

Central Oahu Transportation Study
Public Comments

Comment Number	Name	Specific Section	Comment	Response
1	Gary Mobley	N/A - Additional Information	<p>1. Repave Kamehameha highway in both directions between Wahiawa and H-1 freeway.</p> <p>2. Eliminate stoplights on Kamehameha highway at small intersections allowing right-turns only with turn-about a minimum .5 mile away.</p> <p>3. Establish an H-1 West freeway on-ramp from Kamehameha highway south to accommodate future Kapolei traffic.</p>	<p>1. Repaving projects are part of HDOT's Operations and Maintenance program and is not within the scope of this study.</p> <p>2. Traffic signals exist to provide safe, protected crossings for side street traffic, pedestrians, and bicycles, in addition to protected left-turns off of Kamehameha. Removing access reduces connectivity, thereby concentrating traffic congestion at alternate locations.</p> <p>3. A new on-ramp from Kamehameha Highway to H-1 WB was listed in the H-1 Corridor study as project 3-3. It scored well in constructability and lower impacts to existing traffic during construction. However, the project was not one of the higher ranked projects for easing traffic congestion or improving travel times and was not one of the projects listed as increasing safety. Therefore, the project was not considered further in the COTS.</p>
2	Cliff	Recommended Projects	<p>Regarding bicycle projects, my preference is additional pathways and second is bike lanes.</p> <p>Recommendations of locations for bicycle facilities: -From Pearl Harbor bike way to Kamehameha</p>	<p>Eight of the 10 initial bike path projects and three of the eight initial bike lane projects in the Waiawa-Mililani study area are recommended. In addition, all four of the initial bicycle and pedestrian projects identified in the Wahiawa-Whitmore Village area are recommended. These include both bike paths and bike lanes.</p> <p>The existing Pearl Harbor Bike Path is outside of the study area boundary; therefore, direct connections</p>

Comment Number	Name	Specific Section	Comment	Response
			<p>Highway to Central Oahu -Meheula from Town Center to Mauka; first traffic light, both directions (Bicycle and Pedestrian Package B)</p>	<p>between the Pearl Harbor Bike Path and Central Oahu are not included in this study. However, such connections are included as part of the 2019 Oahu Bike Plan Update. In addition, Bicycle and Pedestrian Package A – New Pathways and Route from Mililani to Waipahu is recommended as a short-term (next one to four years) project in the COTS.</p> <p>Thank you for your support of Bicycle and Pedestrian Package B – New Pathway, Lanes, and Route through Meheula Parkway, which creates bicycle access between Meheula Parkway/Mililani Town Center and Mililani Mauka. Package B is recommended in the COTS as a mid-term (four to five years) project.</p>
3	Banner	Recommended Projects	<p>#701 - Prefer dedicated shuttle bus to and from Wahiawa Whitmore Village</p> <p>#703 - Yes! More Handi-Van</p> <p>#803 - Yes!</p>	<p>Although not a dedicated shuttle bus, Project 701 would increase bus service to/from Whitmore Village and Wahiawa Transit Center and would provide 45-minute service in the peak periods. Fourteen additional trips would be added, which would double the amount of service over existing conditions. This project is recommended in the COTS as a short-term (one to four years) project.</p> <p>Thank you for your support of Project 703, which would expand late-night service and essentially create 24-hour service between the Waiawa Rail Station at Pearl Highlands and the Wahiawa Transit Center. Handi-Van service would be increased to match the fixed route service hours. This project is recommended in the COTS as a short-term (one to four years) project.</p>

Comment Number	Name	Specific Section	Comment	Response
				Thank you for your support of Project 803, New Bicycle and Pedestrian Connection between Wahiawa, Whitmore Village, and NCTAMS. This project is recommended in the COTS as a mid-term (four to five years) project.
4	Nestor D. Muyot (Whitmore Community Association)	Recommended Projects	Extend shuttle bus route up to 9PM by Whitmore Village (Project 701). Support Sen. Donovan Dela Cruz project with walk through bridge to connect to Whitmore. Walking access for working people from bus terminal to Village people (Project 802).	Thank you for your support of Project 701, Increase Bus Service to/from Whitmore Village and Wahiawa Transit Center. This project is recommended in the COTS as a short-term (one to four years) project. Thank you for your support of Project 802, New Bicycle and Pedestrian Bridge Connecting Wahiawa and Whitmore Village. This project is recommended in the COTS as a mid-term (four to five years) project.
5	Daynna Jones (Wahiawa Kupuna Wellness Center – Lanakila Pacific)	Recommended Projects	The Kupuna like the proposals for safer walkways (Project 801). One of them mentioned an easement along Kilani, California, and Glenn going up the elementary school.	Thank you for your support of Project 801, New Off-street Bicycle and Pedestrian Connections to Schools, Parks, and Transit. Project 801 would include bicycle and pedestrian facilities along Kilani Avenue/Glen Avenue and California Avenue which would provide connectivity to Wahiawa Elementary School and Wahiawa District Park. This project is recommended in the COTS as a short-term (one to four years) project.
6	Erin Mendelson	Overall	Is the best use of resources in further studies? This ongoing study from 2017 has generated dozens of proposed ideas. When will	The cost to complete the COTS is approximately \$543,000. The study outlines a series of projects that city and state agencies can undertake to improve travel conditions and options. The timetable for implementation is up to those agencies, but the study does make recommendations for near term and

Comment Number	Name	Specific Section	Comment	Response
			<p>action be taken? How much money has been allocated for this study? When will action take place to see any improvements in our crumbling and ill equipped transportation networks? Why is this inquiry process so long?</p>	<p>longer term along with the reasons for these timing recommendations. The length of the study includes time for OahuMPO and the Project Management Working Group to review materials and periods for time for public and agency input.</p>