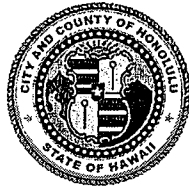


DEPARTMENT OF TRANSPORTATION SERVICES
CITY AND COUNTY OF HONOLULU

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TE 858199
TS21.068

August 6, 2021

Mr. Alvin Au
Executive Director
Oahu Metropolitan Planning Organization
707 Richards Street, Suite 200
Honolulu, Hawaii 96813

Dear Mr. Au:

**SUBJECT: Request for Concurrence on Functional Reclassification of
Mokuola Street/Managers Drive/Lumiaina Street Route**

The City and County of Honolulu, Department of Transportation Services (DTS) is requesting concurrence for the functional reclassification of Mokuola Street/Managers Drive/Lumiaina Street Route, which will be referred to as Managers Drive. The DTS recommends Managers Drive be reclassified from a local road to a minor collector.

Should you have any questions regarding this letter, please contact Bryan Lum at 768-8332.

Very truly yours,

A handwritten signature in black ink, appearing to read "J. Roger Morton".

J. Roger Morton
Director

Enclosures: Functional Reclassification Request Form and Attachment

cc: Kelly Akasaki, DTS Project Manager

FEDERAL FUNCTIONAL CLASSIFICATION REQUESTS

This form has been developed for use in all future requests for Federal Functional classification changes.

One form should be completed and submitted for each requested classification change. Functional classification changes require coordination with the Oahu MPO, if applicable.

Upon completion of the requested forms they should be submitted to the HDOT with a concurrence letter from the local government and any necessary maps or narrative to support the change.

1. COUNTY or CITY NAME Honolulu	COUNTY or CITY NO. <i>(refer to Local Agency Guidelines)</i> Honolulu
2. LOCAL AGENCY CONTACT PERSON Bryan Lum	TELEPHONE NO. (808) 768-8332
3. LOCAL NAME OF ROUTE Mokuola Street/Managers Drive/Lumiaina Street	ROUTE NO. <i>(if State Route use SR No.)</i> Not Assigned
4. TERMINI OF ROUTE <i>(Description and milepost (if available))</i> FROM <input style="width: 150px;" type="text" value="Farrington Highway"/> TO <input style="width: 150px;" type="text" value="Paiwa Street"/> LENGTH: Miles 2.1 miles	
5. TYPE OF AREA <i>(Federal Aid Highway Urban Area):</i> <input checked="" type="checkbox"/> URBAN <input type="checkbox"/> RURAL	
6. EXISTING FUNCTIONAL CLASSIFICATION <input style="width: 150px;" type="text" value="Local Road"/>	PROPOSED FEDERAL FUNCTIONAL CLASSIFICATION <input style="width: 150px;" type="text" value="Minor Collector"/>
<i>(Urban Freeway/Expressway, Principal Arterial, Minor Arterial, Collector, Rural Major Collector, Rural Minor Collector, Local Access)</i>	
7. SPACING <i>(Distance to parallel Federal functionally classified route)</i> Miles: 2.1 miles	
8. Average Trip Length N/A	
9. EXISTING OR PROPOSED ROAD CHARACTERISTICS Roadway Width (incl. shoulders): 44 ft. Surfacing Type <i>(mark appropriate space)</i> <input type="checkbox"/> Gravel <input checked="" type="checkbox"/> ACP <input type="checkbox"/> BST <input type="checkbox"/> Earth <input type="checkbox"/> Other:	
10. TRAFFIC GENERATORS <i>(Generators that route serves - est. VPD)</i> INDUSTRIAL: Employees 300 VPD 400 AIRPORTS: Annual Flights _____ VPD <input style="width: 50px;" type="text"/>	SHIPPING POINTS: Annual Tons _____ RECREATIONAL: Annual Visitors _____ <i>(parks, lakes, beaches, etc.)</i> AGRICULTURE AREAS: _____

MILITARY INSTALLATIONS: Type _____ VPD _____	COLLEGE OR UNIVERSITY: Enrollment <u>600</u>
SHOPPING CENTER: No. Stores _____ VPD <input type="text"/>	GOV. INSTITUTION: VPD _____
OTHER: Type <u>School</u> _____ VPD <u>500</u>	

11. Are there zoning ordinances which can restrict growth or encourage growth of any of the above generators? Please indicate below.

N/A

12. TRAFFIC (at significant volume change locations)

Location <u>See attached</u>	Existing Traffic <input type="text"/>	Location _____	Existing Traffic _____
		_____ VPD	
Future Traffic (20 years) _____	VPD	Future Traffic (20 years) _____	VPD

13. Written description of route (general characteristics including alignment, speed limit and how it relates to the surrounding area in terms of importance.)

See attached for #12-16.

14. A brief description why the proposed change is requested and justification for the change.

15. Additional remarks to more fully explain the situation.

16. Attach a vicinity map showing the **proposed changes**, and **existing Federal Functional Classifications**.

Attachment for Managers Drive Reclassification

10. Elementary School: 600 students and faculty, Filipino Community Center: 500-1,000 vpd, Small shops: 500 vpd

12. Traffic on Mokuola St: 9,000 vpd, Managers Dr: 6,000 vpd, Lumiaina St: 4,000 vpd

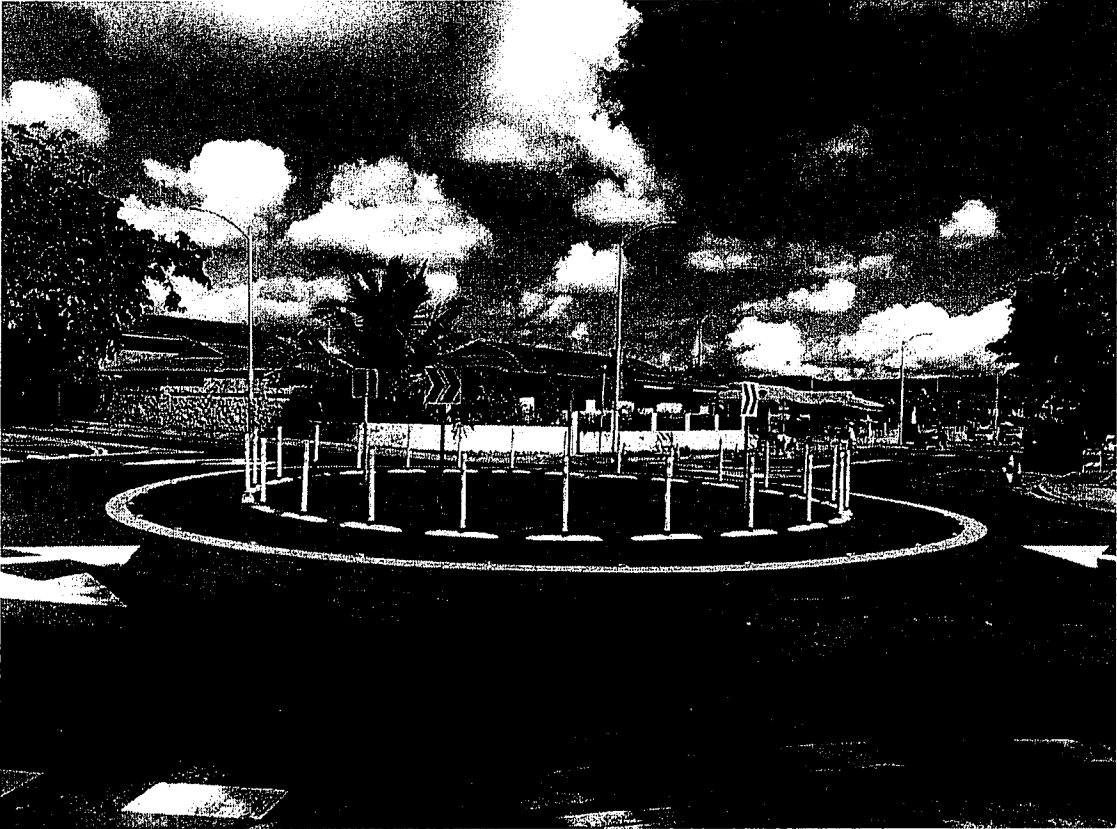
13. Mokuola Street/Managers Drive/Lumiaina Street route will be referred to as Managers Drive. The route is a 2.1 mile road. There is a travel lane and bike lane in both directions, with the exception of Lumiaina St, which has two travel lanes in both directions and no bike lanes. The posted speed limit is 25 mph. The cross section is 44' wide which carries throughout the road. Concrete sidewalks exist along both sides of the route. The roadway is comprised of asphalt. The route is located between Farrington Highway and Paiwa Street. The average daily traffic (ADT) is 6,000 to 10,000 vpd based on counts taken from 2006 to 2018. The route is not classified, however based on the ADT the route would be classified as a minor collector.

The Managers Drive route serves an industrial area, residential community, Filipino community center, district parks, and Waikele Elementary. Waikele Elementary is located on Lumiaina St and has 600 students and faculty. The route serves five bus routes (43, 99, 103, 432, & 434). Peak traffic along the route occurs in the morning and afternoon during rush hour and the start/end of school. Higher vehicular volumes are present on Mokuola St between Farrington Hwy and Lauko St where the industrial area, community center, and small shops & businesses are located. The route connects to Hikimoe Street Transit station for The Bus. It will also connect to the future rail station on Farrington Highway.

14. DTS proposes the route to be classified as a minor collector. Managers Drive and the overpass was built in 1998 to connect Waikele and Waipahu. The route is currently not classified on City & County of Honolulu or HDOT functional classification reports. DTS requests that Managers Drive be classified in order to receive federal funding for roadway improvements on the route. According to the 2011 AASHTO A Policy on Geometric Design of Highways and Streets, an urban collector road has a VPD of over 2000 and has bus routes. Managers Drive has an average ADT of 6,000 vpd taken in 2006 and has five bus routes. Trips are generated along the route from school, community center, industrial area with shops and businesses, and parks. Managers Drive carries traffic between Waipahu and Waikele to major collector roads and highways such as Paiwa St and Farrington Hwy.

Planned future improvements to the route will take place at the Managers Dr and Hiapo St intersection. A permanent traffic circle with a concrete roundabout, crosswalks, roadway striping and signage, and pedestrian and bike improvements will be installed. A temporary traffic circle was installed in 2018 and is comprised of delineators and raised curb. See attached plans.

15. Pictures of current traffic circle at Managers Dr and Hiapo intersection.



2018-2022 Highway Safety Targets

OahuMPO Technical Advisory Committee Memo

October 8, 2021

Federal Requirements:

The Federal Highway Administration's (FHWA) [Safety Performance Management Final Rule](#) requires States and MPOs to set safety performance targets for **all public roads**. The performance measures are based on 5-year rolling averages and include the following:

- Number of fatalities
- Rate of fatalities per 100 million vehicle miles traveled (VMT)
- Number of serious injuries
- Rate of serious injuries per 100 million VMT
- Number of non-motorized fatalities and number of non-motorized serious injuries

Source: https://safety.fhwa.dot.gov/hsip/spm/mpo_factsheet.cfm

What are these Targets Used for?

Once the Policy Board adopts a set of targets, the Policy Board and MPO staff will use those targets to:

- Plan and program projects so that they contribute toward the accomplishment of those targets
- Work with the State and safety stakeholders to address areas of concern for fatalities and serious injuries
- Include these safety targets in the Oahu Regional Transportation Plan (ORTP) and Transportation Improvement Program (TIP)
- Include a description in the TIP of the anticipated effect of its projects toward achieving safety targets and link projects in the TIP to the targets

Required Target Adoption Options:

MPO staff in conjunction with its O'ahu Regional Transportation Plan Safety Working Group prepared the following four target options for consideration. For options B, C, and D, each of the different methodologies are applied to the fatalities, serious injuries, and non-motorized fatalities and serious injuries targets. The rate of fatalities and the rate of serious injuries for Options B, C, and D, are the average of the 2016-2020 O'ahu data.

- **Option A: Adopt HDOT's targets as is**
Hawai'i Department of Transportation's (HDOT) safety targets cover the entire state, including O'ahu. Option A would be to adopt HDOT's targets as is.
- **Option B: Adopt O'ahu Vehicle Miles Traveled Proportion of HDOT's Statewide Targets**
Methodology: Data from HDOT on vehicle miles traveled (VMT) was used to calculate the five-year average for 2016-2020. O'ahu's VMT proportion of Statewide VMT is approximately 60.2%. For the number of traffic fatalities, number of serious injuries, and the number of non-motorized traffic fatalities and serious injuries, Option B is 60.2% of the HDOT's Statewide targets.

- **Option C: Adopt a 2% Decrease from the O’ahu Baseline in Fatalities, Serious Injuries, and Non-Motorized Fatalities and Serious Injuries**

Methodology: Data from HDOT on O’ahu fatalities, serious injuries, and number of non-motorized traffic fatalities and serious injuries was used to calculate the five-year average from 2016-2020 to be used as a baseline. Option C is a 2% reduction in fatalities, serious injuries, and number of non-motorized traffic fatalities and serious injuries from the 2016-2020 average.

- **Option D: Adopt an Annual Reduction from the O’ahu Baseline in Number of Fatalities to Reach Zero Deaths by 2045**

Methodology: Data from HDOT on O’ahu fatalities was used to calculate the number of deaths we need to reduce in order for us to reach zero fatalities by 2045. The five-year rolling average for 2018-2022 must be 52.5 deaths, a 2.5 persons reduction in the 2016-2020 O’ahu average number (55.0). This is about a 4.5% reduction. This percentage was also applied to the number of serious injuries and number of non-motorized traffic fatalities and serious injuries.

Non-Required Target Adoption Options:

Through working with the Hawai’i Department of Health, the following targets were recommended for the OahuMPO Policy Board to adopt:

- Reduce annual number of serious injuries that involve speeding by 40% by 2045
- Reduce annual number of fatalities and hospitalizations for all traffic related injuries by 20% by 2045
- Reduce annual number of senior (ages 65 years and older) pedestrian fatalities and hospitalizations by 20% by 2045

Data:

Data on the Statewide and O’ahu number of fatalities, rate of fatalities per 100 million vehicle miles traveled (VMT), number of serious injuries, rate of serious injuries per 100 million VMT, number of non-motorized fatalities and number of non-motorized serious injuries, speed-related injuries, fatalities and hospitalizations, and senior pedestrian fatalities and hospitalizations may be viewed here: https://oahumpo1-my.sharepoint.com/:x/g/personal/kotsuka_oahumpo_org/EUGsslmlQzVHil-ydILRMmUBESbEJ_qey_cwheguOexATw?e=oNPfn3

Summary of Required Targets:

Absolute Targets:

Target	Option A: HDOT's Targets	Option B: Oahu VMT Share	Option C: 2% Reduction	Option D: Vision Zero
Number of traffic fatalities	103.4	62.2	53.9	52.5
Number of serious traffic injuries	426.8	256.9	261.7	255.0

Number of non-motorized traffic fatalities and number of non-motorized serious traffic injuries	134.1	80.7	92.3	90.0
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Rate Targets (Option B, C, and D are the 2016-2020 O’ahu baseline data):

Target	Option A: HDOT's Targets	Option B: Oahu VMT Share	Option C: 2% Reduction	Option D: Vision Zero
Rate of traffic fatalities per 100 million vehicle miles traveled (VMT)	0.964	0.885	0.885	0.885
Rate of serious traffic injuries per 100 million VMT	4.201	4.312	4.312	4.312

Summary of Non-Required Targets:

Performance Target	Baseline (2016-2020)	Target (2018-2022)
Speed-Related Serious Injuries	339.2	333.0
Fatalities and Hospitalizations	475	470.7
Senior Pedestrian Fatalities and Hospitalizations	27	26.8