

West O'ahu Transportation Study Proposed by OahuMPO Citizen Advisory Committee

Objectives:

The study will provide a more comprehensive study of congestion for the area west of Pearl City that could lead to expedited enhancements in the road arterial network for West O'ahu. It also will evaluate road development relative to the ridership of the Honolulu rail project.

Study Description:

The study will cover the area from Waipi'o to the western end of the H-1 freeway. The study will include examining the Makakilo Drive Extension (MDE) to the H-1 North-South Interchange, widening Farrington Highway west of Waipahu, widening of Fort Barrette Road, adding lanes on H-1 and extending the Zipper lane westward, among other potential solutions and strategies to mitigate congestion.

Work Products/Outcomes:

1. [Assessment of Previous Studies and Surveys](#)
 - a. [Including the](#) development plans along Saratoga Road in Kalaeloa as this artery is identified for eventual rail extension in the City Council-approved locally preferred alternative.
2. [Stakeholder Involvement Plan & Stakeholder List](#)
3. [Performance Measures](#)
 - a. [Including the impacts on traffic](#)
4. [List of Projects and Strategies for Transportation System Improvement](#)
5. [Project Evaluation and Preliminary Ranking Memo](#)
6. [Application of Performance Measures and Feasibility Assessment](#)
7. [Benefit Cost Analysis](#)
 - a. [Including the impacts on traffic](#)
8. [Final Report](#)

Study Justification:

There is no doubt that the 2020 census will show Makakilo with more than 20,000 residents, all remaining dependent on a single access to the H-1 freeway, a congestion management as well as a safety issue. Without the extension, post-COVID traffic on the Drive will continue to back up as town-bound residents "backtrack" to get on H-1 and are forced behind the traffic entering from Kualakai Parkway. With rail scheduled to begin operations from East Kapolei to Aloha Stadium next year, extension of the Drive also will provide residents of Upper Makakilo with an expedited access to the UH West O'ahu rail station.

Previous or Ongoing Work Related to Proposed Planning Study:

July 2020 marked ten and a half years of planning for the Makakilo Drive Extension (MDE). The design is (supposedly) ongoing. This project has "bounced" into and out of the Transportation Improvement Program (TIP) for years. It has now been ten and a half years since the H-1 North-South Interchange (that services Kualaka'i Parkway) was completed by the State's DOT, while the City's DTS drags out the design of MDE to avoid having it ready for placement in the

TIP. March 2021 will mark 20 years since the MDE appeared on the O'ahu Regional Transportation Plan (TOP) 2025.

Ka'a'awa Community Association Representative to CAC Andrea Anixt has been submitting NORTH SHORE (Comprehensive) CORRIDOR STUDY proposals for FY2015 thru FY2021.

The Primary Objective of this remains that traditional land-use data informed by sea level rise, erosion, climate change and the complete dependence of the residents and tourists of Oahu on this only thru road from KAHALU'U to HALEIWA results in a Plan for Kamehameha Highway Route #83 to be a functionally interconnected VEHICULAR road thru Ka'a'awa.

The near term actions of the DOT is depositing lots of rocks and boulders on the shoreline. This has continued for years now and is occurring again today, and as they disappear tomorrow and the next week or month once again. This is not a solution. It has put frequent overwhelming strain on the PRIVATE roads in Ka'a'awa used as a detour while there is this stopgap, ultimately futile work occurring. The rerouted drivers often speed and cause danger to our children and residents in Ka'a'awa.

1. We propose that all near- term work requiring detour INTO Ka'a'awa be monitored/policed by DOT at DOT/POLICE EXPENSE as it occurs. This is a Title VI/EJ designated working class population. The KBOA (Road Association) dues cannot handle the cost of repairs caused by this excessive use by detoured buses, heavy construction trucks as BYU and Turtle Bay Resort build out their current projects, and the many non-residents vehicles...

2. Near-term proposed action 2: Determining the traffic carrying capacity needed(none now) for the length of the 2045 ORTP.

3. Near-term : What projects would improve safety like sloped revetment walls and/or bridging areas where necessary; placing offshore wave strength reduction technology that could possibly generate wave Energy electricity if possible at the same time.

4. DOT to provide SIGNAGE for an Evacuation Route for the Hau'ula thru Kahalu'u portion asap.

5. Identify the actual costs and estimate the effects of NO ROAD option to O'ahu's economy: including that spending of over half the millions of tourists in 2019 that came to North Shore and who do Circle Island tours, come to PCC, to KUALOA RANCH, cost of no road to the road use by military to Kahuku Training Area's (KTA), 10,000 acres currently AND the proposed anti-missile site being at Kahuku and KTA with increased acreage proposed.

PLUS and versus the costs of buying out Ka'a'awa residents homes, abandoning or relocating the highway;

and the costs to residents for loss of access to schools, doctors , hospitals, ambulances, food, stores for necessities and other...for the Affected coastal communities.

Mid-Term proposals are:

- 1.What the PLAN developed in the Near-Term includes is finished before the approximately 10 years of erosion, high wave action, etc.,
2. It eliminates those problems on parts of the road IDENTIFIED in the State of Hawai'i Coastal Highway Program Report from August 2019; and per Dr Chip Fletcher and SOEST who have warned CAC that they WILL OCCUR...

Sections most critical (#1, 3, 8, 9, 10 , and 18) in the State Report are in North Shore to Kahalu'u Corridor; and most are in Ka'a'awa area... One more should be added at Kualoa Park/Kualoa Ranch highway curve...

Long-Term Actions: Actions of DOT completed in near- term and middle term determine these.

Work Products /Outcomes are a functional vehicular highway thru KA'A'AWA including Kahana and Kualoa. This should also include to Kahalu'u to the south and Haleiwa to the north so freight and goods, medical and essential services are accessible to Ka'a'awa residents by road.

PUBLIC COMMUNITY OUTREACH HELD IN :

1. THE DISTRICT OF KO'OLAULOA
2. NORTH SHORE needs to occur.
- 3.Advanced Planning project report updates should be made every few months. The State CHPR footnote 2, page 6 states "the cost of delaying improvements to the top 20 sites until severe damage develops may be 50 times or higher than the cost of implementing preventative measures now, Not to mention traffic interruption, inconvenience, and safety concerns , business losses ..."

I would add that all data includes the over 4,350 already urban zoned 'buildable' lots under 20degree slope located in the Punalu'u, Ka'a'awa, Kahuku and Laie areas of Ko'olauloa.

Also considerations should include the further increased traffic of the build out of 2 new Hotels and 100 or more resort residential units; the BYU's 1000 new married student housing units and plans for increased students/faculty.

The ORTP has identified this as part of an Unsustainable Development Cycle - as being furthest destinations from the Urban Center = worst for loaded with all this development. Do not ignore that it has nonetheless BEEN approved and zoned and only a partial DPP COUNT was made on the Lots. At least one regional road is already necessary before more development.

PREVIOUS or Ongoing Work Related to Proposal Projects and studies:

USACE - US MILITARY. Bridge studies for Kahana Bay may include info thru Ka'a'awa. Bridges were built leading to Ka'a'awa.

CHPR CRESI DATA ON CRITICAL COASTAL SITES IN THE KA'A'AWA AREA
HI EMERGENCY PREPAREDNESS planners for Ka'a'awa and Kualoa for
natural/other disaster evacuation plans.

DBEDT and Hawai'i Tourism Authority Data

Oahu General Plan

Oahu Bike Plan (2012) maybe later too.

Laniakea Bypass Road Proposal

Studies done for proposed Kahekili/Kamehameha Highways intersection.

Title VI/EJ Underserved populations data Ka'a'awa

Hau'ula Critical site plan per CHPR CRESI DATA working on now

Submitted by Andrea Anixt. Ka'a'awa CAC Representative.

DOT working