

## **Phase 2 ORTP 2045 Survey Summary**

The Oahu Regional Transportation Plan 2045 Proposed Projects and Programs Survey was conducted between November 2020 and January 2021 to solicit feedback on the 17 newly proposed projects and programs. During this time, the survey received participation from 85 Oahu residents. For each of the new projects and programs, participants were asked whether they or someone they knew would benefit from the project or program, and for what reason. Preliminary review of the survey data collected from phase 2 outreach for the ORTP 2045 is summarized below:

Interstate Route H-3, Halawa Valley Mitigation, Phase 2 & 3

- 51% of participants felt, yes, this project would be beneficial, and 30% cited health reasons as the benefit.

Farrington Highway Widening, Helelua to Mohihi

- 55% of participants felt, yes, this project would be beneficial, and 45% cited primary mode of transportation as the benefit.

Fort Barrette Road Railroad Crossing Improvements

- 36% of participants felt, yes, this project would be beneficial, and 20% cited primary mode of transportation as the benefit.

Pali Highway, Rockfall Mitigation, Vicinity of MP 5.90 to 6.10 & MP 6.10 to 6.55

- 62% of participants felt, yes, this project would be beneficial, and 55% cited primary mode of transportation as the benefit.

Likelike Highway (Route 63) Seismic Retrofit, Kalihi Stream Bridges

- 64% of participants felt, yes, this project would be beneficial, and 53% cited primary mode of transportation as the benefit.

Moanalua Freeway, (Interstate Route H-201) Seismic retrofit, Puuloa Interchange (Five Structures)

- 60% of participants felt, yes, this project would be beneficial, and 53% cited primary mode of transportation as the benefit.

Kamehameha Highway (Route 99) Seismic Retrofit, Pearl Harbor Interchange, Structure #2

- 63% of participants felt, yes, this project would be beneficial, and 53% cited primary mode of transportation as the benefit.

Kunia Interchange Improvements

- 44% of participants felt, yes, this project would be beneficial, and 41% cited primary mode of transportation as the benefit.

Harbor Access Road (Route 9400)

- 33% of participants felt, yes, this project would be beneficial, and 29% cited primary mode of transportation as the benefit.

Interstate Route H-1 Highway Lighting Improvements, Kaimakani Overpass to Gulick Avenue, Phase 1, MP 12.83 to MP 16

- 60% of participants felt, yes, this project would be beneficial, and 48% cited primary mode of transportation as the benefit.

Kamehameha Highway Safety Improvements, Kukuna Road to Kahana Valley Road

- 60% of participants felt, yes, this project would be beneficial, and 48% cited primary mode of transportation as the benefit.

For a more in depth review of responses, please see the entire survey results [here](#). As for the comments for the proposed programs, OahuMPO utilized a web map in efforts to encourage community members to identify locations that could benefit from safety, resilience, maintenance, and congestion mitigation improvements, which corresponds to the four new programs proposed. This information will be shared with HDOT to assist with prioritizing locations and improvements across the island. Please view the locations of the responses and the responses on the web map [here](#).

The demographic portion of the survey showed that participants were predominantly white (51%), English speaking (74%) males (57%). Phase 2 outreach did see an increase in participation from those under 18 (26%) which is something we had identified as a need from phase 1 outreach evaluation. Participants identified being in the \$50,000-74,000 (12%) and \$200,00 or more (12%) income brackets with 2 (22%) or 4 people (22%) in their families, and being generally 2 car households (34%). For more in depth review of the participant demographics, please see the entire survey results [here](#).

In regards to how participants heard about the survey, the OahuMPO newsletters (ORTP Newsletter 6% and OahuMPO Newsletter 23%) were the top forms of communication.

**2045 Oahu Regional Transportation Plan Phase 2 Survey Comments**

The Oahu Regional Transportation Plan 2045 Proposed Projects and Programs Survey was conducted between November 2020 and January 2021 to solicit feedback on the 17 newly proposed projects and programs. During this time, the survey received participation from 850 Oahu residents. For each of the new projects and programs, participants were asked whether they or someone they knew would benefit from the project or program, and for what reason. The following are open ended comments provided by participants with the corresponding proposed project.

<b>Project</b>	<b>Benefit/Disdvantage</b>	<b>Comment</b>
Interstate Route H-3, Halawa Valley Mitigation, Phase 2 & 3	Benefit	water resources
Interstate Route H-3, Halawa Valley Mitigation, Phase 2 & 4	Benefit	Protection of natural and cultural/historic resources
Interstate Route H-3, Halawa Valley Mitigation, Phase 2 & 5	Benefit	hikeing arations
Interstate Route H-3, Halawa Valley Mitigation, Phase 2 & 6	Benefit	it would help people not to get stressed and get to things on time
Interstate Route H-3, Halawa Valley Mitigation, Phase 2 & 7	Benefit	It will make the view prettier
Interstate Route H-3, Halawa Valley Mitigation, Phase 2 & 8	Benefit	If I understand the project it would help to ecologically restore the valley and that would benefit all living things on oahu
Interstate Route H-3, Halawa Valley Mitigation, Phase 2 & 9	Benefit	Native environment restoration
Interstate Route H-3, Halawa Valley Mitigation, Phase 2 & 10	Disadvantage	desecration of sacred sites has already been done with the construction of the H3 Freeway
Interstate Route H-3, Halawa Valley Mitigation, Phase 2 & 11	Disadvantage	my parents never used the H3 to prevent acts of genocide and/or to prevent destruction to cultural practices
Farrington Highway Widening, Helelua to Mohihi	Benefit	Transportation equity and quality of life
Farrington Highway Widening, Helelua to Mohihi	Benefit	jobs; going to work
Farrington Highway Widening, Helelua to Mohihi	Benefit	people get paces faster
Farrington Highway Widening, Helelua to Mohihi	Benefit	hopefully this project enhance safety and traffic flow but what is also need is bike lanes and shared use paths
Farrington Highway Widening, Helelua to Mohihi	Benefit	time saved
Farrington Highway Widening, Helelua to Mohihi	Benefit	Reduce traffic congestion
Farrington Highway Widening, Helelua to Mohihi	Benefit	faster transportation
Farrington Highway Widening, Helelua to Mohihi	Disdvantage	unless the road widening is only for public transit then I dont belive road widening has ever benefited anyone
Farrington Highway Widening, Helelua to Mohihi	Disdvantage	Residents along the route
Farrington Highway Widening, Helelua to Mohihi	Disdvantage	Increased carbon emissions
Farrington Highway Widening, Helelua to Mohihi	Disdvantage	Construction and traffic impacts
Farrington Highway Widening, Helelua to Mohihi	Disdvantage	Costal access for residents could become a pedestrian, bicycle, and transit user safety hazard, if safe controlled (signalized/ raised crosswalks) crossings aren't frequent and accessible along this stretch of road creates a bigger barrier to crossing the street

Fort Barrette Road Railroad Crossing Improvements	Benefit	Better road between Kapolei and Kalaeloa and safety for vehicles and those riding the train	
Fort Barrette Road Railroad Crossing Improvements	Benefit	This intersection has become very busy over the years since the base has closed. Roosevelt Ave has become a connector rd from Ewa to Kapolei. This intersection is also used as a route to the schools in the area for peds and bikes	
Fort Barrette Road Railroad Crossing Improvements	Benefit	Safety	
Fort Barrette Road Railroad Crossing Improvements	Benefit	Smoother entrance to Kalaeloa; easier on vehicles.	
Fort Barrette Road Railroad Crossing Improvements	Disadvantage	death and pollution	
Pali Highway, Rockfall Mitigation	Benefit	Safety	
Pali Highway, Rockfall Mitigation	Benefit	transportation safety	
Pali Highway, Rockfall Mitigation	Benefit	it will help us not get hurt while trying to get through the mountains	
Pali Highway, Rockfall Mitigation	Benefit	Sight	
Pali Highway, Rockfall Mitigation	Benefit	safety for anyone using this road	
Pali Highway, Rockfall Mitigation	Disadvantage	Takes away from other needed projects	
Pali Highway, Rockfall Mitigation	Disadvantage	People have encountered many of problems.	
Pali Highway, Rockfall Mitigation	Disadvantage	I think people will be harmed(in my opinion). Lets say that if a earth quake happened and the bridge collapses and people get stuck under all the rubble including the rocks. Or if a big rain comes and floods.	
Likelike Highway (Route 63) Seismic Retrofit, Kalihi Stream Bridges	Benefit	Safety	
Likelike Highway (Route 63) Seismic Retrofit, Kalihi Stream Bridges	Benefit	it will help risk of death	
Likelike Highway (Route 63) Seismic Retrofit, Kalihi Stream Bridges	Benefit	safety for all	
Likelike Highway (Route 63) Seismic Retrofit, Kalihi Stream Bridges	Benefit	safety of anyone using this hwy	
Likelike Highway (Route 63) Seismic Retrofit, Kalihi Stream Bridges	Disadvantage	construction and traffic impacts	
Moanalua Freeway, (Interstate Route H-201) Seismic Retrofit, Puuloo Interchange (Five Structures)	Benefit	safety of anyone using this interchange	
Kamehameha Highway (Route 99) Seismic Retrofit, Pearl Harbor Interchange, Structure #2	Benefit	safety of anyone using this interchange	
Kunia Interchange Improvements	Benefit	Transportation equity	
Kunia Interchange Improvements	Benefit	safety	
Kunia Interchange Improvements	Disadvantage	This whole area is not safe for pedestrians or cyclist. Ewa and Ewa Beach is cut off from Kunia and vis versa if you are a pedestrian or a cyclist.	
Harbor Access Road (Route 9400)	Benefit	Adding bike lanes and sidewalks allows for more people to use the roadways safely	
Harbor Access Road (Route 9400)	Benefit	Connecting Kapolei to Honokai Hale and Ko Olina would help alleviate congestion on Farrington Hwy	
Harbor Access Road (Route 9400)	Benefit	improved access	

Harbor Access Road (Route 9400)	Benefit	bike lanes	
Harbor Access Road (Route 9400)	Disadvantage	create ped, bus and bike only infrastructure. we don't need more car infrastructure	
Harbor Access Road (Route 9400)	Disadvantage	Divided highways are generally for long stretches of road, if there are head on collision noted in the area then maybe, but seems like overkill and expensive	
Harbor Access Road (Route 9400)	Disadvantage	cost of project compared to benefits	
Harbor Access Road (Route 9400)	Disadvantage	historic area and places	
Interstate Route H-1 Highway Lighting Improvements, Kaimakani Overpass to Gulick Avenue, Phase 1, MP 12.83 to MP 16	Benefit	Transportation safety	
Interstate Route H-1 Highway Lighting Improvements, Kaimakani Overpass to Gulick Avenue, Phase 1, MP 12.83 to MP 17	Benefit	Vison	
Interstate Route H-1 Highway Lighting Improvements, Kaimakani Overpass to Gulick Avenue, Phase 1, MP 12.83 to MP 18	Benefit	Safety	
Interstate Route H-1 Highway Lighting Improvements, Kaimakani Overpass to Gulick Avenue, Phase 1, MP 12.83 to MP 19	Benefit	Safety	
Interstate Route H-1 Highway Lighting Improvements, Kaimakani Overpass to Gulick Avenue, Phase 1, MP 12.83 to MP 20	Benefit	safety	
Interstate Route H-1 Highway Lighting Improvements, Kaimakani Overpass to Gulick Avenue, Phase 1, MP 12.83 to MP 21	Disadvantage	lighting improvements make for safer driving and navigation at night, but can be a nuisance to nearby residents	
Kamehameha Highway Safety Improvements, Kukuna Road to Kahana Valley Road	Benefit	Safety	
Kamehameha Highway Safety Improvements, Kukuna Road to Kahana Valley Road	Benefit	Transportation safety	
Kamehameha Highway Safety Improvements, Kukuna Road to Kahana Valley Road	Benefit	it will not risk deaths to drivers	
Kamehameha Highway Safety Improvements, Kukuna Road to Kahana Valley Road	Benefit	Safety	
Kamehameha Highway Safety Improvements, Kukuna Road to Kahana Valley Road	Benefit	Enjoy and use this road for leisure	
Kamehameha Highway Safety Improvements, Kukuna Road to Kahana Valley Road	Disadvantage	Taxpayers paying for a road impacted by sea level rise	
Kamehameha Highway Safety Improvements, Kukuna Road to Kahana Valley Road	Disadvantage	noise pollution to nearby residents	
<b>The following comments were received via email and documented accordingly.</b>			
<b>Project</b>	<b>Commenter</b>	<b>Comment</b>	<b>Date</b>

<a href="#">Makakilo Drive, Second Access, Makakilo Drive to Kualaka'i Parkway and Interstate Route H-1 Interchange.xlsx</a>	Frank Genadio, NB#34 Makakilo-Kapolei Honokai Hale	I wanted to mention the need for completion of the Makakilo Drive extension to the Kualakai Parkway H-1 interchange as a much needed congestion management (as well as safety) project. This project was on the 2001 (no typo) Transportation for O'ahu Plan 2025—and there now are more than 20,000 people on the hill with a single access. I fault previous city administrations, DTS, and the Policy Board for “turning their backs” on the residents who have waited for the extension for too many years.	January 21, 2021
General - Planning Process	Kathleen Rooney, Ulupono Initiative	Absence of scores on the re-nominated projects and programs—Given that the MPO has completed another long-range transportation planning process, it is not clear why renominated projects aren't evaluated during this project prioritization process. The information would help the Policy Board make fully informed decisions about the project list. Although they have been previously reviewed, it was with a different Policy Board, a different long-range transportation plan, and different priorities and considerations. If these projects have the same points distribution as the new projects, their benefits could vary widely by more than 60 points.	January 26, 2021
General - Planning Process	Kathleen Rooney, Ulupono Initiative	Disconnect between the goals and the distribution of the projects submitted—This was included in a presentation by MPO staff, but it is critical that the projects developed (and subsequently funded by federal transportation sources) actually reflect the goal of the long-range transportation plan. There is an overabundance of “Efficiency” and “Resilience” projects, but clearly not enough in the environmental and reliability categories (see chart below). If the projects submitted by project sponsors are not meeting the MPO's plan goals, then the projects are not worthy of funding; there shouldn't be the expectation that any and all projects shall be funded.	January 26, 2021
General - Planning Process	Kathleen Rooney, Ulupono Initiative	Lack of comprehensive understanding of the investments impact—Given the lack of scores on the renominated projects, it is also not possible to understand the full impact of the projects as a whole and their collective impact on meeting the MPO's goals. For example, does this slate of projects improve the state of good repair? Do the projects improve reliability? Do they make trips across all modes safer? These questions are not currently answered.	January 26, 2021
General - Planning Process	Kathleen Rooney, Ulupono Initiative	Appearance of potentially funding projects that provide no benefits or worse—Note that the project at the bottom of the list has a “-1” score. This makes it appear that this project would actually make our community worse off—and yet we spent public monies to do so.	January 26, 2021

Project that is missing	John Rogers, NB#23 'Ewa	The Oahu Regional Transportation Plan (ORTP) 2045 Project List should incorporate a shared use path and bike lanes along the entire length of Fort Weaver Road. Over the last three decades the Ewa and Ewa Beach communities have grown exponentially. Throughout this growth traffic lanes were added to Fort Weaver Road; pedestrian and bicycle facilities were included in the area where new neighborhoods were being built. However, the most southern section of Fort Weaver Road, the neighborhoods developed in the 1950s and 1960's, have received little, if any pedestrian or bicycling facility improvements. This inequity is most notable in the mile-long section of Fort Weaver Road that parallels the beach with its beach access paths and terminates at Pu'u'loa Beach Park. Currently this end of the road has no pedestrian or bicycling facilities, thereby denying families in this area safe routes to schools, parks, and bus stops.	January 26, 2021
Leeward Bikeway Phase 2 (Philippine Sea Road to Lualualei Naval Road)	John Rogers, NB#23 'Ewa	The Oahu Regional Transportation Plan (ORTP) 2045 Project List should include Leeward Bikeway Phase 2 (Philippine Sea Road to Lualualei Naval Road). In 1980 the Federal Government deeded land to the State of Hawai'i for the express purpose of "bike lanes or paths and pedestrian walkway." The deed stipulates that if it is determined that the land is no longer needed for use as an active transportation corridor then it should be returned to the Federal Government. It is important that this transportation corridor be maintained in Oahu's long range transportation plan. Building a shared use path along the entirety of the deeded corridor will undoubtedly increase the commute mode-share for pedestrians and bicyclists accessing workplace, retail and public transportation services as well as providing an outstanding recreational resource for residents and the visitor industry.	January 26, 2021
	Jeff Merz	The survey states that safety and resilience are goals of OMPO projects, yet almost all proposed projects just involve increasing lanes, capacity and speed for vehicles. I am not clear how any of them address human/pedestrian safety or sustainable resilient mobility of for the increasing number of residents on Oahu choosing to go car-less.	January 21, 2021
	Jeff Merz	Now that up to 60% of road infrastructure budgets are paid by general funds in cities and states due to inadequate highway trust funding & driver generated revenues, it is time to holistically approach mobility for residents and move from roadway expansions and capacity increases and invest in all modal options.	January 21, 2021
	Jeff Merz	To improve OMPO relevancy, suggest the agency focus on the goal of improving urban-centered human mobility since that is where the majority of citizens live. Suggestions could be street diets, dedicated bike lanes, sidewalks and sidewalk expansions and last mile infrastructure for the new rail system	January 21, 2021