

MARCH 30, 2009

TESTIMONY BY GORDON G.W. LUM  
EXECUTIVE DIRECTOR  
OAHU METROPOLITAN PLANNING ORGANIZATION

HOUSE COMMITTEE ON TRANSPORTATION

ON HOUSE CONCURRENT RESOLUTION 291/HOUSE RESOLUTION 263  
RELATING TO THE DEVELOPMENT OF A PLANNING TEMPLATE  
TO MEET THE HIGHWAY NEEDS OF EWA & WAIANAE COAST RESIDENTS

Chair Joseph M. Souki and Honorable Members of the Committee:

The Oahu Metropolitan Planning Organization (OahuMPO) does not have the resources to develop a productive planning template that provides new insights for ensuring that sufficient regional highway improvements for Ewa and Waianae Coast residents occur prior to or concurrently with the completion of residential developments in these areas. However, we can describe some of the activities we and our participating agencies are undertaking that may provide some insights and/or quantify, on an order of magnitude basis, some of the issues identified in the resolution.

Thank you for this opportunity to comment on this matter

DEPARTMENT OF PLANNING AND PERMITTING  
**CITY AND COUNTY OF HONOLULU**

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MUFI HANNEMANN  
MAYOR



DAVID K. TANOUE  
DIRECTOR

ROBERT M. SUMITOMO  
DEPUTY DIRECTOR

March 30, 2009

The Honorable Joseph M. Souki, Chair  
and Members of the Committee on Transportation  
State House of Representatives  
State Capitol  
Honolulu, Hawaii 96813

Dear Chair Souki and Members:

**Subject: House Concurrent Resolution 291  
and House Resolution 263  
Related to a Transportation Planning  
Template for Waianae and Ewa**

The Department of Planning and Permitting appreciates the concerns reflected in proposed Resolution HCR 291. However, it is unnecessary. There are many policies, procedures and initiatives already in place, under several agencies and the private sector that address the concerns. While we are quite aware of the public's dissatisfaction with congestion in Ewa, it is regrettable that the solution is deemed to lie in adding bureaucracy. Attached is a list of what has already been adopted or underway in terms of a "planning template".

The growth we are experiencing today was decided in the mid 1970's, when it was decided to build a second city in Ewa. While this growth was quite sluggish in the first decade, there is no doubt that growth is making up for this initial lag.

Frankly, we believe the public and private sector is moving as fast as possible to provide the needed roadway improvements, given available resources. If this is unsatisfactory, then the alternative is to halt further growth in Ewa until an acceptable level of roadway service is reached. A moratorium on housing will likely push the cost of housing even higher as supply fails to meet the demands. In this regard, looking at other areas of the island, i.e. "country-side" or the windward side for residential development to make up the difference,

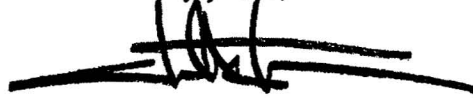
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results in urban sprawl. It would be extremely unfortunate to call for such a moratorium in light of the economic situation we face today, especially if some of that growth will bring not only construction employment, but long term jobs to Ewa which help to reduce the daily commute to downtown.

If a resolution must be adopted, it should be a pledge by the legislature to provide timely funding for identified state highway projects. It is the lack of timely public construction of highway improvements that has forced the private sector to step in and design and build a new road to the Barber's Point Harbor that should have been built by the state. Help us by providing us with the necessary support to do our jobs better, faster.

Thank you for the opportunity to testify.

Sincerely yours,

A handwritten signature in black ink, appearing to read 'David K. Tanoue', is written over a horizontal line.

David K. Tanoue, Director  
Department of Planning and Permitting

DKT: jmf  
Attachment

hcr291-kst.doc

Current Transportation Policies, Capital Improvement Projects in Ewa  
As of March 30, 2009

- GP Transportation Policies (excerpts)
  - Part VII Physical Development and Urban Design
    - Objective A: To coordinate changes in the physical environment of Oahu to ensure that all new developments are timely, well-designed, and appropriate for the areas in which they will be located.
      - Policy 1: Plan for the construction of new public facilities and utilities in the various parts of the Island according to the following order of priority: first, in the primary urban center; second, in the secondary urban center at Kapolei; and third, in the urban- fringe and rural areas.
      - Policy 2: Coordinate the location and timing of new development with the availability of adequate water supply, sewage treatment, drainage, transportation, and public safety facilities.
      - Policy 3: Phase the construction of new developments so that they do not require more regional supporting services than are available.
      - Policy 4: Require new developments to provide or pay the cost of all essential community services, including roads, utilities, schools, parks, and emergency facilities that are intended to directly serve the development.
  - Part V Transportation and Utilities
    - Objective A: To create a transportation system which will enable people and goods to move safely, efficiently, and at a reasonable cost; serve all people, including the poor, the elderly, and the physically handicapped; and offer a variety of attractive and convenient modes of
    - Policy 2: Provide transportation services to people living within the Ewa, Central Oahu, and Pearl City-Hawaii Kai corridors primarily through a mass transit system including exclusive right-of-way rapid transit and feeder-bus components as well as through the existing highway system with limited improvements as may be appropriate.
    - Policy 4: Improve transportation facilities and services in the Ewa corridor and in the trans-Koolau corridors to meet the needs of Ewa and Windward communities.
    - Policy 5: Improve roads in existing communities to reduce congestion and eliminate unsafe conditions.
    - Policy 7: Promote the use of public transportation as a means of moving people quickly and efficiently, of conserving energy, and of guiding urban development.
    - Policy 9: Promote programs to reduce dependence on the use of automobiles.
    - Policy 10: Discourage the inefficient use of the private automobile, especially in congested corridors

- Current Ewa DP policies (excerpts)
  - Sec. 2.1, Vision statement: "Public agencies and private developers will work together to create adequate infrastructure to meet the needs of the residential and working population of the area. Current deficiencies roads, . . . will be addressed, and new developments will not be approved until availability of key infrastructure can be guaranteed. Public-private mechanisms for financing infrastructure will be developed to support concurrent development of infrastructure."
  
- Proposed revisions to Ewa DP
  - Section 4.1.6 Adequate Access and Services. "Before zoning approval is given by the City Council for new residential and commercial development in Ewa, the Department of Transportation Services, Department of Planning Permitting and the State Department of Transportation should:
    - Report if adequate transportation access and services can be provided with existing facilities and systems; and
    - If adequate capacity cannot be provided by existing facilities, recommend conditions that should be included as part of the zone change approval in order to assure adequacy, including timing of any necessary improvements."

"Transportation Development Priorities. Meet demand for peak-hour transportation in Ewa by: Increased use of transit, and transportation demand management through High Occupancy Vehicle (HOV) facilities, park-and-ride facilities, and other program which encourage reduced use of the private automobile."

"Transit. Increase transit service in Ewa to enhance circulation within Ewa and between Ewa and the adjacent Waianae and Central Oahu areas and to provide suitable service for peak-hour commuting."
  
- Current Waianae SCP policies
  - Sec. 5.6.2: "Adequate Facilities Requirement. "In order to guide development and growth in an orderly manner as required by the City's General Plan, zoning and other development approvals for new developments should be approved only if the responsible City and State agencies indicate that adequate public facilities and utilities will be available at the time of occupancy or if conditions the functional agency indicates are necessary to assure adequacy are otherwise sufficiently addressed."
  
- Proposed Waianae SCP Policies
  - Establish an Emergency bypass road
  - Complete the Waianae Coast Emergency Access Road
  - Pursue Second Access Road for the Future
  - Increase Public Transportation
  
- OMPO ORTP
  - The following projects are proposed for development between now and 2030:
    - Rail transit system, between Kapolei and Manoa/Waikiki.
    - Intra-island ferry service between Ewa and Honolulu Harbor

- Widening of North-South Road, Kapolei Parkway, Fort Barrette Road, and Farrington Highway. Also, improvements to the following H-1 interchanges: Kapolei, Makakilo and North-South Road.
    - New access road over the Waianae Mountain Range
- TheBoat
  - Three round trips are made by TheBoat, between Kalaeloa Harbor and Aloha Tower during peak morning and afternoon hours. The fare is included in the monthly bus pass; otherwise, a one-way fare is \$2.00.
- **RAIL TRANSIT**
  - Trains can carry more than 6,000 passengers per hour. New bus routes will provide direct connections to the stations. By 2030, 95,000 riders per day are expected to use rail transit.
  - Based on the Draft Environmental Impact Statement, peak morning traffic from Ewa in the direction of downtown would increase by more than 50% in Year 2030 if there is no transit. With transit, there would be 7% fewer commuting cars.
  - Rail transit is the only large-scale solution that helps reduce the number of vehicles on the road, especially in the downtown and Ala Moana areas, and the H-1 corridor from West O'ahu.
- Private Sector
  - Kapolei Interchange complex EIS, design, and construction contribution
  - Except for portions of Kapolei Parkway, all county-level roads being built by private sector
  - Ewa Highway Impact Fee Program
    - Under Ordinance 02-50, every new development pays a fee to help pay for the cost of regional roadway improvements in Ewa. For example, each new single-family home pays \$1,836. For every 1,000 square feet of floor area, retail uses pay \$4,053. So far, we have collected over \$9 million, which will help pay for improvements to H-1, Fort Barrette Road, Fort Weaver Road Kapolei Parkway and North-South Road.
    - It is anticipated that later this year, the City Department of Transportation Services will be updating this ordinance.
- State Initiatives include:
  - Ridesharing programs: Vanpool, Carpool, and ZipLanes
  - Highway Modernization Plan includes:
    - Interstate Route H-1, Kunia Interchange Improvements
    - Fort Barrette Road Widening, Farrington Highway to Barber's Point Gate
    - Interstate Route H-1, Kapolei Interchange, Phase 2

HCR 291 - Relating to Transportation

DATE: March 30, 2009

TIME: 9:00am

PLACE: Conference Room 309

TO: Transportation Committee  
Representative Joseph M. Souki, Chair  
Representative Karen Leinani Awana, Vice Chair

FROM: William K. Akiona II

RE: Testimony in Support of HRC 291

Aloha Chair, Vice Chair, and Members of the Committee,

Thank you for the opportunity to testify on this resolution, as I am strongly in support of HCR 291.

The Oahu Metropolitan Planning Organization and the City and County of Honolulu Department of Planning and Permitting should be requested to submit a report on its Ewa Development Plan and Waianae Sustainable Communities Plan template to ensure infrastructure is built prior to building residential communities in the Ewa and Waianae community plans. This would help alleviate much of the congestion we are facing on the Leeward Coast. In addition, families can move into their homes knowing that they will have access to main roadways.

Presently, I also represent the Waianae Coast Neighborhood Board # 24 at the OMPO community meetings.

Thank you for this opportunity to testify.

Respectfully,

William K. Akiona II  
Planning & Zoning Committee Chair  
Waianae Neighborhood Board #24  
808 923-1737  
hoa.aina@yahoo.com

Representative Joe Souki, Committee Chair, Representative Karen Awana, Committee Vice Chair House Committee on Transportation Hearing  
Date: Monday, March 30, 2009, Conference Room 309, 9AM  
Re: SUPPORT for HCR291 & HR263

Chair Souki, Vice Chair Awana and members of the committee,

Thank you for the opportunity to submit testimony in **support** of HCR291, requesting that the Hawaii Metropolitan Planning Organization (OMPO) and the City and County of Honolulu Department of Planning and Permitting (DPP) develop a planning template for ensuring sufficient regional highway and roadway development to meet the needs of emerging residential communities in the Ewa Development Plan and the Waianae Sustainable Communities Plan.

Developers should not be building residential communities without properly implementing roadways for residents. Residents have a right to move into their new homes without concerns of whether they will be able to have access in and out of their homes. Furthermore, the lack of roadway/highway construction is adding to our already congested roads.

It seems as if no one wants to take responsibility with looking into dealing with this issue. The problem simply can be resolved by requiring OMP and DPP to communicate and consider this issue when mapping out the Ewa and Waianae community plans. HCR291 will help create discussion and assist us in the Leeward Coast to receive the basic necessities in our communities.

For these reasons, I strongly urge you to vote in support of HCR291 & HR263.

Thank you for the opportunity to testify.

Mahalo,

Lautoa F. Atisanoe, Jr.  
Nanakuli Resident  
Cell 808-227-0919