

Comments on **Oahu MPO: ORTP 2040 Draft of 2/17/2016**  
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**Chapter 1, Plan Purpose and Process**, provides a general, comprehensive statement of the goals to be served by the plan. In particular, mention is made that the ORTP include resource and environmental protection, mitigation activities, congestion management, public review, and Title VI. No mention is made of integrating a complete streets approach to transportation planning.

**Why is ORTP 2040 Important? [page 7]** Discusses the demographic surge in older folks (>65) and the need for agencies to consider this in system design/maintenance. Further, improving the variety of transportation choices, along with land use planning, is noted as a solution to congestion management. However, projects to improve safety for the elderly, especially as pedestrians where Hawaii has a high rate of deaths/injuries, is not apparent.

**Chapter 2, Existing Conditions**, includes plans and policies affecting the transportation system. Among these Complete Streets, State Highway Safety Plan are mentioned, but not the Pedestrian Plan. Accessibility to the transportation system by minority populations and the financially disadvantaged is addressed, (Title VI) but not accessibility by the elderly.

**Table 3: Project List for ORTP 2016.**

Project S201, Kamehameha Highway Safety Improvements from Haleiwa to Kahaluu. The project description states only safety improvements for automobiles. This 35 mile stretch of highway serves numerous beach communities, predominantly separating communities from the beach. There is no sidewalk and an intermittent shoulder of variable width and quality. Bicycles and walking are much used modes of travel along this roadway, and crossing the road to the beach occurs at regular, frequent intervals. The listed safety improvements for car travel are all negative features for the safety of pedestrians and cyclists. While cross walks are laudable, guard rails and rumble strips narrow safe space for cyclists and pedestrians, where they are exposed to speeding, inattentive or impaired drivers. Consideration should be given to reduction of speed limits and designing roadways to lower speeds in the beach towns,. Narrowing the roadway and improving shoulder space will reduce extreme speeding, while allowing an improved flow of traffic without compromising the safety of non-motorized travelers. An OMPO Complete Streets Checklist should be provided for this project.

**Table 3: Project S502.** Shoreline protection structures adjacent to the roadway should allow for the safe passage of pedestrians and cyclists. Beaches are an important feature in the quality of life to residents and visitors to the affected communities. Design of the structures should be such that natural beach dynamics are allowed to continue and natural features including vegetation and the movement of sand are preserved.