

Mike Galizio

From: Mike Galizio
Sent: Monday, March 28, 2016 2:31 PM
To: Mike Galizio
Subject: FW: Draft Oahu Regional Transportation Plan 2040 - Consultation with Stakeholders

From: Jennifer Appel [mailto:appelgreenroof@yahoo.com]
Sent: Friday, February 26, 2016 6:56 PM
To: Elizabeth.Fischer@dot.gov; mkomata@bkdghawaii.com; Mike Galizio <Mike.Galizio@oahumpo.org>; OahuMPO <Oahumpo@oahumpo.org>
Cc: info@hawaii.asia.org; joelk@kiconcepts.com; allans@pacificpipe.net; mahaney08@yahoo.com
Subject: Re: Draft Oahu Regional Transportation Plan 2040 - Consultation with Stakeholders

Aloha all,

This was a well drafted synopsis of the situation, well cited and researched, inclusive of the comments made by participants.

However, the solutions presented include mostly widening the roadways and adding more paving. None of it was noted as salt tolerant or pervious paving or even solar paving (yes, solar panel roads are available that exceed most DOT standards).

In my personal experience of watching green space being turned into massive concrete projects - some cities have been more effective than others at providing solutions in densely populated areas.

I would suggest considering double decker freeway construction like in Austin, Texas or on the George Washington Bridge in NYC as opposed to widening freeways and roads like Houston or Dallas, Texas.

Alternative solutions to mitigate traffic on O'ahu may include requiring everything that is not a compact car (i.e.: all trucks and SUV's 1/2 ton and larger) to utilize only one lane (in much the same manner as the HOV lane only as a detriment to having large vehicles with, usually, only one person in them).

Using New York City and Austin, Texas as examples, both have systems where certain lanes are used as express lanes and other lanes are solely for on/off traffic.

Louisiana uses a system like Hawaii where certain exits only go in one direction which causes dysfunction for our constant stream of visitors who are not familiar with our road systems.

At one point, there was a ferry system between Ko'olina/Campbell Industrial and Honolulu Harbor and that was not mentioned. I remember it costing less than the gas used to sit in traffic to make the journey to town.

I am familiar with the "Hawaiian Roads" which connect the various parts of the west side in much shorter distances than the current roadway system. Making better use of them for two wheeled and pedestrian traffic - dotted with scenic views, pedestrian cafe's and other amenities may be an option not discussed.

In many foreign countries and California, white lining (allowing mopeds and motorcycles to utilize the lines) has been proven effective to increase traffic flows. Additionally, allowing mopeds and motorcycles to move up to the front of stop light intersections has also proven effective to increase stop and go traffic flow. While I am aware that there are inherent risks with this type of behavior (as I am one of those who prefer two wheeled low carbon footprint transportation with easy ample parking) it is the rider's responsibility to be aware and not the state's to regulate safe passage with white line advocacy.

Another aspect of the transportation plan that did not seem to be highlighted was parking. I am aware of several end locations that have extremely difficult parking scenarios which result in decreased business due to a lack of parking. Similarly, if disproportionately more parking for smaller vehicles was made available at the ending location, it would cause a situation where the populace would gravitate towards smaller vehicles and thus more traffic could be "handled" utilizing the same amount of space.

Those are my "two cents".

Jennifer Appel, PLA
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