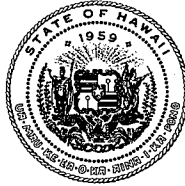


SCR 164



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

March 22, 2010

TESTIMONY OF THE DEPARTMENT OF TRANSPORTATION

SENATE CONCURRENT RESOLUTION NO. 164

**COMMITTEE ON TRANSPORTATION, INTERNATIONAL AND
INTERGOVERNMENTAL AFFAIRS**

The Department of Transportation opposes this resolution.

The Department of Transportation in partnership with the City and County of Honolulu, Department of Transportation Services completed the optimization of traffic signal timing along Meheula Parkway to the H-2 Freeway late last year. Prior to the optimization project, traffic signals on Meheula Parkway were not operating in coordination. In coordination, the green time for Meheula Parkway is now maximized.

Preliminary investigations have found that restricting left turns from Meheula Parkway onto the Northbound H-2 on-ramp would have very few benefits. The H-2 Northbound loop exit ramp services over 400 vehicles during the morning peak hour and has the green phase at the same time as left turning vehicles traveling onto to the H-2 Northbound on-ramp. In addition, signal modifications and daily coning to prevent motorists from being trapped in the left turn lane will be needed.

Constructing an additional lane to the H-2 Southbound on-ramp may reduce congestion. However, this would require dedicating one freeway lane to the new on-ramp lane leaving only one freeway lane to service 35,000 vehicles from Wahiawa (versus 9,000 ramp vehicles from Mililani Mauka) daily. In addition, the Meheula Parkway overpass will have to be reconstructed to accommodate the new lane connection and acceleration lanes on H-2 Freeway.

Based on our preliminary investigations, the cost associated with any alternative to reduce the average morning peak travel time of 6 minutes (average 3 min. during mid-day) to the H-2 Freeway is not feasible. Therefore, a detailed study is not necessary.

Testimony of
DEAN HAZAMA, CHAIR
MILILANI MAUKA/LAUNANI VALLEY
NEIGHBORHOOD BOARD NO. 35
before the
SENATE TRANSPORTATION, INTERNATIONAL and INTERGOVERNMENTAL AFFAIRS
COMMITTEE
on
SCR 164 - REQUESTING A STUDY OF MORNING TRAFFIC CONGESTION ON THE MEHEULA
PARKWAY GOING ON TO THE H2 FREEWAY FROM MILILANI MAUKA
held on
March 22, 2010

Chair English and Members of the Senate Transportation, International and Intergovernmental
Affairs Committee,

On behalf of the Mililani Mauka community I would like to submit our strong support
requesting
that the Department of Transportation conduct a study whose purpose would be to identify
and
implement traffic congestion solutions for the morning rush hour commute on to the H-2
freeway.

Attached are two resolutions that were previously passed by Neighborhood Board 35 that are
in support of SCR 164.

Thank you for the opportunity to submit our testimony.



MILILANI MAUKA/LAUNANI VALLEY NEIGHBORHOOD BOARD NO. 35

c/o NEIGHBORHOOD COMMISSION • 530 SOUTH KING STREET ROOM 400 • HONOLULU, HAWAII, 96813
PHONE (808) 527-5749 • FAX (808) 527-5760 • INTERNET: <http://www.honolulu.gov>

RESOLUTION REQUESTING IMPLEMENTATION OF A STUDY FOR A SIX-MONTH PILOT PROGRAM FOR THE ADDITION OF A SECOND LANE FOR THE SOUTHBOUND H-2 FREEWAY ON-RAMP FROM MEHEULA PARKWAY IN MILILANI MAUKA, AND ADJUSTMENT AND SYNCHRONIZATION OF THE TRAFFIC CONTROL SIGNALS IN ITS NEAR VICINITY

WHEREAS, Meheula Parkway is the major arterial street in Mililani Mauka, representing its only ingress and egress; and

WHEREAS, the morning rush hour traffic on Meheula Parkway currently extends from the southbound H-2 freeway on-ramp to beyond Lehiwa Drive in Mililani Mauka; and

WHEREAS, in comparison, the afternoon rush hour traffic flows more efficiently from the northbound H-2 freeway to Meheula Parkway due to an existing two-lane off-ramp; and

WHEREAS, prior to completion of the last phase of housing development and the first phase of the Commercial B properties in Mililani Mauka, traffic volume in the area was already at full capacity; and

WHEREAS, the City and County of Honolulu (City) has embarked on an island-wide traffic control signal synchronization program; now, therefore,

BE IT RESOLVED that the Mililani Mauka/Launani Valley Neighborhood Board No. 35 strongly requests the implementation of study for a six-month pilot program for the addition of a second lane for the southbound H-2 freeway from Meheula Parkway in Mililani Mauka; and

BE IT FURTHER RESOLVED that the Mililani Mauka/Launani Valley Neighborhood Board No. 35 strongly recommends adjustment and synchronization of the traffic control signals in the near vicinity of the southbound H-2 freeway on-ramp to improve traffic flow in the Mililani Mauka community; and

BE IT FINALLY RESOLVED that copies of this resolution be transmitted to the Governor, State Senators Robert Bunda and Michelle Kidani, State Representatives Marilyn Lee, Ryan Yamane and Marcus Oshiro, the State of Hawaii Department of Transportation, the Mayor, the City Department of Transportation Services, and all City Council members.

Adopted by Mililani Mauka-Launani Valley Neighborhood Board No. 35 at its regular meeting on November 18, 2008, by a vote of (7-0-0)



Dean I. Hazama, Chair





MILILANI MAUKA/LAUNANI VALLEY NEIGHBORHOOD BOARD NO. 35

c/o NEIGHBORHOOD COMMISSION • 530 SOUTH KING STREET ROOM 400 • HONOLULU, HAWAII 96813
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RESOLUTION REQUESTING THE OAHU METROPOLITAN PLANNING ORGANIZATION (OMPO) ADD TO THE 2035 OAHU REGIONAL TRANSPORTATION PLAN (ORTP) A RAIL TRANSIT CONNECTION (SPUR) IN THE CENTRAL OAHU CORRIDOR

WHEREAS, the Central Oahu Sustainable Communities Plan (COSCP) has within its established urban growth boundaries, plan for over 20,000 new homes in the region; and

WHEREAS, at full build out, the number of total homes in the region will be comparable to Ewa and Kapolei, and

WHEREAS, the City and County of Honolulu's rail transit project will be the largest and most costly transportation project ever undertaken in the State of Hawaii and is seen as the primary traffic solution along the H-1 corridor; and

WHEREAS, rail transit connectivity to Central Oahu, the Honolulu International Airport and Waikiki will increase the efficiency of the rail transit system, add ridership, and reduce the number of cars on the road; and

BE IT RESOLVED, that the Mililani Mauka/Launani Valley Neighborhood Board 35 strongly requests that the OMPO add to the 2035 ORTP a project to add a rail transit connection (spur) in the Central Oahu H-2 corridor; and

BE IT FURTHER RESOLVED, that the Mililani Mauka/Launani Valley Neighborhood Board 35's position is that rail transit connectivity to Central Oahu will provide greater traffic relief and serve the highest number of residents than will the proposed Central Mauka Road project that is currently listed on the ORTP; and

BE IT FINALLY RESOLVED, that copies of this resolution be transmitted to U.S. Senators Daniel K. Inouye and Daniel K. Akaka, U.S. Representatives Neil Abercrombie and Mazie Hirono, Governor Lingle, Mayor Mufi Hanneman, State Senators Robert Bunda and Michelle Kidani, State Representatives Marilyn Lee, Ryan Yamane and Marcus Oshiro, the Director State Department of Transportation, all members of the Oahu Metropolitan Planning Organization policy committee, the Director of the City and County of Honolulu Department of Transportation Services and Council members Nestor Garcia and Donovan Dela Cruz.

Adopted by Mililani Mauka-Launani Valley Neighborhood Board No. 35 at its regular meeting on November 18, 2008, by a vote of (5-1-1)

Dean I. Hazama, Chair





MILILANI MAUKA/LAUNANI VALLEY NEIGHBORHOOD BOARD NO. 35

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**RESOLUTION REQUESTING THE STATE DEPARTMENT OF TRANSPORTATION
CONDUCT A TRAFFIC ANALYSIS AND IDENTIFY SOLUTIONS TO MORNING COMMUTE
TRAFFIC ON MEHEULA PARKWAY TO H-2 SOUTH BOUND**

WHEREAS, Meheula Parkway is the major artery and only egress for residents of Mililani Mauka to H-2; and

WHEREAS, the morning rush hour traffic on Meheula Parkway currently extends from the H-2 on ramp to Lehiwa Drive and beyond negatively impacting the quality of life for Mililani Mauka residents; and

WHEREAS, with the nearing completion of Mililani Phase 3 homes and planned Mauka Commercial B properties, traffic in this area will increase significantly with only one on ramp lane to the H-2 South bound for commuters;

BE IT RESOLVED, that the Mililani Mauka/Launani Valley Neighborhood Board 35 strongly requests that the DOT conduct a traffic analysis and propose solutions which will be forwarded to the Oahu Metropolitan Planning Organization policy committee for inclusion in the 2035 Oahu Regional Transportation Plan to be completed in 2009.

BE IT FURTHER RESOLVED, that copies of this resolution be transmitted to U.S. Senators Daniel K. Inouye and Daniel K. Akaka, U.S. Representatives Neil Abercrombie and Mazie Hirono, the Governor, State Senators Ron Menor and Robert Bunda, State Representatives Marilyn Lee, Ryan Yamane and Marcus Oshiro, the State Department of Transportation, all members of the Oahu Metropolitan Planning Organization policy committee, the Director of the City and County of Honolulu Department of Planning and Permitting, and Council members Nestor Garcia, Gary Okino, and Donovan Dela Cruz.

Adopted by Mililani Mauka-Launani Valley Neighborhood Board No. 35 at its regular meeting on November 20, 2007 by a vote of (7-0-0)



Dean I. Hazama, Chair



From: mailinglist@capitol.hawaii.gov
Sent: Monday, March 22, 2010 4:13 AM
To: TIATestimony
Cc: rpoirier3@msn.com
Subject: Testimony for SCR164 on 3/22/2010 1:15:00 PM

Testimony for TIA 3/22/2010 1:15:00 PM SCR164

Conference room: 224
Testifier position: support
Testifier will be present: No
Submitted by: Dick Poirier
Organization: Individual
Address:
Phone: 623-2259
E-mail: rpoirier3@msn.com
Submitted on: 3/22/2010

Comments:

Study would be useful in identifying and evalauting specific remedies to a problem that has become intractable.