

LINDA LINGLE
GOVERNOR



BRENNON T. MORIOKA
INTERIM DIRECTOR

Deputy Directors
MICHAEL D. FORMBY
FRANCIS PAUL KEENO
BRIAN H. SEKIGUCHI

STATE OF HAWAII
DEPARTMENT OF TRANSPORTATION
869 PUNCHBOWL STREET
HONOLULU, HAWAII 96813-5097

IN REPLY REFER TO:

February 22, 2008

TESTIMONY OF THE DEPARTMENT OF TRANSPORTATION

HOUSE BILL NO. 2437

COMMITTEE ON FINANCE

We support the intent but request that you defer this bill.

The Oahu Metropolitan Planning Organization (OMPO) normally conducts the type of regional traffic analysis proposed by this bill. OMPO's Policy Committee recently approved the latest OMPO analysis for Central Oahu in April 2006, with an amendment approved in May 2007. In addition, OMPO will begin the process to update this analysis within the next few months. The estimated start date is the summer of 2008. The Department of Transportation will be an active participant in this analysis. Accordingly, we request that you defer this bill.

**Testimony of
DICK POIRIER, CHAIR
MILILANI/WAIPIO/MELEMANU
NEIGHBORHOOD BOARD NO. 25
before the
HOUSE COMMITTEE ON FINANCE
on
HB 2437 – RELATING TO TRAFFIC
held on
February 21, 2008
at
10:45 a.m.**

Chair Oshiro and Members of the Committee,

On behalf of Neighborhood Board No. 25, I want to express our strong support for HB 2434.

The purpose of HB 2434 is to request the State DOT to review past studies as a basis for recommending a set of recommendation to improve traffic flow in Central Oahu. Our Board has recommended the conduct of such study for years, thus far without success.

While the Legislature did appropriate \$1 million to undertake such a study in 2005, the Administration chose to let the monies lapse, which is unfortunate give the proposed 20,000 additional housing units in Central Oahu scheduled for completion by the year 2030.

Attached is a power point that we presented to State DOT asking them to fund and undertake a study of transportation needs for Central Oahu to include many of the recommended study elements included in HB 2434. We believe that the completion, analysis and integration of these study elements could form the basis for a much-needed action program which is real, cost-effective, and sustainable in terms of meeting Central Oahu regional transportation.

Thank you for the opportunity to testify.

Central Oahu
Regional Transportation
Issues

Mililani-Waipio-Melemanu Neighborhood Board No. 25
Mililani Mauka-Launani Valley NB No. 35

May 23, 2007

Purpose of Meeting

- Offer a community perspective on why releasing CIP funds for the Central Oahu Transportation Study (Act 178, SLH 2005) is necessary

Background

- Is Kapolei really the “Second City?”
 - Ewa Development Plan: 185,000 residents by 2030
 - Central Oahu Sustainable Communities Plan: 189,000 residents by 2030
- Projected future growth in Central Oahu
 - Over 23,000 additional units over next several years
 - Waiawa by Gentry – over 12,000 residences
 - Koa Ridge Makai – over 3,000 residences
 - Royal Kunia/Launani Valley/Waikele – over 3,500 residences
 - Mililani Mauka – over 3,000 residences
 - Waiawa Castle & Cooke – 2,000 residences

Background

- Despite this, Central Oahu was bypassed in the City and County's mass transit plan
- OMPO projections: Travel times from Mililani to Ala Moana to exceed 2 hours, each way, by 2030 – a distance of only 17 miles
- Central Oahu has as much resident population as any of the neighbor islands with as many growth and transportation problems. These projects are getting studied, planned, designed, and constructed. We need to catch up!

Why do we need the study?

- Study the nature and extent of the transportation planning problems, issues, and opportunities in Central Oahu
- Identify and prioritize regional transportation projects that best address needs and deficiencies in current plans
- Identify what multi-modal solutions are best for Central Oahu and how they connect with other plans and projects

What would the feasibility study cover?

- Analyze the impact that future development has on the carrying capacity of current regional transportation system
- Ascertain the full impact that a fixed guideway system would have on Central Oahu travel times

Specific Study Elements

1. Fully-built H-2 interchange at Ka Uka Boulevard in Waipio Gentry
2. Ingress/egress study for Waiawa by Gentry development at Waiawa interchange
3. Timely construction of Central Mauka Road (proposed parallel roadway to H-2)

Specific Study Elements

4. Construction of connector road through Central Oahu Regional Park to connect Kamehameha Hwy with Paiwa St.
5. Widening of Kamehameha Highway from 2 to 4 lanes through Kipapa Gulch
6. Construction of a park-and-ride facility within the Waiawa by Gentry and/or Koa Ridge developments

Specific Study Elements

7. Use of contra-flow lanes on H-2
8. Addition of dedicated bus lanes to service proposed park-and-ride facility to Pearl Highlands rail station
9. Improved bus options in light of City and County's new Hub-and-Spoke system

Specific Study Elements

10. Recommendations regarding “fair share” contributions from developers for regional transportation improvements

11. Recommendations regarding “concurrency” conditions at the State Land Use Commission and/or City and County ordinances

Who would lead the study?

- Consultants retained by state DOT
- Creation of an Advisory Group composed of:
 - Area residents
 - Area developers
 - State and County land use and transportation officials

Why now?

- Avoid the nightmare scenarios occurring throughout the State such as Fort Weaver Road or Honoapi'ilani Highway on Maui
- Show residents that DOT is proactively addressing critical issues
- Coordinate with major developers while they are still at the table willing to negotiate
- \$1 million appropriation set to lapse