai Bridge Project	Districts 4 & 5	Michelle Matson	3/24/2021	Resident workers saving 1/2 hour commute time by parking in the established neighborhoods in McCully-Mo'i'ili'i where there is a shortage of parking for the local residents?? Rob Peter to Pay Paul?	Kiana: Thank you for your comment. We will forward this comment and provide a response as soon as we hear back from DTS.	DTS response: As part of the project, the City is developing a parking management plan to identify strategies to manage limited parking supply - both in the mauka neighborhoods and the Ala Wai Neighborhood Park. A draft parking occupancy and turnover study is also included as an appendix to the Draft Environmental Assessment (DEA).  With the completion of the Ala Wai Bridge, 96,000 people would live in a location where they can easily walk or bike across the Ala Wai Canal. 25% of Waikiki & McCully-Mo'i'ili'i residents do not own a car and regularly commute by means other than a car. This will provide a more efficient transportation connection, reducing travel times and as much as one mile of out-of-direction travel for people walking and biking between Waikiki and McCully-Mo'i'ili'i. The project will also enable more walking and bicycling trips, which could reduce household transportation costs that are most impactful on lower-income populations.

128	Chapter 5, Table 5.21 Short-Range FHWA Funded City Projects and Programs, p.147	OC25 Transportation Alternatives (MPO) at Various Locations - Ala Wai Bridge Project	Districts 4 & 5	Michelle Matson	3/24/2021	Why comment on an unfinished EA?	Kiana: Thank you for your question. We will forward this comment and provide a response as soon as we hear back from DTS.	DTS response: The public review period for the DEA runs through April 22nd. The City welcomes feedback on the DEA, helping us to ensure a thorough environmental review in advance of publishing our FEA. All comments will be reviewed and considered in development of the FEA.
129	Chapter 5, Table 5.21 Short-Range FHWA Funded City Projects and Programs, p.147	OC25 Transportation Alternatives (MPO) at Various Locations - Ala Wai Bridge Project	Districts 4 & 5	Winston Welch	3/24/2021	I suggest that you reach out to all of the nearby affected high rises and neighbors mauka of the canal	Kiana: Thank you for your comment. We will forward this comment to DTS.	DTS response: Mahalo for the suggestion. A group of DTS staff visited area condominiums with flyers on March 18th, and we placed signs/stickers around the project vicinity to reach as many people as possible with information about the project and an opportunity to provide feedback.
130	Chapter 5, Table 5.21 Short-Range FHWA Funded City Projects and Programs, p.147	OC25 Transportation Alternatives (MPO) at Various Locations - Ala Wai Bridge Project	Districts 4 & 5	Laura Ruby	3/24/2021	please ask Local 5 where their members live. I believe you'll find them Ewa not Moiliili McCully. The #4 bus does not offer a route between Moiliili and Waikiki, please go back to the old route traveling through both communities.	Kiana: Thank you for your comment. We will forward this comment to DTS.	DTS response: Mahalo for the suggestion.
131	Chapter 5, Table 5.21 Short-Range FHWA Funded City Projects and Programs, p.147	OC25 Transportation Alternatives (MPO) at Various Locations - Ala Wai Bridge Project	Districts 4 & 5	Winston Welch	3/24/2021	Please re-send the engagement letters to the organizations in your DEA	Kiana: Thank you for your comment. We will forward this comment to DTS.	DTS response: All organizations who received the initial request for comment during preconsultation were sent a letter with notice of the DEA publication and public review period.
132	Chapter 5, Table 5.21 Short-Range FHWA Funded City Projects and Programs, p.147	OC25 Transportation Alternatives (MPO) at Various Locations - Ala Wai Bridge Project	Districts 4 & 5	Dylan Armstrong	3/24/2021	Most UH students I knew lived nearby. 40% of the UHM population is within 2.5 miles of campus per their 2012 transportation study	Kiana: Thank you for your comment. We will forward this comment to DTS.	DTS response: Mahalo for the comment.



133	Chapter 5, Table 5.21 Short-Range FHWA Funded City Projects and Programs, p.147	OC25 Transportation Alternatives (MPO) at Various Locations - Ala Wai Bridge Project	Districts 4 & 5	Dylan Armstrong	3/24/2021	I can tell you that the pedestrian bridge across Kapiolani by Maunawai Place is also uncomfortable and has safety issues. You have no visibility as to who is at the bottom of the bridge. I am opposed to any bridge similar to what we have over the H1.	Kiana: Thank you for your comment. We will forward this comment to DTS.	DTS response: The Ala Wai Bridge width was informed by design guidelines and public feedback during the Alternatives Analysis. A 20-foot bridge deck allows people walking and biking to comfortably share the space.
134	Chapter 5, Table 5.21 Short-Range FHWA Funded City Projects and Programs, p.147	OC25 Transportation Alternatives (MPO) at Various Locations - Ala Wai Bridge Project	Districts 4 & 5	Laura Ruby	3/24/2021	the Ala Wai Park closes at 10 pm--this is fixed--no Waikiki nightlife travels through the park	Kiana: Thank you for your comment. We will forward this comment to DTS.	DTS response: Mahalo for your comment. The Ala Wai Bridge would be a 24-hour transportation facility, just like any other roadway or bridge on island. As a result, lighting is integral to the design to ensure safe use of the transportation facility at all hours.
135	Chapter 5, Table 5.21 Short-Range FHWA Funded City Projects and Programs, p.147	OC25 Transportation Alternatives (MPO) at Various Locations - Ala Wai Bridge Project	Districts 4 & 5	Winston Welch	3/24/2021	You need to deeply involved the community or you'll get a lot of opposition	Kiana: Thank you for your comment. We will forward this comment to DTS.	DTS response: Mahalo for your suggestion. The project team is committed to engaging with community members as the project progresses.
136	Chapter 5, Table 5.21 Short-Range FHWA Funded City Projects and Programs, p.147	OC25 Transportation Alternatives (MPO) at Various Locations - Ala Wai Bridge Project	Districts 4 & 5	Winston Welch	3/24/2021	I want to confirm the construction of the Ala Wai Bridge would not be till 2023. Can you please go over the timeline again? and where this goes forward or does not go forward? or how the community has input on the design? At what point can things be changed? And does the community have a say?	Kiana: Thank you for your comment. We will forward this comment to DTS.	DTS response: After completion of the environmental review process and publication of the Final Environmental Assessment, the project team will begin final design, anticipated spring 2022. Construction authorization will begin after final design is complete, anticipated spring 2023. The comment period during the Draft Environmental Assessment is the best opportunity to provide feedback on the project and the environmental review. More details on the review period and opportunities for comment can be found on the project webpage: <a href="https://www.honolulu.gov/completestreets/ala pono">https://www.honolulu.gov/completestreets/ala pono</a>
137	Chapter 5, Table 5.21 Short-Range FHWA Funded City Projects and Programs - 2022-2025, p.146	OC29 Federal Lands Access Program (FLAP)	Districts 4 & 5		3/24/2021	Why is Federal Lands Access Program (FLAP) unbudgeted?	-	

138	Chapter 5, Table 5.20 Short-Range FHWA Funded State Projects and Programs - 2022-2025, p.140	OS14 Interstate Route H-1, Guardrail and Shoulder Improvements, Kapiolani Interchange to Ainakoa Avenue	Districts 4 & 5		3/24/2021	OS14 Interstate Route H-1, Guardrail and Shoulder Improvements, Kapiolani Interchange to Ainakoa Avenue has been a project for years... why is it continued in the ORTP and will this allocation be used?	Kiana: We will forward this question to HDOT, and provide a response as soon as we hear back from them.	This project was delayed due to a construction award bid protest.
139	Chapter 5, Table 5.4 Mid-Range Highway, Road, and Bridge Operations and Maintenance Projects and Programs, p.126 & Table 5.12 Long-Range Highway, Road, and Bridge Operations and Maintenance Projects and Programs, p.131 & Table 5.20 Short-Range FHWA Funded State Projects and Programs - 2022-2025, p.161	OS61 Kamehameha Highway (Route 83) Realignment, Vicinity of Kawaiiloa Beach & O-21-12 Resiliency Program	Districts 4 & 5	Amy M	3/24/2021	Are any of the mitigation projects for sea level rise? relocation of shoreline roads? raising roads? or is mitigation just repair of existing roads?	Kiana: Our ORTP includes the Kamehameha Highway (Route 83) Realignment, Vicinity of Kawaiiloa Beach being funded in the short-range timeframe. HDOT is also proposing a resiliency program, where they are requesting funds to make resiliency improvements. Right now there are no specific locations, or improvements programmed for construction. If there are any locations you'd like to see resiliency improvements, please send us suggestions. These suggestions will be sent to HDOT and our Policy Board for consideration.	
140	Chapter 5, Table 5.20 Short-Range FHWA Funded State Projects and Programs - 2022-2025, p.140	OS74 Interstate Route H-1, Seismic Retrofit, McCully Street Separation, OS70 Interstate Route H-1, Seismic Retrofit, Waialae Viaduct	Districts 4 & 5		3/24/2021	Please elaborate a bit on what is meant by "seismic retrofit" on a couple of items. How will this impact traffic when construction starts? Will this close down the bridge and the HI?	Kiana: More information about design and construction schedule would need to be answered by HDOT. We will forward your comment/question to them, and provide a response as soon as we hear back from them.	Seismic retrofit will improve resiliency to seismic events such as earthquakes. This project has not yet started design or construction phases. More information on the details regarding construction impacts will be determined as the project is designed and construction plans are finalized.
141	N/A	N/A	Districts 4 & 5		3/24/2021	Roger could we have bus drivers keep an eye out for crime. Tommy had suggested cameras		-DTS: The buses are outfitted with cameras and the drivers are instructed to report any crime they witness.