

# SB 769

RELATING TO TRANSPORTATION.

Appropriates moneys for the director of transportation to conduct a feasibility study regarding the establishment of a fifth lane of travel on the ocean side of Farrington highway in Nanakuli from Kahe point to Mohihi street, to be used for contraflow during rush hour and requiring relocation of the existing railroad.



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

IN REPLY REFER TO:

February 10, 2015  
2:45 PM  
State Capitol, Room 229

**S.B. 769**  
**RELATING TO TRANSPORTATION**

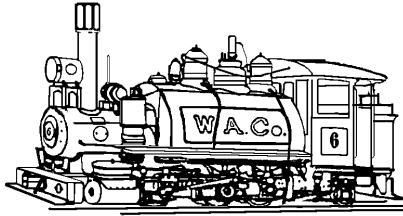
Senate Committee on Transportation

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The Department of Transportation **supports with amendments** S.B. 769 to conduct a feasibility study for a fifth travel lane on Farrington Highway in Nanakuli provided that its passage does not replace or adversely impact priorities indicated in our Executive Budget. The following amendments are requested:

1. SECTION 2 be revised from 2016 to 2017. This would provide the time needed to procure a consultant and complete the study.
2. SECTION 3 be revised from \$50,000 to \$500,000. This would provide the appropriate budget necessary to conduct the study.

Thank you for the opportunity to provide testimony.



## Hawaiian Railway Society

A Member of the Association of Railroad Museums  
P.O. Box 60369, Ewa Station, Ewa Beach, HI 96706  
(808) 681-5461 or [Hawaiianrailway.com](http://Hawaiianrailway.com)

To: Senator Clarence K. Nishihara, Chair  
Senator Breene Harimoto, Vice Chair  
Committee on Transportation

From: Robert Yatchmenoff, President  
Steven Vendt, Operations Manager  
Hawaiian Railway Society

Committee: Tuesday, February 10, 2015  
2:45 p.m.  
Conference Room 229

RE: SB 769, Relating to Transportation

On behalf of the Hawaiian Railway I am writing in opposition to SB 769. The bill would appropriate moneys for the director of transportation to conduct a feasibility study regarding the establishment of a travel lane on Farrington Highway that would necessitate the relocation of the existing railroad.

The Hawaiian Railway was founded in 1970 and is the caretaker of the historic Oahu Railway and Land Company (OR&L) right of way. The original OR&L right of way, including the track, is on the State and National Register of Historic Places. We have been able to restore and operate on approximately 6.5 miles of track from Ewa to Kahe Point. Per the Deed of Transfer we have provided the public with educational train rides on a regular basis. The rides include some of Hawaii's railroading history as well as the history of the OR&L. The Hawaiian Railway is the only operational historic railway in the State providing a unique opportunity to its citizens and guests.

While we are not trying to stop progress we are seeing more and more of the historic railway being compromised. We are concerned that this project will once again compromise the historical fabric of the right of way and could lead to future destruction of the historic railway track.

Thank you,

Robert Yatchmenoff, President  
Steven Vendt, Operations Manager  
Hawaiian Railway

# HISTORIC HAWAII FOUNDATION

**TO:** Senator Clarence K. Nishihara, Chair  
Senator Breene Harimoto, Vice Chair  
Committee on Transportation

**FROM:** Kiersten Faulkner, Executive Director  
Historic Hawaii Foundation

**Committee:** Tuesday, February 10, 2015  
2:45 p.m.  
Conference Room 229

**RE: SB 769, Relating to Transportation**

On behalf of Historic Hawaii Foundation, I am writing in **opposition to SB 769**. The bill would appropriate moneys for the director of transportation to conduct a feasibility study regarding the establishment of a travel lane on Farrington Highway that would necessitate the relocation of the existing railroad.

The 125-year-old O'ahu Railway and Land Company (OR&L) railroad and associated right of way is a property designated on both the Hawai'i State and National Registers of Historic Places. The historic property consists of 25.5 miles of raised roadbed 40-feet wide, running from Hālawā Stream at Pearl Harbor to the intersection of Farrington Highway and Auyong Homestead Road in Nānākuli. The historic features of the railroad include the narrow gauge steel rails, the raised roadbed of mixed materials, and associated features such as bridges, culverts and control devices. It is one of the longest stretches of narrow-gauge railroad track in place in the United States.

The historic OR&L is significant for its association with the railroad, the sugar and pineapple industries, and the economic history of O'ahu. It is also significant for its association with historic figures, especially B.F. Dillingham, Samuel C. Allen, James B. Castle, Robert Lewers, John H. Paty, and Mark P. Robinson, who chartered the OR&L in 1889.

In addition to the historic designation, the OR&L is also protected by a deed restriction, which applies to lands in addition to the area designated on the historic register. The covenant was added in 1980 when the right of way was transferred from the United States General Services Administration to the State of Hawai'i. The restriction runs with the land and requires that the State "will preserve the integrity of the railroad facilities located on said right-of-way including all rails, ties, signals, and appurtenances... (and) that said railroad facilities may be operated by an assignee as a non-profit historic railroad museum." The Hawaiian Railway Society serves as the non-profit operator.

Therefore, destruction (including relocation) of historic features of the OR&L railroad are prohibited per the deed, as well as the implementing regulations of the Federal Highways Act (Section 4F) and the National Historic Preservation Act (Section 106).

Any feasibility study to address adding additional traffic lanes in this location should understand and integrate these restrictions, and look to another solution rather than proposing to relocate the historic OR&L.

Thank you for the opportunity to comment.

**From:** [mailinglist@capitol.hawaii.gov](mailto:mailinglist@capitol.hawaii.gov)  
**To:** [TRA Testimony](#)  
**Cc:** [nwalshjones@aol.com](mailto:nwalshjones@aol.com)  
**Subject:** Submitted testimony for SB769 on Feb 10, 2015 14:45PM  
**Date:** Monday, February 09, 2015 9:52:28 AM

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**SB769**

Submitted on: 2/9/2015

Testimony for TRA on Feb 10, 2015 14:45PM in Conference Room 229

| <b>Submitted By</b> | <b>Organization</b>          | <b>Testifier Position</b> | <b>Present at Hearing</b> |
|---------------------|------------------------------|---------------------------|---------------------------|
| Nancy Jones         | Hydroponics Alternatives LLC | Support                   | No                        |

Comments: We are submitting this testimony in support of SB768/HB1446 to fund a feasibility study as a first step toward creating a fifth lane of contra-flow traffic on Farrington Highway between Kahe Point and Mohihi Street in Nanakuli. Living on on the Leeward Coast on and off since before 1996, we have noticed the escalating traffic problem that has emerged on Farrington Highway especially during morning and afternoon commutes to/from work away from the Leeward Coast. The area targeted by this bill becomes especially clogged and leaves many of us drivers so frustrated. Of course, such a study would not exist without proper funding. So, we fully support this bill's intention to appropriate funds to the Department of Transportation for the purpose of conducting a thorough feasibility study for a contra-flow lane in an eventual effort to alleviate traffic congestion on the Leeward Coast. For this reason, we respectfully urge you to support SB769 and pass it out of your committee. Mahalo for this opportunity to present comments supporting this measure.

Please note that testimony submitted less than 24 hours prior to the hearing, improperly identified, or directed to the incorrect office, may not be posted online or distributed to the committee prior to the convening of the public hearing.

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**TESTIMONY FOR SB769  
CONTRAFLOW (5<sup>TH</sup>) LANE FARRINGTON HIGHWAY  
KAHE POINT TO MOHIHI STREET**

David Carona  
[Caronad001@hawaii.rr.com](mailto:Caronad001@hawaii.rr.com)  
(808)232-7520  
Waianae Coast Resident

To the committee:

I am not in favor of this effort and its use of tax dollars to support a feasibility survey by the Director of Transportation.

Creating a contraflow lane removes existing land where the current railroad tracks are located. Moving those tracks and land necessary for a contraflow lane will impede ocean access. You may or may not know that currently there isn't much room for vehicles to park and gain beach access. Creating an additional ocean side lane will require up to 15 feet of additional real estate. It will require moving electrical, bus stops, sea wall, etc. It would encroach on Ka Waihona o Ka Na'auao Charter School traffic pattern, Nanakuli Beach Park, require a new bridge over the Nanakuli Stream, and require extensive development along Manners Beach Park and Tracks Beach Park.

With the current turn lane project for Haleakala Ave and Nanakuli Ave in progress throughout 2015 which moves the existing railroad track, electrical, lighting, etc. it appears this proposed study would require undoing the infrastructure work for that project to facilitate a contraflow lane.

The corridor from Kahe Point to Lualualei Naval Road is the extent of congestion beginning with the Piliokahi Avenue traffic light and continuing through Lualualei Naval Road. Traffic lights are not synchronized through this corridor which eventually causes extensive traffic delays with backups at times reaching Kapolei.

I would recommend that the funds be used to better align the traffic lighting scheme. If the Farrington Highway traffic signals could be synchronized for specific time period traffic could flow at a consistent rate. On weekends traffic lights seem to shorten their changing interval which makes traffic in and out of the Nanakuli just as bad as during the work week.

**TESTIMONY FOR SB769  
CONTRAFLOW (5<sup>TH</sup>) LANE FARRINGTON HIGHWAY  
KAHE POINT TO MOHIHI STREET  
(CONTINUED FROM PAGE 1)**

David Carona  
[Caronad001@hawaii.rr.com](mailto:Caronad001@hawaii.rr.com)  
(808)232-7520  
Waianae Coast Resident

In conclusion, a long term solution should be discussed and evaluated rather than creating an additional lane. For example, an express lane (w/o traffic lights) which bypasses the Nanakuli area eventually merging back onto Farrington Highway. Consider allowing access to the evacuation roads constructed years ago. These roads have not been used since development. We need to come up with a solution that isn't just a onetime temporary fix. If a contraflow lane were created, it leaves no room for any additional expansion without encroaching on personal property.

Thank you for considering my input.

*//s//*

Mr. David Carona

February 5, 2015

Dear Senators,

I strongly support SB769 (Transportation; Farrington Highway; Feasibility Study; Appropriation).

Traffic in and out of the Leeward coast via the only available route (Farrington Highway) has become increasingly burdensome over the past several years and seems to be getting worse each month at an exponential rate.

Travel from Makaha to Honolulu via private auto now takes a minimum of 90 minutes and often 120 minutes during morning rush hour. Approximately 30 minutes of this time is required just to commute through the town of Nanakuli.

Long commuting time is a disincentive to work for many Leeward residents and is a severe quality of life issue for all residents. Please pass SB769

Mahalo,

AL Frenzel  
84-933 Alahale Street  
Waianae, Hawaii 96792  
[al@makaha.us](mailto:al@makaha.us)  
(808) 343-4916



TESTIMONY TO THE COMMITTEE ON TRANSPORTATION  
Tuesday, February 10, at 2:45 PM  
Conference Room 229, State Capitol

Re: SENATE BILL 769 RELATING TO TRANSPORTATIONS

To: Chair Nishihara, Vice Chair Harimoto and Members of the Transportation  
Committee

From: David Lovelace, retired Training Director Hawaii Electricians Local 1186  
IBEW

I am submitting testimony in SUPPORT of SENATE BILL 769. I have lived in Nanakuli for over 30 years and have been a nighttime electrical apprenticeship instructor for over 25 years. I have witnessed the unbearable buildup of the unwieldy traffic coming into Nanakuli both in the afternoon and extending into the evening. The Department of Transportation has, to no avail, tried to alleviate the excessive buildup, but the continued influx of residence to the Waianae Coast has surpassed the departments ability to address the problem without further funding to study new avenues. This funding for a study will prove the need for a fifth dedicated lane. Please vote to approve this bill.

Sincerely,

*David Lovelace*  
David Lovelace

Cedric Gates  
PO Box 1162  
Waianae, HI 96792  
February 4, 2015

TRA Committee Chair Clarence K. Nishihara  
and Committee Members  
Hawaii State Capitol  
Honolulu, HI 96813

**Dear TRA Committee Chair Clarence K. Nishihara and Committee Members:**

My name is Cedric Gates, I currently am the Vice Chair of the Waianae Coast Neighborhood Board. I am testifying as an individual and a life-time resident of the Waianae Coast. **I'm writing to express my full support for SB769 (2015) relating to Transportation.**

**I support SB769 (2015)** because this Bill will appropriate funds for the director of transportation to conduct a feasibility study regarding the establishment of a fifth lane of travel on the ocean side of Farrington highway in Nanakuli from Kahe point to Mohihi street, to be used for contraflow during rush hour and requiring relocation of the existing railroad.

I am one of hundreds of citizens who have asked for transportation improvements in my community of Waianae; improvements we desperately need to give Leeward Coast residents better quality of life and traffic congestion relief for traffic that can take up to two hours of residents time to travel a 5 mile stretch of highway. I would like to thank **Senator Maile Shimabukuro** for listening to our community's suggestions and taking action on our concerns. As most should know the Waianae Coast only has one access road in and out and we could use any and every solution presented to the legislature to help solve our traffic woes.

**I would like to ask of you all to support SB 769 because it is in the best interest of the people.**

Sincerely,

Cedric Gates

**From:** [mailinglist@capitol.hawaii.gov](mailto:mailinglist@capitol.hawaii.gov)  
**To:** [TRA Testimony](#)  
**Cc:** [suiso@aloha.net](mailto:suiso@aloha.net)  
**Subject:** Submitted testimony for SB769 on Feb 10, 2015 14:45PM  
**Date:** Wednesday, February 04, 2015 1:02:27 PM

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**SB769**

Submitted on: 2/4/2015

Testimony for TRA on Feb 10, 2015 14:45PM in Conference Room 229

| <b>Submitted By</b> | <b>Organization</b> | <b>Testifier Position</b> | <b>Present at Hearing</b> |
|---------------------|---------------------|---------------------------|---------------------------|
| Mark Suiso          | Individual          | Comments Only             | No                        |

Comments: This issue has been around for over a decade and I have testified on similar legislation. Yet I have not seen the results of any study. Traffic flows in the am, pm and mid day should be available. I suspect they will the confirm the bottle necks in Nanakuli. There is now construction for turning pockets at key intersections. What can be done to control the timing of the traffic lights? It seems to favor the left turns and feeder streets too much. Attempts to coordinate State and City transportation has not been productive. What can be done to have better placement of bus stops with turnouts? What can be done to provide for local traffic to store and school. Virtually all lateral movement in Nanakuli requires going to the highway. What happened to plans to connect Auyong Homestead to the NAD road to Helelua to Haleakala?

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**From:** [mailinglist@capitol.hawaii.gov](mailto:mailinglist@capitol.hawaii.gov)  
**To:** [TRA Testimony](#)  
**Cc:** [landfordr001@hawaii.rr.com](mailto:landfordr001@hawaii.rr.com)  
**Subject:** Submitted testimony for SB769 on Feb 10, 2015 14:45PM  
**Date:** Monday, February 09, 2015 10:10:28 AM

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**SB769**

Submitted on: 2/9/2015

Testimony for TRA on Feb 10, 2015 14:45PM in Conference Room 229

| <b>Submitted By</b> | <b>Organization</b> | <b>Testifier Position</b> | <b>Present at Hearing</b> |
|---------------------|---------------------|---------------------------|---------------------------|
| Richard Landford    | Individual          | Comments Only             | No                        |

Comments: As Transportation Committee Chair I support all/any assistance with the Traffic problems we have in the Leeward Coast Area. I do believe that we need another lane, however where and how it will be designed needs to be carefully studied with a lot of input from the users of those highways mornings and evenings.

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