

Minutes of the  
Oahu Metropolitan Planning Organization

**POLICY COMMITTEE**

Monday, September 27, 2006, 1:30 p.m.  
City Council Committee Room 205  
Honolulu Hale, 530 South King Street, Honolulu, Hawaii

**Members Present:**

Councilmember Romy Cachola, Chair	Councilmember Gary Okino
Senator Will Espero, Vice Chair	Representative Marilyn Lee
Councilmember Ann Kobayashi	Representative Mark Moses
Councilmember Barbara Marshall	Senator Carol Fukunaga

**Members Absent:** Councilmember Rod Tam; Representative Joseph Souki; Senator Lorraine Inouye; DOT Director Rodney Haraga; DTS Director Melvin Kaku

**Guests Present:**

Hiroko Nakamura (Clmbr Cachola staff)	Jill Yamanouchi (DOT, HWY-P)
Katherine Folasca (Council Chair Dela Cruz staff)	Mark Au (DTS)
Maigee Chang (Senator L. Inouye staff)	Joseph Magaldi, Jr. (Comm. Balance Trn., CAC)
Robert Sato (Clmbr Okino staff)	Gladys Quinto (Land Use Research Fdn., CAC)
Brennon Morioka (DOT)	David Aki (NB #25, CAC)
Ron Tsuzuki (DOT, HWY-P)	Gil Riviere (N.S.Chamber of Commerce, CAC)

**OMPO Staff Present:** Gordon Lum (Executive Director), Marian Yasuda, Pamela Toyooka

*Chair Romy Cachola called the meeting to order at 1:37 p.m. A quorum was present.*

**I. APPROVAL OF AUGUST 25, 2006 MEETING MINUTES**

*Representative Mark Moses moved and Councilmember Ann Kobayashi seconded that the August 25, 2006 meeting minutes be approved as circulated. The motion was unanimously carried.*

**II. TRANSMITTAL OF EARLY INPUT INTO THE OAHU TIP FYS 2008-2011**

**II.A. From The Citizen Advisory Committee (CAC)**

CAC Chair Joseph Magaldi, Jr. gave a brief background on how the CAC developed their recommendations and identified their recommended projects. In addition to the CAC's recommendations to the FYs 2008-2011 Transportation Improvement Program (TIP), the CAC also submitted subsequent member comments on the CAC TIP Subcommittee Recommendations for the FYs 2008-2011 TIP. The CAC is requesting that both their recommendations and comments be forwarded to the State Department of Transportation (DOT) and the City

Department of Transportation Services (DTS) for their consideration while developing the FYs 2008-2011 TIP.

### Discussion

In response to Councilmember Barbara Marshall's questions, the following responses were given (unless otherwise indicated, the responses are from Gordon Lum):

- Certain similar overlapping projects are listed in the recommendations because they were listed as such in the documents the CAC reviewed during the identification of their recommended projects – the FYs 2006-2008 Transportation Improvement Program (TIP) and Oahu Regional Transportation Plan (ORTP) 2030.
- Certain recommended projects may propose widening on one side of the road but not on the other side (e.g., widen eastbound, but not westbound), because the CAC was reacting to the projects that are listed in the TIP and ORTP. The CAC did not change the descriptions to those listed projects.
- The list of recommended projects includes only those projects they felt were important. So, not all projects included in the TIP and ORTP are listed in the CAC's recommendations.
- The projects in the recommendations are not ranked. Rather, the CAC placed the projects into two categories: (1) especially worthy of inclusion, and 2) worthy of inclusion, but not yet ready-to-go. The projects are not ranked within the categories.
- The details on the recommended projects are what is contained in the TIP and ORTP.
- The CAC did recommend a project that was in neither the TIP nor the ORTP:
  - Combine the following two projects in order to realign Kamehameha Highway mauka at Laniakea Beach:
    - Kamehameha Highway, Shoreline Protection, Vicinity of Kawaihoa Beach
    - Kamehameha Highway, Rehabilitation of Kawaihoa Stream Bridge

Chair Cachola added that the projects in the CAC's recommendation and comments are a wish list of projects to be considered for inclusion in the FYs 2008-2011 TIP. Forwarding these projects to DOT and DTS does not guarantee that they will be included in the TIP.

### Testimony

Gil Riviere, North Shore Chamber of Commerce, testified in support of the combined project (described above) that would realign Kamehameha Highway mauka at Laniakea Beach. He stated that the landowner, Kamehameha Schools, is willing to allow the realignment; and coastal and road experts have spoken in favor of this project. He added that the City is planning to build a beach park at Laniakea, with support facilities on the mauka side of the highway. The realignment would allow both the beach parks and facilities to be built on the makai side of the highway.

### Additional Discussion

In response to a question from Representative Moses, Brennon Morioka, Deputy Director of

DOT Highways Division, stated that DOT is currently in negotiations and discussions with the Department of Land and Natural Resources (DLNR) and Kamehameha Schools. It is not as simple as doing a land swap or the landowner dedicating or selling the land to DOT. Kamehameha Schools has been in discussions with DLNR regarding a land swap; Kamehameha Schools is willing to trade the land for property that is currently under DLNR, then provide DOT with sufficient right-of-way in the area. DOT has been working with both entities to figure out how much land is needed, including land needed for future expansion. This is not a ready-to-go project, because land transfer will take a while.

*Representative Moses moved and Representative Marilyn Lee seconded that the CAC's Recommendations to the FYs 2008-2011 TIP and the OMPO CAC Member Comments on the CAC TIP Subcommittee Recommendations for the FYs 2008-2011 TIP be forwarded to DOT and DTS for their consideration while developing the FYs 2008-2011 TIP. The motion was unanimously carried.*

## **II.B. From The Freight Task Force**

Mr. Lum went over the TIP schedule. Mr. Lum explained that the federal regulations highlighted the need for freight movers' input. With the assistance of the Hawaii Transportation Association, a Freight Task Force was formed which provided early input into the FYs 2008-2011 TIP.

The task force provided some general findings. There were great variations in the number of vehicles and sizes of vehicles used by freight movers. Because of this, all roadways are utilized by the freight industry. As a result, any roadway improvement would be of benefit to the freight movers. Due to the sheer volume they carry, H-1, H-2, Nimitz Highway, and Farrington Highway were identified as being very important to freight movers.

After looking over the FYs 2006-2008 TIP and the ORTP 2030, the task force identified projects that were important to them.

*[Chair Cachola left the room. Vice Chair Will Espero conducted the meeting until Chair Cachola's return.]*

Mr. Lum asked that the Freight Task Force's recommendations to the FYs 2008-2011 TIP be forwarded to the DOT and DTS.

No one asked to testify on this matter.

*Representative Moses moved and Representative Lee seconded that the Freight Task Force's recommendation to the FYs 2008-2011 TIP be forwarded to the DOT and DTS for their consideration while developing the FYs 2008-2011 TIP. The motion was unanimously carried.*

*[Chair Cachola returned.]*

### III. PUBLIC REVIEW NOTIFICATION OF THE DRAFT OPP

Mr. Lum noted that the pink-covered draft OahuMPO Participation Plan (OPP) is the current draft version. This current draft replaces the lavender-covered version and includes minor modifications. Mr. Lum explained that the recently adopted federal transportation legislation, entitled *Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU)*, required the development of a participation plan. The previous OMPO public involvement plan, *The OMPO Guide to Public Involvement (GPI)*, formed the basic foundation of the OPP. The OPP also included those requirements mandated under the SAFETEA-LU legislation. Examples of the modifications include the: use of visualization techniques for the TIP and ORTP; use of electronically accessible formats and means; inclusion of affected government agencies in the process; and rearrangement of sections of GPI to improve the flow of the plan.

Mr. Lum stated that the draft OPP would be mailed out for public and agency review. The public would also be notified of this review through press releases to the media. After the public review period, the document and proposed changes will be presented to the Policy Committee. The Policy Committee will then be asked to endorse the document. Mr. Lum noted that the development of a participation plan is one of many SAFETEA-LU requirements that have to be met by July 1, 2007.

### IV. OTHER BUSINESS

Vice Chair Espero asked DOT what types of Intelligent Transportation System projects and other future projects were in the works that would assist in a situation such as the September 5th shutdown of all ewa-bound lanes on H-1.

Mr. Morioka gave a summary of the lessons DOT learned, some of the steps they have taken and will be taking, and some decisions that have been made on how to proceed. Chair Cachola requested that Mr. Morioka provide a summary of this information to the Policy Committee members. Mr. Morioka agreed to provide this information.

Councilmember Marshall stated that she could not understand why the State administration has stated that contraflow is a tremendous liability; why the contraflowing of the highway would also involve the change in routing of all the side streets; and why, with the minimal amount of traffic at night in the opposite direction, contraflowing would be such a problem. She asked Mr. Morioka why the State needs to hire a consultant, and why this has to be a major planning effort involving all City streets.

Mr. Morioka responded that it is not a matter of just shutting down an on-ramp and allowing people to get off the highway at that point. The multiple movements and destinations of the drivers must be coordinated and restricted to avoid making a bad situation worse. There needs to be an understanding of the entire networked system, how each of the roads interconnect, and

what points of interest people are heading to. With that information, routing of traffic can be planned out; then the alternate routes can be offered to people to get to certain points of interest.

Mr. Morioka stated that, in the afternoon, the traffic is significant in the eastbound direction. Four lanes of traffic are needed to avoid reaching level of service F.

Mr. Morioka explained the reasons for the various shutdowns of highway lanes (eastbound and westbound). He stated that the decisions to close the lanes were very difficult to make, but they were made in the interest of safety.

*[Representative Moses left the meeting. A quorum was still present.]*

In response to Vice Chair Espero, Mr. Morioka acknowledged that, in a similar situation in the future, DOT would notify the State Civil Defense (SCD) so that SCD could use the emergency broadcast system to notify the public. Mr. Morioka added that SCD would then contact the media, including the television stations and various radio stations. However, DOT has learned that the broadcast of the monthly emergency testing is voluntary for the radio stations. Also, DOT has learned that some radio stations have pre-recorded broadcasts during certain times of the day, so it is unsure if someone will be around to answer the phone. So, even if SCD notified the radio stations, there is no guarantee that the message would get out at all or in time.

*There being no other business or announcements, the meeting was adjourned at 2:30 p.m.*