



# **O'ahu Regional Transportation Plan 2050**

## **SURVEY FEEDBACK**

**CAPTURED AUGUST 1ST 2024 - AUGUST 31ST 2024**

**The survey sought feedback from O'ahu residents on four transportation investments proposed for the 2050 update to the O'ahu Regional Transportation Plan, informed by goals from the plan. These four proposed investments are Skyline extensions, sidewalks/bikeways, bus rapid transit, and roadways. In addition to rating their approval of these proposed investments and their corresponding objectives, participants were given the opportunity provide additional commentary. It is organized by investment type in this document:**

## Skyline (Rail) Extensions

1	
2	Add bathrooms and staff to ensure against vandalism.
3	After all the fiascos with rail development it is hard to be enthusiastic about it but I do believe public transportation is key to the future sustainability of Hawaii and planet. Need to figure out how to build it without corruption and incompetence.
4	Airport station is my use-case, to avoid extortionate parking fees at HNL. Skyline hours should be extended to match flight times.
5	All risks concerned and the urban landscape expectations that came to materialized, planned or not planned, since the rail conduction starts, it seems that electric buses and bus corridors would have provided a better solution. It could supplement private or commercial transportation, but for that the line expansion would need to come with a 24 hour functioning rail (even if trips were less frequently during the current inactive hours).
6	as a Skyline user I think that rail extensions would be great, however I do understand that it would cost a lot of money and personally think BRT would work better if implemented correctly
7	At least get to the airport. Parking at/near stations is insufficient.
8	Build it to UH Manoa and Waikiki!
9	Cannot stop now! Yes its a pain in the neck, but we beed to see an end to it. People's nature will need to adapt to utilize it.. thats my concern. But if you build it, they will come..
10	Expand to UH and if can Waikiki then the project will be sick!
11	Expanded bus or similar point to point solution is overall better. Rail system was build from the wrong direction. It should have started in town off from university.
12	Expanding rail stops will increase ridership
13	Expanding skyline to west Kapolei and all the way to the UH and on to Hawaii Kai will be a huge quality of life benefit for the entire island. I believe it is a worthwhile investment.
14	Extend to waikiki and uh manoa

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15	Extending rail access to areas that will have high-utilization will increase appeal to potential riders. Ala Moana, Waikiki, and University of Hawaii Manoa are areas that will increase ridership.
16	Extending the Rail between urban centers is crucial in individuals' decisions to choose public transport vs. personal cars. I do wish we could utilize more of the immediate areas near each station to make the stations themselves more of a hub (via pop-up events, truck vendors, etc.)
17	Extending to ko'olina to the West and UH Waikiki and Hawaii Kai to the east
18	Extension to UH and eventually the Kahala mall would greatly increase the utility of rail.
19	Find a company with more experience in rail infrastructure. It's been said before. Current rail takes up too much space above and below
20	Finish extension to Ala Moana. Increase hours similar to train system in Japan
21	Finish it so I can actually use it everyday. As it is right now, I have no use for it at all.
22	Finish the line to Ala Moana as promised before even mentioning extending. It can't even get to the long prescribed and approved route
23	Follow Singapore as a model.
24	For the rail extensions let's add some transit police so that way the rail would remain a safe environment. We need transit police please!!!
25	Future rail extensions to UH Manoa and Waikiki should be immediate priorities.
26	Getting rail to Ala Moana and Manoa is imperative. Doing so will allow lots of people to go car free or drive much less

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27	High costs are what taxes are for. We pay a lot of taxes (up until they changed standard deduction, but that hasn't taken effect yet) and get nothing back from the city and state other than pothole repair and parks and rec maintenance. At least that's what it feels like.
28	I am not certain this will ultimately benefit the people that need it most. Having lived in Japan and traveled many Asian countries with amazing public transportation and train networks, this can be a very positive and beneficial tool. But has to be convenient, on time, in the right places, serving the right people. Doing it affordably though is unlikely.
29	I believe the rail needs to connect high traffic areas to hubs (e.g., ala moana/waikiki to the airport; if possible to UH Manoa). Currently its hard to justify its use because i still need a car to get to stops.
30	I don't think that's a priority considering most people use roads and you can use the costs to involved in the rail transportation to fix our bad roads, increase bus routes and reduce the many stops to increase efficiency. The bus system seems to be working but too many stops
31	I have lived in cities with good rail systems and it makes all the difference. Don't be dismayed by all the difficulties encountered so far. Once the rail has extended to Downtown or Waikiki there will be exponential growth in ridership
32	I have nothing good to say about this.
33	I think it is imperative that we build public transportation that does not add to traffic on road surfaces. Being independent of road conditions will encourage more use. This system should connect all parts of the island. Doing so will also increase mobility for aging and disabled populations who cannot drive. It is also important that all extensions reach town/ Honolulu
34	I think that extensions should be done on King Street or UH
35	I would love to see Skyline extensions, particularly to UH Mānoa, Waikīkī, and Kahala. I think it's also important that when we plan Skyline stations we also provide frequent and longer bus hours to/from the stations. I would also like to see better Wayfinding around the stations and more mixed use around the stations (housing with no parking near rail stations, commercial space in/near rail stations (I want to be able to buy a beverage!)).
36	I would support this if it was mapped out better but driving from Waianae you have to drive far off the freeway to park and catch the rail so it's useless for many of us already

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37	I would want the Skyline rail to be worked on more but they put it in the wrong places on Oahu. Right now it's a waste of money but if the rail went to popular places like Ala Moana then it would be worth it.
38	If I could give the Skyline rating zero stars, I would. The construction of the rail did not consider a huge chunk of the residents residing in the Central, East, and North side of the island. Let alone, the time it took to "complete" the rail stations and path took longer than expected, resulting into using our tax funds even more. All that money could've been used to improve our already existing bus system, road improvements, and maintenance which would positively impact the entire island.
39	If you've decided to do it, then do it. The current line connects not much. Connectivity will be the key to addressing usage issues.
40	In my opinion, this should be the absolute number one priority. Trains are the most efficient type of ground transit (according to many metrics), and building a robust rail system will help solve nearly every problem with our transportation system: reduce carbon emissions, increase reliability, increase passenger throughput, get cars off the road (reduce car traffic), increase safety, increase affordability, increase equity, etc.
41	It better reach UH and Waikiki by 2050
42	It does not need to be heavy rail, and it also needs to not be on sacred lands or disrupt Iwi Kupuna. As it is now, the 1st set of rail towers contain Iwi Kupuna from Maui, which is why I do not use it.
43	It is absolutely essential to build out comprehensive, frequent, safe and convenient transit and bike networks THIS decade. All capacity funds from transportation should go to support this and complete these networks and make them freely accessible, before widening one more road (next decade).
44	It is not pretty, high Maintenance, a good bus system seems like a better use of resources.
45	It needs to get to at least Ala Moana and be supported by frequent (<10 minutes) buses to areas without rail stations.
46	It would be great for the rail to run from the airport to Waikiki. Get the tourists off our streets.

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47	It would be great if it actually went somewhere useful. And if there were places to park one's car when one got at the departure station. Then people could actually use it.
48	It's essential to extend past Civic Center and Ala Moana into UH Manoa and Waikiki.
49	It's important for us to have the rail stops strategic as it will help the kapunas and keikis.
50	Its only going to work if you build from UH Mānoa to airport - while stopping at waikiki, ala moana, kakaako and down town. Its a waste of money in its current capacity.
51	Money is always an issue but having an interconnected rail system would do a lot to improve general transportation for the whole island. Unfortunately, I do believe the rail project has been grossly mismanaged and we could have had a much better system in place for what the costs have surmounted to.
52	More access means more ridership.
53	more information on where to park at rail stations. i am never sure if there is car parking. also need easy bike access to rail stations.
54	More rail extension
55	more stops by highly used areas will mean more riders
56	Need more stops to make it useful for more people and worth the initial cost.
57	Need to make stations at viable locations. Current stations require you to walk a lot to head to notable locations.
58	needs to actually go to places. ala moana, kapolei mall, not have the stops a mile away from UH campuses
59	No matter how unpopular, there needs to be constant extensions to existing lines.

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60	Only because we have committed to this mode of transportation we need to finish. Unless there is a way to modify what is in place and be able to use what has been developed.
61	Only complete the current ongoing project, no more extensions
62	Partner with local sustainable material producers to reduce costs for electric transport, local food catering, and train locals for the project instead of outsourcing.
63	People love dissing Skyline, but it's the best thing that's happened to Oahu transit in my lifetime. Serious game changer. Any extensions of the line are welcome no matter how much taxes I gotta pay for it. Keep up the great work guys!
64	Planners need to figure out ways to build the rail without destroying our shade trees in the process. This is hugely problematic and not being addressed.
65	PLEASE BRING RAIL TO UH MANOA AND WAIKIKI! PLEASE! (And directly to Ala Moana)
66	Please create a bicycles only module attachment that is pay to use. It would be a safe path alternative to use.
67	Rail is a failure. Poor planning and administration. Low ridership. Stop it.
68	Rail must connect major points to be viable. All University of Hawaii campuses, including Manoa and KCC, shopping malls (Ala Moana, Ka Makana Alii, Kahala Mall), tourist destinations (Waikiki, airport, Ko'Olina resort)
69	Rail needs to actually go places people want to go, not where we *think* they'll want to go in the future because we're gonna build houses on farmland.
70	Rail needs to expand to the University of Hawaii at Manoa. Traffic is a problem when they are in session.
71	Rail needs to get to places people want to go. Once you bring it to places people want to go to, the ridership will follow. This should be the #1 priority for rail.

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72	Rail transit is an investment in our future. Complete the MOS. Complete the extensions to UH Manoa and Kapolei.
73	Should go to Waikiki and colleges. Need to encourage tourists to use and give free or reduced passes to students. That would take a lot of cars off the roads.
74	Should mainly be focused on UH extension
75	Since we now have the infrastructure for rail. The city and county should consider rehabilitating the old Hawaiian railway that was originally used back into the plantation days. There are many old railway tracks that if rehabilitated could make expansion of the rail system more easier. For example Waianae to Kapolei.
76	Skyline is absolutely necessary and needs to be continued to areas that would drive ridership. Airport is a start. Ala Moana is great. UH Manoa, Ka Makana Alii and Waikiki would be amazing.
77	Skyline is an amazing system, if only it serviced places that people needed to go. Take the rail all the way to Ala Moana! Even into Waikiki and with a spur up to UH Manoa!
78	Skyline needs to go to Univ of Hawaii Manoa to make sense. Stopping it early is a huge loss. It also needs to go to central Oahu and the north shore to alleviate traffic.
79	Strongly support funding and building to UH
80	Take system to U of H and Ala Moana and Waikiki. Ensure parking available at transit stops



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81	<p>The C&amp;C of Honolulu has already gone all in on "rail". Citizens of Honolulu County already accept construction when it's for the correct reasoning.</p> <p>Prior to continuing within the urban core, consider extending the Kapolei leg from the "Ewa/Kapolei middle of no where stations" and expand further west uptown and past Kapolei Commons. Vast majority of Western Kapolei and Hono Kai Hale to Makaha create mass traffic. This would limit connection on Farrington Hwy and increase quality of life.</p>
82	<p>The cost off this rail is outrageous. Salary for the higher ups should be cut since over budget. Mistakes were made at tax payer costs. Deadlines were not met increasing the cost. I cannot understand how other countries and US states can complete a project in a short period of time. Hawaii has too much politics involved.</p>
83	<p>The existing rail needs to connect from the airport to Ala Moana and Waikiki. It should not; however, need to be raised. I'm no geology expert, but is a subterranean rail feasible? If no, it is still more important to have the rail than make it subterranean.</p>
84	<p>The extension only makes sense if you provide parking for park and ride at the stations and if the extensions actually connect places with high traffic like central oahu to downtown.</p>
85	<p>The idea of public transit that is on-time and actually predictable makes this option slightly more attractive than the BRT, but the uncertainty of actual costs and rollout makes this very unattractive.</p>
86	<p>The rail could be a lot better. I understand the lack of land space but there needs to be more stops to higher trafficked areas like Ala Moana area.</p>
87	<p>The rail could become essential, but it needs to be complete -- I highly recommend using a combination of eminent domain and lucrative offers to ensure land is available for a complete system</p>
88	<p>The rail is a joke. It's useless where I live &amp; it's caused too many problems island wide.</p>
89	<p>the rail project has been a horrible waste of tax dollars - poor system design and helped take out some of the best ag land on the island, along with the approval of the Hoopili development. Shameful.</p>
90	<p>The rail should have never been built. Billions thrown away, doesnt get us to essential stops, and causes many black outs in neighborhoods!!</p>
91	<p>The rail stations already in place have some KEY areas for local business to take Priority over franchises or other main land favorites. To see the island &amp; enjoy each stop of the rail, utilizes the park and rides and other comments concerns that HART/ &amp;every other main Local Island business cultivating and not keep rising prizes, shortening hours of ride, Instead Increase the rain, let people enjoy the scenery that we get to experience while traveling shopping and living on island, more quicker</p>
92	<p>The rail system sounds good. But also need to replace car lanes with bike lanes. If you build it they will come. Let's make Hawaii bikeable!!! It just makes sense.</p>
93	<p>The rail was not needed to make people drive less. A better bus system and infrastructure that promotes walking and alternative modes of transportation is best. A recent study showed that neighborhoods with sidewalks reduce the effects of Alzheimer's and Dementia</p>

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94	The Skyline system is a crucial component of our multi-modal transportation network on Oahu. The Skyline Extensions should ideally connect Pearl City and Wahiawa. As freeway systems expand and the number of local driver's license road tests decreases, younger individuals seek alternative transportation options. The Skyline Extensions will provide positive solutions for these needs.
95	The skyline was the biggest mistake for oahu. Its over budget and does not go anywhere useful. The one location that is mildly useful doesnt even have a parking lot. (Kapolei) do not invest anymore into it until the road ways are clear of dangerous potholes(h-1 by the h-2 split) and there is more than one way out of every populated area(Waianae). Also use the skyline funds to fund the police so H-1 can stop being a race track.
96	There needs to be parking for the rail for people not living near the rail. Need a more faster way to get to the rail.
97	This is arguably the most important piece for me. I love and fully support the idea of the Skyline, but it doesn't make any stops that are natural or common sense.
98	This is important
99	This is needed, think of Singapore's MRT models and Jakarta's transjakarta BRT systems
100	This really should go to UH. I'm not sure how, especially with the new construction that seems to be blocking any direct route, but this seems like a logical expansion. The difference in traffic is substantial when comparing the school year months to school breaks.
101	To make rail work for me, I would like to see stops in places outside the business and tourist corridor. Run a line up the Pali hwy and up to the University. If I have to get in my car to get to the train, I'm just going to keep driving.
102	Too much has been wasted and completing the required Federally covered/mandated parts are draining our resources.
103	UH Manoa should be prioritized over Kapolei extensions.
104	Unfortunately the decision to build this rail was made. We must and should stick it out. The route was changed. Getting more stops open will help ridership to the airport at least. Just getter done!
105	Use eminent domain more
106	We need more bus routes that go to Skyline stations from Windward, Central Oahu, and from Hawaii Kai. If possible is to build the rail all the way to Ala Moana Center. If we end at Kaka'ako at the Civic Center station, we still should make room and prepare the area for the Ala Moana Center station for future extension. If there is additional funding, we can extend it to Waikiki and/or UH Moana. For Kapolei, we definitely need further extension beyond West Loch station.
107	We've already spent too much money on rail. I can agree to it going to Ala Moana but along Ala Moana blvd.If funds have already been appropriated for it. Otherwise, let's stop throwing good money at the rail. We have a great bus system. I wish we would have stuck to that and not included the rail at all.  we had a ferry going for a brief time. That would ahve been a fabulous alternative. It iis more enjoyable, has much more flexibility. Ferry destiantions can be altered more easily than rail.
108	We've invested too much time and resources into this project to only what we have. The rail needs to serve more people and actually go into town, at the very least ala Moana. That said, there needs to be A LOT more oversight and planning done by individuals who genuinely want to serve our communities instead of lining their own pockets.
109	Would be great for Skyline to reach Ka Mānana Ali'i and Kapolei, but let's finish the current segment with enhancements at Pearl Highlands first.

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110	Would be great if it could reach Ka Makana Alii so people from Ewa Beach could have a rail station nearby instead of the waipahu location. Also would be nice if the rail could eventually travel over to Kuuloa Ranch as well as North Shore and basically around the island. As a bus rider I'd like to see that happen so I can visit the parts of the island typically not available to someone with a busy work schedule and only so much time off.
111	Would love if the rail actually went to useful locations, but concerned about the city's ability to complete the project/meet deadlines/manage cost
112	You guys NEED to start in the densest areas and work outward. The leeward side needs better options too so they can access their jobs in the city more safely.

## Sidewalks and Bikeways

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2	
3	A great option to increase people walking to stores and other places like in big cities. As a child in St Louis, Mo I walked almost everywhere within a 3 -5 mile radius. You usually plan stops, so the walk seems like nothing.
4	Also add the city/state Message Boards (the black signs with orange text) to actively publicize any closures/roadwork. Great for passersby if you have a digital sign that shows date and time/weather alerts from Honolulu city App like posting it near major traffic stops, bus stops or County buildings.  It also provides date and time/weather from the Honolulu city App for the homeless who may not have access to clocks/safety alerts.
5	Anybody who opposes this is probably an idiot. I can't think of a single reason not to do this.
6	As mentioned in roadways, the need for sidewalks to expand from 3 feet to 8 feet around parks and schools or large density areas would be more beneficial for all to access and feel more safe to use them. Consider using Seoul, South Korea, Singapore, Singapore with these models.
7	As someone who bikes to work sometimes, protected and/or separate paths would encourage me to do so more often and prioritize my safety.
8	As someone who uses a bike for 90% of my transportation needs I will say that the sporadic nature of bike lanes is infuriating. Aside from King St there are basically no bike lanes suitable for primary transportation. Everywhere else they are constantly just starting and stopping randomly, requiring merging in and out of car traffic.
9	Better safer sidewalks. Space for bikes and small electronic two wheelers.
10	Bigger sidewalks are better. Existing bike lanes are not maintained well on the island but more graded safe bike lanes and sidewalks are better.
11	Bikepaths help with current ridership keeping them safer, but will do little to expand ridership and change the way people commute.
12	Bikeways are a waste of money in Hawaii. Bike riders blame motorists for their safety issues but how many times have you seen a bike rider stop in a line of traffic instead of pedaling to the front? That's right! NONE! They chose when to follow the rules but only motorists are inconvenienced when they don't! They don't pay ENOUGH to get bike lanes for them on the city's tab!
13	Bikeways should be prioritized over freeway widening projects.
14	Biking and pedestrian access around stations needs to be better.

	B
15	Build out a safe/separated, comprehensive, regionwide network in the next 5 years. This should be a very top priority.
16	Connecting bike paths around the island from the current fragmented setup as well as cleaning them up and making them safer could be a huge motivator for cycling/walking. Currently, due to the disjointed paths, bikes are forced to share lanes with cars making a dangerous system for everyone. Hawaii is the best place to implement more bike infrastructure due to the nice weather most of the year.
17	Dedicated paths are safer than lanes
18	Doesn't really benefit people who live inland. I still need to drive to work.
19	Expanding bikeways discriminates against people with disabilities and elders, who can't ride bikes. Parents with kids need safe cars with proper car seats to transport kids. Only the physically fit can use this method. Riders who do not wear helmets, weave through car lanes and do not use adequate reflective devices are safety hazards. I could agree to specific scenic destinations for properly secured bike paths for recreational purposes but not as a viable transportation option,
20	Expanding walkways and bike lanes won't be as effective if people still have to take their cars to get to the walkways and biking areas. I don't understand the purpose of this. People don't like to walk miles in the hot sun unless it's a reasonable distance
21	Extend and finish the Pearl Harbor bike path all the way to Waianae connecting to rail. As well as creating a better complete network in downtown and Waikiki
22	Folks who cannot commute locally cannot use these alternatives.
23	Hawaii is the perfect place for bikeways and greenways. It is near perfect weather year round. Give us beautiful, easy to ride, safe and scenic greenways to make alternatives to driving even more attractive.
24	Honolulu is dangerous for bikers and pedestrians. So many streets do not have sidewalks, and the bike infrastructure is haphazard at best. Take a cue from Seattle, Amsterdam, Berkeley. More bike lanes, protected bike lanes, and bike infrastructure. Remember: green paint alone does not protect bikers from cars.
25	I have been noticing that the DOT is painting bikes on the road, as if that means it is now a bike lane. Many of these places it would be very dangerous to ride a bike because there is not enough space to protect the bike rider. Just painting a bike on the road doesn't make it a bike lane - what a waste of money and a potential safety issue.
26	I like the expansion of both bike and pedestrian infrastructure, but would prefer that pedestrian infrastructure be prioritized between the two.

	B
27	I love taking cars off the road and prioritizing people who make better choices for their commutes.
28	I recently got a bike and love riding it, sometimes I feel unsafe on it though and would love to see better bike infrastructure. Also the Pearl Harbor Bike Path is in terrible condition, there is trash all around it, homeless people living along it (which is a big problem city wide) and it just doesn't look nice in some parts
29	I walk and bus and now rail EVERYWHERE...
30	I would bike more if I wasn't so concerned with safety and the problem with motorized vehicles (including bikes) crossing into bike lanes.
31	I would LOVE this. Especially if sidewalks had greenery and some shade. I hate walking places because you're just by the dirty and noisy street all the time and it's not a pleasant activity. Additionally, there is never any shade and limited greenery. Also, there are so many places in town where there are no sidewalks and I just have to walk in the road or uneven dirt/grass. I feel like this would make Oahu feel more lively.
32	I would most certainly bike if we had protected bike lanes and better bike lockers or valet or bike security.
33	I would rate this higher if not for the wasted resources that went into the pedestrian overpass that was erected over Ala Moana Blvd near Kewalo Basin. This is a blatant waste of tax payer money to benefit the rich people living in the Ward area condos. I would support pedestrian overpasses if done in the right areas/intersections that will serve many and not just a few. Go study Tokyo and how they integrate pedestrian access to reduce vehicular traffic and increase pedestrian safety.
34	I'm not sure why careful planning is listed as a negative consequence, we should always use careful planning. We have a great climate for biking. Bike share programs help keep tourists off the road. Bike paths and bike lanes make it more safe for commuters to get to work and for families activities. Consistent funding shouldn't be an issue, look how much funding rail projects have eaten up for much less benefit.
35	Improving pedestrian and bicycle access also improves safety for those who are already choosing this form of transportation.
36	Increasing the amount of bikes and walkers will reduce the amount of cars on the road leading to a reduction in emissions. This with making public transportation like the rail and bus more accessible will further help with less emissions and making for a healthier population.

	B
37	It is completely nuts that a place like Honolulu does not have a bike lanes on every single street. And we need a shared pedestrian/cycling path from Kakaako waterfront Park all the way to Kapahulu Ave/Waikiki Beach. Why do only hotel -staying tourists get to enjoy and EASILY access the beautiful sandy beach fronts? Make a pedestrian/bike path along THE ENTIRE BEACH FRONT FROM KAKAAKO WATERFRONT TO KAPAHULU AVE. It's time locals can go back to Waikiki and enjoy it like the did back in the day
38	It's dependent on the area of the island. Kakaako may be best for the area whereas it wouldn't make sense in Kapolei/Mililani or Pearl City.
39	It's incredibly important to fund safe pedestrian and bike infrastructure, particularly around the rail stations, and in communities that lack safe infrastructure to walk/bike to their goods, services, and opportunities. This provides opportunities for active living and reduces costs to operate a vehicle. This also allows residents to swap their short trips in their car for more active and environmentally friendly modes of transportation. It will also improve the livability of neighborhoods.
40	I've biked extensively in Honolulu and the biking paths along active roadways are unappealing. Biking in or alongside an active driving lane is beyond dangerous. Drivers have little awareness on how to drive around bikes and some drivers are actively hostile and aggressive. Other cities provide dedicated bike and pedestrian paths that are separate from roads and located in more natural settings. They are more like recreation destination and less like an asphalt eating competition.
41	Just connecting the bikeways that are already built would be a great first step. building more separated from road bikeways or buffered lanes would get more folks riding bike. Many people just don't feel safe riding on the same road way where the speed limit is 35mph +.
42	Make o'ahu fully walkable, bicycle and ecar/rideshare friendly!!
43	Many people commute from outside of town to town. This would only work for people who live in town. Investing in this wouldn't help where there's a lot of traffic, like Pearl City, Ewa Beach.
44	Many sidewalks are in need of repaving. Lots of the trees that have been planted in the past have their roots pushing up the walkway that makes it uneven. A lot of pathways are also too narrow. There's barely any room for two people to walk side by side let alone having the width for wheel chairs. While the bike lanes are nice they also don't connect well. They're just put in different areas and end abruptly.
45	More bike routes and walking paths for pedestrians
46	more sidewalks!

	B
47	Much needed for safety.
48	Multi-use pathways are almost obvious for Hawai'i. This is (supposedly) the most beautiful state, and we can only see it through the glass of our windshield? No, we should be able to enjoy the 'aina directly without the noise and exhaust of vehicles while we get from point A to point B. Might not be able to fix high cost of living, but can at least make our journey to work closer to riding on dolphins.
49	My biggest frustration is this Island is not walkable!
50	Nice walking paths and bike paths would be great! But there needs to be regular efforts to take care of the homeless and make sure these areas can be made safe for people to utilize.
51	Oahu is pretty terrible for walkability and bikeability, which is insane given how ideal the weather is and how flat much of the urban Honolulu core is.
52	Offer free rail usage on exchange for private land use
53	Our roads are too narrow, congested and dangerous for bike lanes. WE DO NEED MORE SIDEWALKS esp on the windward side.
54	Paint is not infrastructure. Let's provide our bikers and pedestrians a place where they can go at their own pace and even cruise mindlessly if they wanted to without the risk of death.
55	please have protected sidewalks and bike lanes rather than sticking pedestrian bridges everywhere. our kupuna arent going to walk and roll to a bridge 20ft in the air above a stroad
56	Protected bike lanes. Use Copenhagen and Amsterdam as model cities
57	Provide smart connections between residences and businesses/parks/amenities. Keep the paths safe (often times homeless take over and you can't use the facilities).
58	Sidewalks are SUPPOSED to be for walking, not biking. Bikeways have morphed into a nightmare, a speedway for the eco-friendly e-bike. Skateboards, mopeds, medical scooters, pedestrians also enjoy the bikeways.
59	SIDEWALKS need much more improved access and space before we start talking about bike lanes. Bike riders can always use roads; pedestrians cannot.



	B
60	signage ON the paths giving direction and HOW to use, as in picture on this page. Also how to connect to next portion of path. Rules of the path signage. Cultural signage would be informative and create pride of place.
61	The fact that places like Manoa even dont have sidewalks is quite shocking. There is no safe way to walk from my house to the park. Sidewalks have to be the basic minimum. I have seen people on motorized wheelchairs on the road because they dont have sidewalks to use.
62	The popularity of bikes of all kinds & golf carts and any other similar type of vehicle/bike other than the current cars that we use on the rosds needs to be anticipated going foward. Laws, rules, permits, legality, appropriate use/where to use, & age needs needs to be addressed now. This is for the safety of communities on the state of HI. I suggest until these concerns are addressed & documented plans exist, creating or perhaps the repairing of sidewalks/bike paths should not occur?
63	The protected bikeways along busy routes, without sacrificing parking, has been great. Think King St and Kapiolani.
64	This image is lacking trees.
65	This is a great idea once the major safety items are solved. Prioritizing a bike from waianae to electric beach while it is a daily occurrence for a car to flipover on the H-1 race track is a terrible idea. Next it wont be a car with a chance of survival it will be a death sentence to a pedestrian and bicyclist. I would rank this as priority number 4. Very important in Waianae but the other issue need to be resolved.
66	This is probably the most important, right now, we do not have a good system of bike lanes. However, more folks are using bikes, electric bikes, and scooters as a way of transportation. I would like to see a safe way for folks to commute in this manner.
67	This should have been done long ago! So many pedestrians getting killed due to reckless drivers!
68	Try make the bikeways smooth, unlike the Pearl Harbor Bike Path.
69	Use existing car travel lanes. They're wide, paved, clear of buildings, connected to existing transportation networks, and wont need to be repaired as often without heavy vehicles.
70	Visit any well planned modern city and you'll note that bike paths are well used by commuters because the paths are well maintained, separated from vehicular traffic, well designed, and integrated with public transit. A good example is Chicago. It's baffling that in a sunny state like Hawaii, we have a terrible biking and pedestrian system. It's cold as hell most of the year in places like Seattle, Chicago, and D.C. and yet their bike/pedestrian infrastructure systems are awesome.
71	Walking and biking are the best options- for environment and human health. Need more bike lanes, bike racks, bike maintenance stations, etc. a new mindset but it can be done.

	B
72	We have an amazing opportunity to make use of bikeways and walkways with our great weather and the layout of the city. We just need to connect our disparate bikeways into one cohesive system that could be used from Ewa to Hawaii Kai.
73	We have the perfect place to ride, and yet most people i know are too worried about safety to ride regularly. I ride with my two kids to school 3 times a week and have to ride on sidewalks where the roads are too dangerous. Our alternative would be to buy a second car and pay for parking, a crazy expense when riding is healthier, leads to us actually meeting and knowing our neighbors, is fun, and keeps a car out of traffic and from taking a needed parking spot. Protected bike lanes please!
74	We need more bike lanes that connect. Some lanes just end. I would love to see more bike or pedestrian paths.
75	We need more safe options to use a bicycle. I love 3 miles from work. I should be able to bike, but no shoulder, cars are trying to run me off the road.
76	We should also increase biking and walking spaces as much as possible. Making non-car modes of transit safe, accessible, and convenient will increase the amount of individuals who use them. We can do this in a big way once less cars are on the road, which may allow us to shrink car travel lanes and increase space for walking and biking. Land use also factors in heavily here since if a trip is simple too long for walking or biking, individuals can't use those options.
77	When expanding pedestrian and bike routes please also plant green infrastructure for shade. The city of Honolulu is small and very walkable in theory; however, most sidewalks lack shade which makes walking uncomfortable and almost unusable during most of the day because it is too hot. We need shaded bike and walking routes. I will never vote for someone that prioritizes creating more roads over bike and pedestrian paths. I think we should make more streets pedestrian only and reduce blacktops.
78	While sidewalks and bikeways are great, having them only under the rail (while the rail provides shade) under the rail is not a destination. Sidewalks and bikeways need to connect destinations. Otherwise, there's nowhere to go. Don't make a path of dead ends!
79	Within the common core it makes sense. However expanding to rural or country areas may require consideration of how sidewalks/bikeways may encroach on existing residential property lines. Existing city/state easements should be considered when looking to expand sidewalk/bikeways verses taking away traffic lanes.
80	Would appreciate sidewalk widening in areas with high pedestrian traffic, such as Chinatown/Downtown, and along Ala Moana Blvd

B

81 Would love more safe biking areas away from cars. Not alongside cars.

82 Yes yes yes. If you build it they will come. Make bike paths and people will learn that biking is easier and cheaper and healthier. Especially in the city. For those who aren't in good enough shape to bike yet or who have to travel further, there are always ebikes. Yes to bikeways!

83 Yes, bikeways do often conflict with land use, and come at the cost of some economical impact. But again, if we just keep finding ways to accommodate more cars on the road instead of encouraging people to use alternative transport, then it is only ever harder to make that switch.

84 Yes, maintenance is in every way shape and form necessary. Having more opportunities to walk, bike, ride other things is great. Let's try to shut down a road for foot traffic and do a study to offer that to encourage getting outdoors

85 Yes, please expand our bike network such as the Leeward Bikeway as well as adding sidewalks to neighborhoods that need them (e.g., Waimalu, areas in Waipahu, Queen Street in Kakaako, etc).

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1	<b>Bus Rapid Transit (BRT) System</b>
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3	as someone who uses TheBus everyday to get around the island I would love to see some well implemented BRT
4	Before the crazy rail, management of an improved bus system would have been fine. But some of the changes (to route every westside bus to the rail!) is terrible. Bringing in more express routes or a set DIRECT EXPRESS - buses is better. Give us a break living further west as being routed thru kapolei is NOT THE FIX.. please seriously work on this for our sanity
5	BRT and an additional bus line that goes down Kapolei Parkway (especially if it extends to Ko Olina in the future) would be life changing for the Ewa community.
6	BRT could be used to get people back and forth from skyline to Mililani, kunia, Wahiawa, Hawaii Kai, Kailua, Makaha. Skyline should be the first priority to get build along the entire south shore.
7	BRT has been studied and rejected. Don't waste money studying it again, unless there are new facts that did not existed before.
8	BRT in Central and West Oahu communities should be prioritized.
9	BRT is good but is still subject to traffic problems.
10	BRT should supplement rail network. Projects like the Honolulu Urban Bus circulator need to happen with bus lanes and signal priority
11	BRTs work better when there are already less cars on the road and when the city is more walkable so a focus should be on making the city more pedestrian friendly.
12	Bus is a great option, but it takes so long. Way too many stops along a single route. The stops could be consolidated along the route, allowing for faster transport. Also, it would be nice if homeless people didn't use bus stops and bus shelters as their tax-free, no-cost living quarters.
13	Bus only lanes are greatly needed. Reference Transjakarta BRT which was innovated by USAID in 2004.
14	Bus only route should be extended from chinatown, down S. King to at least University Ave. It should also have a fork down Kapiolani to Kalakaua and through Waikiki to at least Monsarrat.  Increasing bus frequency from the Windward side to downtown would be nice too. It's inconvenient for weekend trips when buses don't run as often.

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15	Bus rapid transit should also be a top priority. Obviously trains are better for longer trips with more people and have fixed routes. BRT can provide flexibility for the system and help with transporting people around train destinations. For example, the train could bring someone from Kapolei to downtown Honolulu. Then, that rider could get from one end of downtown to the other with BRT.
16	Bus routes need to be redesigned as part of the expansion of HART, funneling riders to Rail stations.
17	Bus transit is an effective means of transportation. Many large cities rely on buses and provide special privileges such as a bus lane. While it will require expansion, it is a more cost effective solution than rail.
18	Busses that run frequently, reliably and are low-cost to ride are necessary. I believe that the repurposing existing traffic lanes on major arterial roadways for bus only lanes to improve reliability and on-time performance is necessary.
19	Busses, specifically ones with dedicated lanes, can be the arteries that the rail line uses to extend support further -- proper coordination of schedules between bus and rail would be a bonus
20	costs went up because of rail - that was wrong to do
21	Current bus routes are inefficient, costs too high, and timetables too slow. More buses, express bus lanes, tap credit card payments, and accessibility for low income and disabled populations are an absolute necessity.
22	Cutting of traffic specifically, people from the west side having to travel to town is probably a bigger matter which if addressed can reduce overall traffic in town. This the need for BRT system may not be necessary. There needs to be more push to keep people more by their homes. So for people on the west side, find out why they're having to go to "town". Then addressing the matter so that they don't have to go to town.
23	Do historical research. Suggest looking at Tempe AZ project when they implemented this. Again spent millions with little to no change of the issue. A dedicated bus lane takes additional real estate that we dont have with minimal effect. Keep the current bus system but add more drivers and research how to make the current system more efficient.
24	Does prioritizing this also mean we need to prioritize roadways? I'm not sure the difference in these two options.
25	Expanding it to connect to rail and places where rail doesn't serve. Up to mililani and North shore. West into waianae. East into Kailua and kaneohe. And through salt lake into downtown
26	Free and frequent public transportation

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27	Having goodo Bus transitions enables community discussions and sde and efficient tranit for the 'ohana.
28	I have not seen of a bus system that has widespread adoption by car drivers. Why would you take a bus when your car can take the same roads? Public transport should be for the public, not the poor--people who can afford private auto should want to use public transit. Busses are not it.
29	I have seen where this is planned and implemented appropriately and can be highly effective. But requires honesty, trained planners, outreach, and a willingness to sustain it.
30	I prefer rail over BRT, as BRT encourages sprawl, but I do think implementing BRT to rail stations would be great. BRT might also require the construction of park and rides.
31	I think the bus system should be used to connect rail extensions and have a robust bus lane system so that our public transportation options are not subject to street traffic. It seems wasteful to continue to invest in a public transportation system that has to sit in traffic. Doing so reduces the number of riders. I think it is also important to build upon this system keeping bike lanes in consideration. Bike lanes should accompany all bus lanes and routes.
32	I would love to see all door boarding, apple pay capabilities, all stops with shade, wifi, protected bike lanes coupled with BRT.
33	I've used a system like this when I had went to Reno for college. BRT still suffers from having to stop at traffic lights and may at points still have to share roads with cars, defeating the point.
34	If done right, removing buses from normal passenger car lanes of traffic might improve traffic flow. However, if passenger car lanes are lost, the benefits might not be realized.
35	If the bus could avoid more traffic, I would ride it more often.
36	If we had more bus (and bike) only lanes, it would reduce the uncertainty of bus times, and make it so that bus drivers don't have to drive like maniacs to keep to the schedule. Also, every bus stop should have some shelter. In other countries, they have pedestrian shelters at the corner of crosswalks, to shelter pedestrians from the sun and rain.

	C
37	Integrate more with skyline. Regional Express buses to downtown, Waikiki, where locals work and then local buses for last mile
38	It's hard to say if we really need it. It would be so much cooler if it was a lane for sharing bicycles and electric cars in addition to!
39	Make complete build-out of this network a top priority this decade!
40	Many people like to travel solo, don't like relying on public transport. Bigger, safer bike lanes are the answer. Bus lanes take up space on the road. Bike lanes are better. Public transport makes sense for those who need to travel far. So they can use the rail. Make bike lanes and bike racks so people can get to the rail easily without needing to drive. Cars are expensive, bikes are cheap, healthy and easy if there are bike lanes.
41	More busses running more consistently can make people want to use it more often.
42	More diverse routes. I work at UH and live in Palolo. It would take me three buses and at least 45 minutes to get to work, compared with a seven minute or a 45 walk. More diverse paths and destinations not only centered around moving people in and out of downtown or Waikiki.
43	Need to ensure it's cost effective and equitable and appealing to car drivers. All are big hurdles.
44	No project is a cheap project. I am all for improving the BRT. Create a bus only lane for efficiency. I think tourists and students would utilize the bus to get around the entire island even more, boosting local economy. It'll provide more jobs around the BRT and sustain a healthy job security in the long-run. We need to learn from other cities that have a reliable and sustainable bus system.
45	Our bus system has always seen consistent use. Linking with the system of the rail would make for smooth transfers and less complicated pay system. Having tap to pay for smart phones would also go a long way in making it easier for the many people with smartphones. Those without can always have the option of using a card with cash on it. CC swiping would also go a long way. Physical cash (especially with exact change) is always a pain to carry around.
46	Our bus system is fairly good now, I hope there can be more bug fixes for the bus app when the bus is running late or early.

	C
47	please give actual bus lanes instead of having them stuck in the same traffic as everyone else.
48	Please please PLEASE implement systems like this. It is so crucial to show people that buses are a better alternative by making the buses run faster than the cars. It incentivizes that transportation option over dangerous cars.
49	Plenty Main bus transit transfer areas NEED More Crosswalk awareness, again in certain cluster bus areas alongside with everyday and emergency vehicles
50	Public transit will continue into the foreseeable future. Property funding, planning, and operation will continue to lead to its continued success.
51	REAL BRT though not like the Express routes. Millilani BRT should be prioritized to connect to Skyline
52	Reliable bus service is needed. Consider direct express lines to skyline instead of routing ALL westside lines thru Kapolei. Not fair to distant west side commuters to suffer a LONGER home bus ride!
53	Same downsides as rail, but more cost efficient. One argument against it would be the increase of slow traffic for commercial and private vehicles, but that is a unavoidable side effects, and at least would encourage use of BRT even more.
54	Should be implemented in Central to shuttle people to pearl Highlands since parking lot not happening
55	Smaller busses. Current ones are massive and never full.
56	Sure, why not. Everything else is a mess.
57	Taking the bus everyday from school to work to home, straight up sucked because it took over 3x as long as driving a car. BRT sounds great
58	The BRT can be the 1st and only MODE of transportation that fits our "island life style". Increasing busses during the morning going to work and coming home. I just don't see the need for the RAIL.
59	The BRT system is definitely as you said more cost effective than rail (especially in early development stages). But at least in the case of Honolulu it is already well developed, yet largely underutilized.



	C
60	The Bus needs to be more user-friendly; the idea that in this day and age you can't tap your credit or debit card to pay fare means that tourists will rarely ride the bus. That's revenue walking out your back door.
61	The Bus needs to be safer, cleaner and more modern for people to want to use it. Ideally, this might be a better solution, but the state of the Bus system needs to be greatly improved.
62	The bus system is already really good (I catch bus from Mcully to Kalihi every day) but all the stoplights and traffic make things frustrating. A big humbug for me is when you wait like 10 minutes and then you see 2 or 3 of the #1 or #2 come by at once. Like...what a waste. BRT would improve quality, but also I'd love to see you guys have more control over when busses actually arrive.
63	There should be bus lanes from Middle Street to UH while rail is still being constructed (and after)
64	This may be an option as long as there are bus only lanes, if not, than the buses will be affected by traffic as they are now.
65	This seems like a cheaper and faster way to improve access and use of the rail and to TOD areas rather than waiting for the full rail system to be completed.
66	This should have been improved instead of building rail. So much more people would use The Bus if there were more buses to decrease scheduled wait times and improve reliability.
67	This system is only effective if car alternatives are utilized by the public. In the interim, congestion could increase dramatically if main road traffic volumes are reduced.
68	This will help with travel time I feel.
69	This would be the key to the success of the next extension of Skyline to Kalihi TC as we await the downtown Skyline extension.
70	Traffic will move as fast as the busses do. Improving bus flow will encourage bus usage, and decrease car dependency. It is also not mutually exclusive with Skyline, so it should be also implemented.
71	Trains work best when they are paired with a robust bus system. I need a clean, safe final mile solution to get me to the train and and to get me from the train to the final destination. Without a good bus or tram option, I'll end up driving.

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72	We don't have enough travel lanes as it is.
73	We need more express routes in addition of having Skyline rail transit system.
74	We need this AND the rail. Honolulu is decades behind similar cities worldwide.
75	We should also add BRT to supplement rail in areas that need high speed service to areas such as Waianae, Mililani/Wahiawa, Kaneohe/Kailua, and Hawaii Kai.
76	We use to have a great bus system, but no longer. The rail will be costly and not successful with the current conditions surrounding it.
77	While it will take time for drivers to adjust, like the bikeways, they do and it works great.
78	With the need for critical traffic congestion solutions for commuters throughout Jakarta, Indonesia USAID and ITDP helped design the Transjakarta system. This BRT system, won the 2021 Sustainable Transport Award. Most extensive BRT system and spans 251.2 km and operates 24 hours to support Jakarta's dense urban environment with a sectional bus-only route. This includes the "Jak Lingko," similar to Honolulu's Bus and Skyline linkage, which offers fare integration across different transit modes.
79	With the recent shooting on the bus, I'm now more hesitant to ride. I know that was probably a rare occurrence, but I even question the cleanliness and safety of the bus and some of its passengers. A coworker rides the bus and reported seeing a person in a hospital gown urinate on the bus bench then get on the bus and sit on one of the cloth handicap bus seats. Unhygienic and quite frankly a biohazard situation.
80	Worried about how many people would actually use the bus. I'm not sure how much this will fix things if people tend to use their cars. Possibly include more incentives for public transportation use if you go this route.

	C
81	Yes, bus only lanes. Make taking the bus faster than using your car
82	Yes.
83	Bus Rapid Transit (BRT) is an efficient, economical, and environmentally friendly urban public transportation method that provides passengers with a fast and convenient travel experience by optimizing routes and facilities, and improving service levels. At the same time, the BRT system also helps alleviate urban traffic congestion, enhance the city's image, and promote energy conservation and emission reduction.
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D

## Roadways

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0 stars

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adding another lane doesnt help, the space would be utilized with separated public transport infrastructure and protected bike lanes (not just paint)

5

Again, I can help point out areas that simple adjustments can be made for better flow traffic

6

Although expanding roadways may sound good it is not beneficial when we are in a dense area. Expand sidewalks and bike lanes to make it more accessible. Safer routes will give better access for all.

7

Bad plan. You are right that expanding roadways is idiocy. It's been proven time and time again that making more roads does NOT decrease traffic at all. Especially in the long run. Decrease car lanes, increase bike lanes. Bikes take up less space = preserve the aina. No need for additional asphalt.

8

Better designs to alleviate traffic congestion is needed. Impementing "No Right Turn on Red" at all high-congestion intersections or during rush hour to prevent blocking of intersections.

9

Dedicated transit lanes will enhance transit allure for daily commuters.

10

Disagree. Kapiolani blvd flow improves greatly with just one extra coned lane.

11

DO NOT expand; redesign for improved safety and flow, and maintain for safety. Check out <https://www.tiktok.com/@streetcraft> for great examples.

12

Don't do this.

13

Enable metro routes on high traffic highways on auto pilot! No pollution, smooth air controlled travel while keeping our 'ohana safe.

14

Encourage alternative transportations with bike lanes and public transportation. Adding wider sidewalks and tree cover. Reducing speeds and adding bus lanes. Reducing on street parking and encouraging off street parking

	D
15	Expand only where currently needed. Demand future developments cover the costs of these and while STILL KEEPING HOUSING AFFORDABLE for lower income!
16	Expand roadways to reduce traffic, but not to encourage driving over transit options.
17	Expanding lanes does not reduce congestion. Bus lanes, skyline, bicycle infrastructure instead of car culture
18	Expanding road capacity for SOVs is a zero sum game.
19	Expanding roads is desperately needed. Doing the counterflow on H-1 and waianae doesnt solve the problem just moves it somewhere else. Expanding Farrington to the number of lanes used in the counter flow would, same with H-1. Highly recommend investing in a more intelligent light controller that can sense congestion and change traffic patterns accordingly. Wasting a police officers time at the entry of Waianae to push a button is beyond absurd.
20	Expanding roadways for car seldom decrease congestion. Having less cars on the road decreases traffic. This can be done with better bike lanes and public transportation. Expanding the road would only be worth it for bike lanes and secure HOV lanes.
21	Expanding roadways increases reliance on cars for transport and doesn't alleviate traffic. It also doesn't reduce reliance on fossil fuels
22	Expanding the roads is one thing. We can also be looking into improving how our existing roadways function. On ramps and off ramps into h1 are dangerous and poorly planned for the amount of traffic we have. Light timing almost certainly needs adjusted in places.
23	Expanding where? Expanding a single road is unlikely to have much of an effect, expanding all roads cannot be done without huge amounts of land that just don't exist
24	Expansion is not going to solve Honolulu's car problem. If there is no efficient way to get from point A to point B, then people will opt for cars every time. If I'm sitting in traffic watching the bus or the train glide by, I may rethink my options.
25	Expansion only in areas that need it, not just as a "one size fits all" solution
26	For expanding roadways, I would like to suggest underpass on certain intersection.

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27	I do not want more roadways or the expansion of existing roadways. Roadways induce long term demand for more vehicle traffic, and therefore congestion. This is only a short term solution. It also induces more greenhouse gas emissions, and traffic deaths, hospitalizations, and crashes. It also encourages sprawl and poor land use decisions. If we have a limited budget, spending money on roadways is the least efficient in terms of moving people, and meeting more of the ORTP goals.
28	I don't know if expanding our lanes would be a good idea. I think we should focus on encouraging public transportation if possible.
29	I feel like this never works. It would just encourage me to drive a car.
30	I respectfully disagree with this idea. Our focus should be on emission reduction rather than increase. It may be more beneficial to prioritize the use of buses, bicycles, electric cars, ride-sharing, and commercial vehicles for the transportation of goods and industrial purposes to accomplish this goal.
31	I wish I could give 0 stars. Widening never seems to help with anything and can make safety worse.
32	I would like to see the expansion of public transit as a priority over expanding roadways. I do not believe roadways should continue to expand on our island as they can take up a lot of space and be destructive to local communities.
33	If more lanes or bigger roads would help, maybe this would work.
34	If people had the choice to take public transportation to get to work or for leisure purposes, they would. No one finds it pleasurable to be sitting in traffic. If there was a reliable and fast option to take a public transportation, there will be less cars on the road, therefore less traffic overall. Road expansions should be done only to add bus lanes.
35	I'm not sure in what ways this is different from BRT since they both require roadways. I would be supportive of expanding roadways for additional BRT connectivity.
36	In some instances I would support this if it means it allows for more pedestrian/bike friendly corridors (maybe car free!) in town.

	D
37	Increasing available lanes makes crosswalks longer, roadways louder, and makes the environment look like it should belong to cars and drivers. Walking and biking becomes discouraged because it becomes 'so busy and so much more dangerous,' and when people don't feel safe walking they won't walk to a bus stop either.
38	Instead of expanding, the focus should be making all streets safer by reducing lanes to give way for other means of transportation. Reducing lanes also reduces speeds.
39	It depends what is meant by "improve" here. I don't want highway expansions. I want better road design for better traffic flow, and safer designs (for example, less slip lanes. I work near Sand Island and it's terrible. Whoever designed Nimitz and Sand Island should seriously be ashamed of themselves.)
40	It's been proven that more roads do not reduce traffic. Ever. And buses are OK but also take up bike lane space. Bike lanes are the answer. There's like no reason to drive in the flat city part of Oahu.
41	It's less about expansion and more about maintenance. I've spent too much money fixing repairs from bad roads.
42	Lane widening doesn't improve traffic flow. It also makes it harder for drivers to make exits and makes streets more hostile to pedestrians.
43	Let's get the Transportation Improvement Project to list the Makakilo Drive Completion project moving forward.
44	Maintain existing roads, and work to expand some spaces to allow for better traffic flow, but generally I would deprioritize roadway projects
45	Makakilo Drive extension/completion to Kualakai Pkwy is critical need for safety & resilience.
46	Most roads feel too wide for pedestrians already and I'm guessing would cost more to maintain

	D
	nightmare on Every Street.
47	Please confirm a driver's education instructor's program that includes HOW TO SPEED SAFELY.
48	NO MORE CAR LANES IN URBAN AREAS! ENOUGH ALREADY!
49	No need expansion - need to get rid of contra-flow and short (or non-existent) left turn arrows that are backing up traffic for blocks in popular areas such as punchbowl !!! Even at low-traffic tomes there is no way to get through efficiently.
50	No. Large roads fail to fix the problem, and also exist at the cost of pedestrians. For larger roads, pedestrians lose out on safety, crossing availability, noise, sidewalk space, everything!
51	Oahu should lead the country in the adoption of non-highway vehicles. We're an island: nobody is driving 100+mi a day. Japan's kei cars being more narrow permit for the same throughput while reducing road land-use. Mālama ka 'aina. While plenty of people have cars, its because theres no alternative to commute. Arterial rail with last-mile transport can improve the lives of the residents and the land.
52	Please don't do this
53	Please stop prioritizing cars. Take lanes away for cyclists and pedestrians. They will figure out how to get to work without their cars. Make them have to choose. Stop giving them the choice.
54	Prioritize walkable areas so that we don't NEED to drive cars so much.
55	Respond to pothole reports and patching it sooner while it's a smaller hole than letting it get dangerously larger.
56	Roadway expansion is not necessarily the correct course. Proper traffic management flow should be considered. Implement sync'd traffic lighting systems throughout the urban and rural cores. This aids in reducing backups, gridlock, etc.  Look at intersection design and traffic flow. Designing main artery entry points more spread out limits main corridor congestion.
57	Roadway improvements to merging and exiting traffic should be looked at before simply adding more lanes. Efficient traffic signal programming can also have a higher impact on surface streets. Why are some traffic lights on timers during certain hours when traffic is very light? I've sat at red lights with no oncoming traffic in sight. It is sad to imagine the impacts of wasting my fuel needlessly sitting at a red light.
58	Roadways should have less lanes and bigger sidewalks. How are there 4 lane roadways next to schools, with a sidewalk with no guardrails or bollards makes no sense.
59	Seriously of major importance. We need more roads. They keep on building houses out in Kapolei, and on the west side, but there's not more roads going in. Traffic is bad enough as it is. Is there any thought in any of that planning? Especially with Kapolei planned to become Oahu's so-called second City.



	D
60	studies show that expanding road ways just leads to more cars on the road but doesn't help with traffic
61	The freeway is so loud and brings traffic and pollution.
62	The last thing Oahu needs more roadways with cars on them. If we care about the environment, sustainability, and safety of our communities as much as we claim to, we would reject any plan for the future that centers cars
63	The only expansion that is needed at this stage is including more pedestrian and cycling infrastructure. And replacing intersections with roundabouts.
64	The only roadway changes should be made to allow buses a faster way to get around the island.
65	The problem with Oahu is there just isn't enough space and more cars than ever anticipated to be used on our roads. Many roads are old and in need of repaving and even the markings are faded to a point they can't even be seen. The combination on/off ramps have always been a problem and dedicated ramps would help things a bit. But again, we just don't have the space for it.
66	The Small Business Alliance would like to rate this with zero stars but we've entered "1" since that does not appear to be an option and that we have answered the question.
67	Time after time, expanding rail roads have proven to only provide temperately relief. The way forward is to get more people on public transport, no make space for now cars, which would then later needs more space for more cars.
68	Typically, ugly and bad for the environment. prefer expanded sidewalks and bike paths.
69	Unfortunately we are too dependent on our personal vehicles, so opposition to public transit is very high, especially from a "convenience" standpoint. The transit system we have now is just not substantial enough to eliminate the need for personal vehicles. If you have kids and need to drop off at multiple places and be in a schedule, then pick them up along with groceries on the way home, it's just not realistic to use public transportation.
70	Useful where rail and busses are too slow or too far away.Like in the country.
71	very disappointed in lack of roundabouts/traffic circles, especially within and connecting to new developments. Second City Kapolei roads are an embarrassment. so old school. REALLY need to take a look at existing plans and redo to include traffic circles, e.g. Kalaeloa area, Farrington near Ho'opili, Kunia Road on the way to Schofield.

	D
72	We don't need to expand roadways. They are plenty wide enough if we provide people with alternatives to avoid using their cars. Then, those who absolutely NEED to drive can still using the existing infrastructure.
73	We have enough roads. The only expansion I see here would be in providing Park & Ride options for the train. If I can't take a bus to the train, at least provide parking so I can leave my car at the station.
74	We have too many cars and too much reliance in them as is. We don't need to expand roads and induce further demand.
75	We know this doesn't work. All it does is increase vehicular travel. It doesn't solve traffic, and we.dont have the space to expand our roadways at the expense of open space or living space
76	We must reduce our car dependence. Increasing lanes or roadways will promote car dependence. We need to shift our focus and make the time and cost to drive less appealing and replace it with transit
77	We need less cars on the road.
78	We need more raised crosswalks
79	We see more housing/buildings being built without any regard to improving roads..building NEW roads. EVERYTHING comes to a bottle neck no matter what road you are on! We need big improvements asap!! I beg to differ people will remain in their cars..we need to offer options
80	We should absolutely not be expanding roadways. We need to vastly invest in rail and BRT to help get cars off the road and reduce the number of people driving. Then we can shrink some car roadways and provide more space for BRT, bikes, walking, or green space. Car travel should not be completely eliminated of course, but passing as much transit as possible to the aforementioned options will reduce reliance on cars and roads. Then we can see if shrinking roads is a viable option.

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We should NOT expand roadways. Why bother? Doing so will encourage more drivers and simply continue to increase traffic. People will simply fill the space on the roads increasing traffic and global warming while putting more lives at risk due to accidents. We should be focused on creating and encouraging alternative modes of transportation such as public transportation, biking, and walking. I would prefer to see less streets- instead invest in shaded sidewalks and bike paths/ routes.

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We should reduce roadways, widen sidewalk paths and planting strips, and plant more trees! Too many conflicts between utilities and trees, this is a big problem that requires a solution.

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while I understand that it could create more traffic, if we expand our roadways that could also mean more bus routes

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Widening roads does nothing to ease traffic, but makes it harder for people to walk and bike. Plus it transforms this beautiful place into huge roads filled with gridlock. Prioritize smaller, safer roads paired with protected bike lanes and transit. People will be happier in the long run and we'll have a healthier, safer, more vibrant city.

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Will only make things worse.

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With alternate transp coming soon/expanding, the expanding of roadways or freeway lanes should be studied & relooked at as there be other solutions that may alleviate congestion than always/automatically widening lanes. Of course in some cases widening may be the pono action to take.

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