

*DRAFT*

# Oahu Regional Transportation Plan 2030

## Contents

What is the ORTP?

Looking at the Future

2030 Vision

Goals

Plan Overview

How Does It Work?

Project Map

Paying for the Plan

Will It Work?

Project List



Send your comments about the Draft ORTP 2030 to OMPO  
by Wednesday, March 15, 2006;  
see back cover for contact information.



## WHAT IS THE ORTP?

The Oahu Regional Transportation Plan (ORTP) 2030 is a blueprint that guides us in putting together pieces of the transportation puzzle to address the mobility issues and transportation needs of our community. It is a multi-faceted plan that represents our vision for a better transportation system and is integrated with the planned growth pattern for Oahu over the next 25 years. It includes goals and objectives, identifies projects and provides an implementation program for mid- and long-range investment of the available transportation funds across Oahu in a fair and equitable manner.

The development of the plan helps decision-makers understand the options that are available for improving the transportation system and how different options work toward improving mobility. Once adopted, any future transportation improvements for Oahu that receive federal transportation funds must be consistent with the ORTP in order to be eligible for these funds.



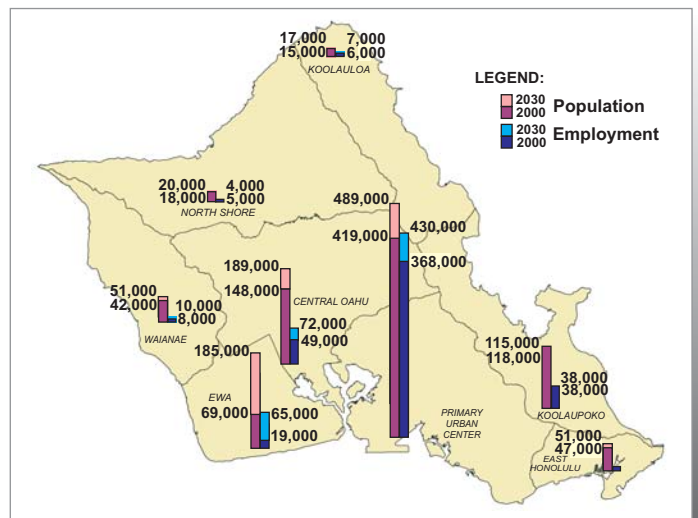
## LOOKING AT THE FUTURE OF OAHU

The Primary Urban Center (PUC) in Honolulu and the Secondary Urban Center in Kapolei have been designated as the projected areas where growth in residential development and employment shall occur over the next 25 years. Some growth is also encouraged in Central Oahu as a means of relieving pressures on the rest of the island.

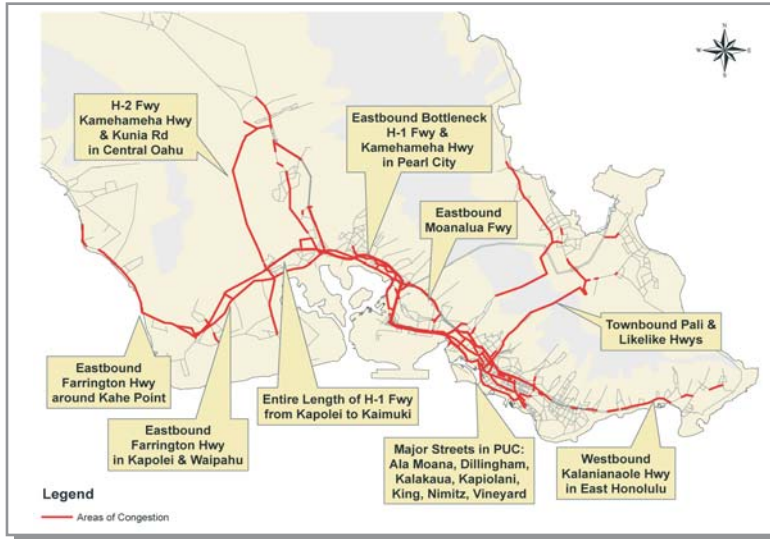
The following figure graphically shows the amount of future growth in residential development and employment expected in each of the eight development plan areas of Oahu. Of the 240,000 new residents and 130,000 new jobs expected on Oahu by 2030, over 80 percent will be located in the PUC and in Ewa.

The ORTP is updated at least every five years to ensure that transportation decisions are based on current information and community priorities. As part of each update, future population and employment are projected and corresponding changes in travel patterns, revenue, and construction costs are forecast to validate and test past and new directions for transportation development on Oahu.

This regional planning document is required by a number of state and federal mandates and requirements which include the Transportation Equity Act for the 21st Century ("TEA 21") and the recently enacted Safe, Accountable, Flexible Transportation Equity Act-A Legacy for Users ("SAFETEA-LU"). These requirements are mandated by the U.S. Department of Transportation as a means of verifying the eligibility of metropolitan areas for federal funds earmarked for surface transportation systems. The last updated plan was adopted in April 2001. The current revision, scheduled for adoption in April 2006, will update the plan to 2030.



POPULATION AND EMPLOYMENT GROWTH BY DEVELOPMENT PLAN AREA

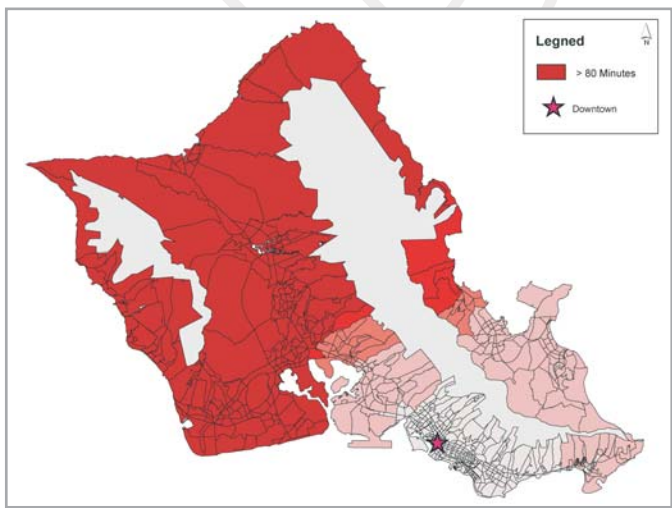


LOCATIONS OF SIGNIFICANT AM CONGESTION (BASELINE 2030)

### Transportation and New Growth

As we continue to grow, more people and more employment opportunities mean more and more traffic: more clogged roads and more delays getting to work, school, stores, and the beach. As an illustration of how congested the transportation system could become, a “Baseline 2030” analysis was conducted to estimate future traffic conditions if growth is allowed to occur but no new transportation facilities are built. The figure above shows significantly congested locations on Oahu during the morning peak period in the Baseline 2030 analysis.

The impact of the congested roadways corresponds to increases in travel time for all Oahu residents, huge increases for some depending on where they live and work. The figure below shows the projected travel time from each area on Oahu to downtown Honolulu for the Baseline 2030 if nothing is done. It can be seen that travel times in excess of 80 minutes are projected from Ewa, Central Oahu, and the Waianae Coast to downtown Honolulu during the morning peak period. This can be attributed to the growth targeted for these areas.



AM PEAK TRAVEL TIME TO DOWNTOWN (BASELINE 2030)

### Challenges Facing Oahu

To solve the transportation puzzle, we must address several challenges that Oahu will face over the next 25 years:

- We are challenged because we will have more people: more people who want to go to work, to school, to shop, to play resulting in about 30% more travel.
- We are challenged because established communities want improved access and new communities want better circulation.
- We are challenged because many of our existing roadways need to be maintained, repaired, and rehabilitated.
- We are challenged because the H-1 Corridor linking the Primary Urban Center in Honolulu with the Secondary Urban Center in Kapolei is already congested, and limited right-of-way, environmental concerns, and costs make expansion difficult along H-1, Kamehameha Highway, Nimitz Highway, and Farrington Highway.
- We are challenged because Waianae Coast, Ewa, and Central Oahu residents currently experience some of the worse morning commute travel times; in 2030, travel times are forecasted to increase if nothing is done.
- Our ultimate challenge is to decide how to allocate our resources to meet our many needs. There is only so much money available to fund transportation projects. How much money should be spent to reduce congestion on our roads, make our streets safer, provide more bikeways, create alternate accesses to communities, and maintain our roadways?

### VISION FOR OAHU IN 2030

The vision for the 2030 ORTP is this:

*In 2030 Oahu is a place where transportation choices are available and the importance of the H-1 Corridor is recognized.*

The first part of our vision focuses on increasing our mobility options. We recognize that we will not be able to afford to eliminate congestion. To improve mobility, the ORTP 2030 provides a number of strategies and programs to address the island's future transportation needs. These include major capital improvement projects that add to the system's person-carrying and vehicular capacities, projects that expand upon the existing systems and services to optimize their use, increased focus on operational, management and preservation strategies, and programs that help integrate the transportation system into the land uses of each community.



This vision also acknowledges the importance of travel along the H-1 Corridor. The projects included in the transportation plan propose numerous ways to address the additional traffic congestion that is expected to increase along this travel corridor:

- At the heart of the ORTP 2030 is a rail transit system that will serve the corridor between Kapolei and Honolulu.
- Also included in the plan are projects to increase the capacity of H-1 itself with new interchanges, additional High Occupancy Vehicle (HOV) lanes, freeway widening, and operational improvements at key locations. These major H-1 Corridor projects are supplemented with two projects that provide alternatives to H-1: the intra-island commuter ferry from Ewa to downtown Honolulu and the Nimitz flyover HOV facility.
- The ORTP 2030 also includes implementation of the island's bikeway plan, expansion of the bus system, several second access/emergency access roadways, projects to maximize the use of existing facilities, and measures to reduce the need for auto travel.

The ORTP will advance us toward the vision for addressing growth and traffic on Oahu for 2030.

## GOALS

To meet our vision, the islandwide transportation plan for Oahu is defined by three overarching goals.

**Transportation Services System:** *Develop and maintain Oahu's islandwide transportation system to ensure efficient, safe, convenient and economical movement of people and goods.*

The objectives that guide the development of the plan with regard to this goal include increasing capacity of the system, providing an efficient and convenient transit system, providing access to all important destinations, serving all intermodal terminals, ensuring that projects are distributed equitably, ensuring that safety and security is provided, integrating the entire system, supporting economic development and providing for system preservation.

**Environment and Quality of Life:** *Develop and maintain Oahu's transportation system in a manner that maintains environmental quality and community cohesiveness.*

The objectives associated with the environment and quality of life goal are directed at the development of a plan that satisfies noise, air and water quality standards, encourages energy conservation, preserves cultural integrity and natural resources, develops alternative modes of transportation that are environment-friendly

including pedestrian walkways and bicycle routes, optimizes use of transportation resources, minimizes disruption of neighborhoods, ensures compatibility with the physical and social character of existing development, incorporates landscaping and public safety, and plans for emergencies.

### **Land Use and Transportation Integration System**

**Goal:** *Develop and maintain Oahu's transportation system in a manner that integrates land uses and transportation.*

The objectives that support the land use and transportation integration system goal reinforce planned population distribution and land use development policies, encourage innovation, and encourage implementation of land use policies that support efficient use of transportation systems.

## OVERVIEW OF ORTP 2030 PROJECTS

The following provides descriptions of specific elements of the plan. Individual projects are listed on pages 12 through 15.

### **Rail Transit System**

One strategy in making our vision a reality is to consider projects that focus on moving people, rather than cars, as efficiently as possible. The proposed rail transit system from Kapolei to Honolulu will become the backbone of the transit system, connecting major employment and residential centers to each other and to downtown Honolulu. The plan for this project also includes associated feeder bus services for each station and access ramps and other freeway improvements to facilitate the flow of buses that supplement the rail system.





## Bicycle Facilities

One hallmark of a livable city is that its public spaces are actively used and that the outdoors can be enjoyed. Honolulu is a great city for bicycles with its physical beauty, mild year-round climate, relatively flat coastal plain and compact form. Enhancing the appealing qualities of Oahu can be achieved in part through the implementation of the bicycle component of the future transportation system. The ORTP 2030 incorporates the Oahu elements of the *Bike Plan Hawaii* and “Priority One” projects identified in the *Honolulu Bicycle Master Plan*, resulting in an integrated network of on-road bike lanes and off-road share-use paths that will link people with their favorite destinations.



## Congestion Relief

Although the majority of our travel will continue to be made by private automobiles, we have learned that we cannot build our way out of congestion. We can, however, lessen the impact of increased demand for travel by broadening our choices and improving our roads and bridges to make them work better. It is important to make sure that we do not neglect to consider the need to expand the transportation system in areas that most need access, and where we have decided future growth should occur.

As part of the ORTP 2030, new and expanded roadway projects are proposed for the Ewa area and Central Oahu where the majority of the residential and employment growth will occur. These projects include expansion of several roadways like the North-South Road and Kapolei Parkway; new freeway interchanges in Kapolei; and the widening of existing roadways such as Farrington Highway, Kamehameha Highway and Kunia Road. Capacity enhancement projects to sections of Interstate Route H-1 from Pearl City to downtown Honolulu and widening of the Moanalua Freeway to accommodate the projected growth are also included.

## Pedestrian Facilities

The majority of us walk to get to our cars, to catch a bus, and to do errands on our lunch breaks. Some of us walk for exercise as well as to get to work and to shop. In past plans, pedestrian facilities have been combined with bicycle facilities. We recognize that the needs of pedestrians are, in many cases, different from those of bicyclists. To address this difference, the ORTP 2030 includes development of a pedestrian plan for Oahu. Funding of these projects will be made through the Enhancement Program.



## TDM and TSM

Transportation demand management (TDM) and transportation system management (TSM) programs consist of measures that are designed to reduce the demand and increase the efficiency of the transportation system. The TDM and TSM programs for Oahu includes facilities to enhance flow such as HOV lanes on freeways, park-and-ride lots, bus-only lanes on city streets, and even separate HOV facilities. Also included are programs to help form and maintain carpools and vanpools as well as programs to give people incentives to rideshare.





### Second Access Highways

While the coastal plains are relatively flat, Oahu's interior terrain is divided by two primary mountain ranges that sometimes make access between communities difficult. Many of the established communities on the island have only one roadway into and out of the area. Providing a second means of access to these communities serves to both increase the capacity to these areas and to provide a needed emergency access. Five "second access" projects have been included in the ORTP 2030 to Mililani Mauka, Makakilo, Wahiawa, Waianae Coast, and Leeward Community College.



### Intelligent Transportation Systems

The ORTP 2030 contains an intelligent transportation systems (ITS) line item. ITS is a collection of technologies that enable multiple agencies to work together to better manage the transportation network. ITS can include services for highways, transit services, commercial vehicle operations, and emergency service providers. ITS technologies can be used for emergency response and incident management. They are effective in lessening the amount of time it takes to clear an accident on the freeway as well as providing travelers with information on traffic conditions and transit schedules.

### Transit System Expansion

While the rail transit system is the backbone of the transit system in the ORTP 2030, the existing bus system will continue to be an important element of the public transit system. Many of the passengers on the rail system are expected to access the system using City buses traveling to and from their destination. Expansion of the bus and paratransit systems will be focused primarily in Ewa, with moderate increases in other parts of Oahu, including express bus service to rural areas. Also included are provisions for new equipment through continued purchase and replacement of new buses and paratransit vehicles to support service increases.

An additional element of the future transit service is the implementation of an intra-island express ferry service from Ewa to Honolulu Harbor.



### HOW DO THE PROJECTS WORK TOGETHER?

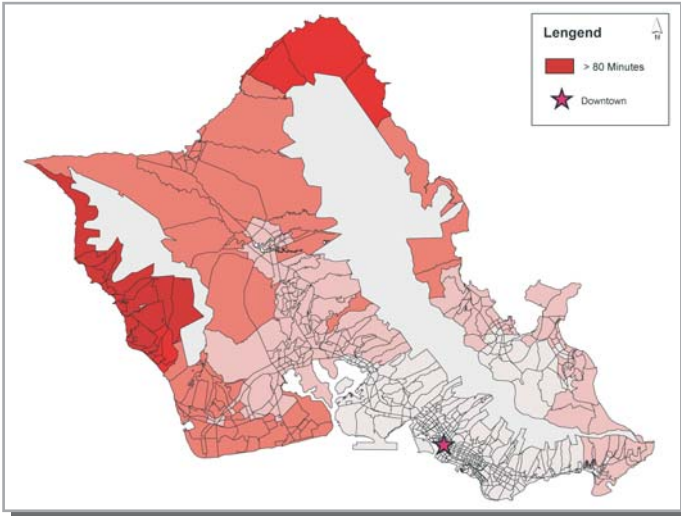
An analysis to compare future conditions in 2030 with the projects contained in the ORTP to baseline conditions without these projects was done using travel forecasting models.

Comparing the "AM Peak Travel Time to Downtown" maps on pages 3 and 7, it can be seen that with the projects proposed in this plan, the travel times from Leeward and Central Oahu to Honolulu decrease during the morning peak period. The related "Change in AM Peak Travel Time to Downtown" map indicates that Waianae Coast and Ewa-area residents incur the greatest benefits with regard to travel time savings during their morning commute.

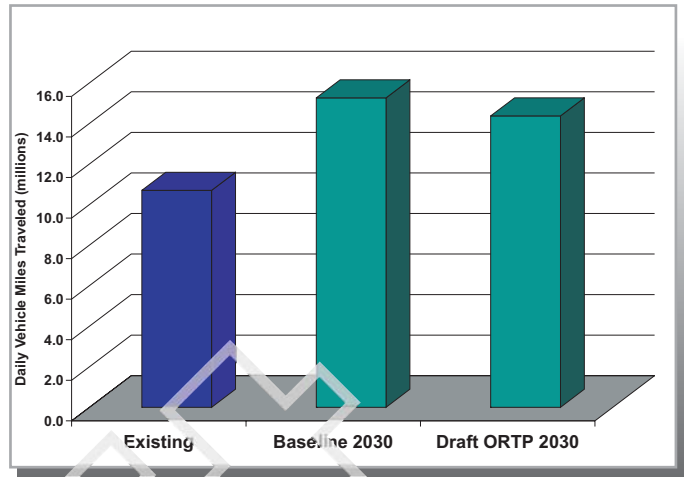
In comparing the Baseline "2030 Locations of Significant Congestion" map (page 3) with the Draft ORTP 2030 map (next page), the number of congested roadways is reduced.

Additionally, the analysis indicates that the plan would:

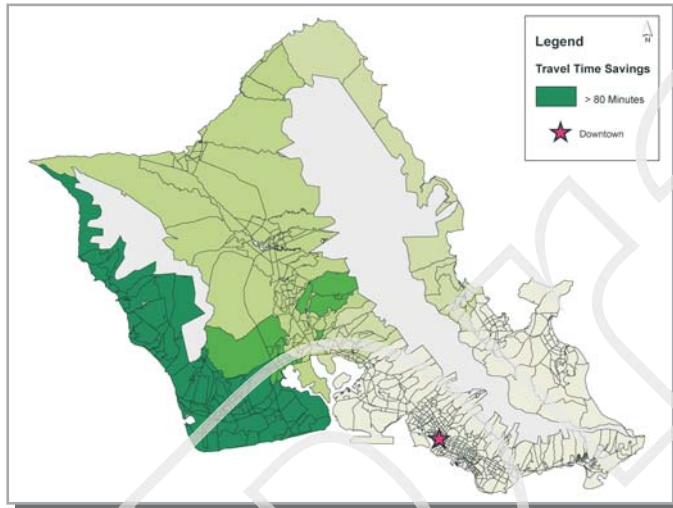
- reduce the number of miles and hours spent by people in automobiles to make trips;
- reduce delays for all modes of travel; and
- significantly increase public transit ridership.



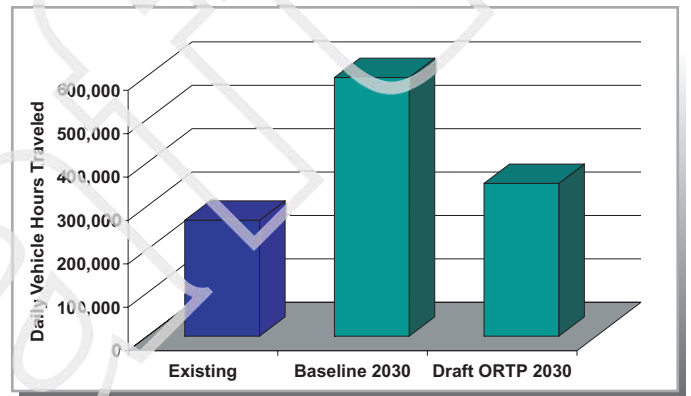
AM PEAK TRAVEL TIME TO DOWNTOWN  
(DRAFT ORTP 2030)



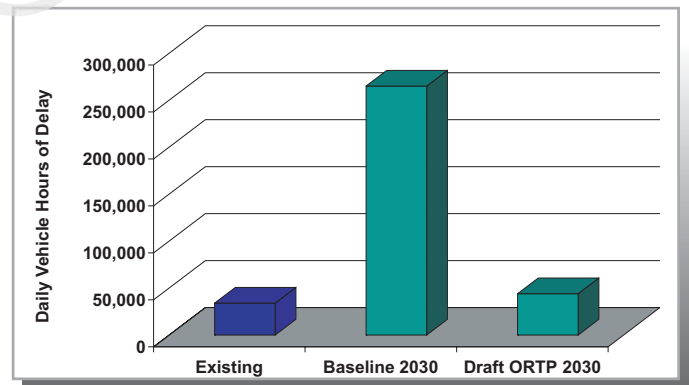
DAILY VEHICLE MILES OF TRAVEL



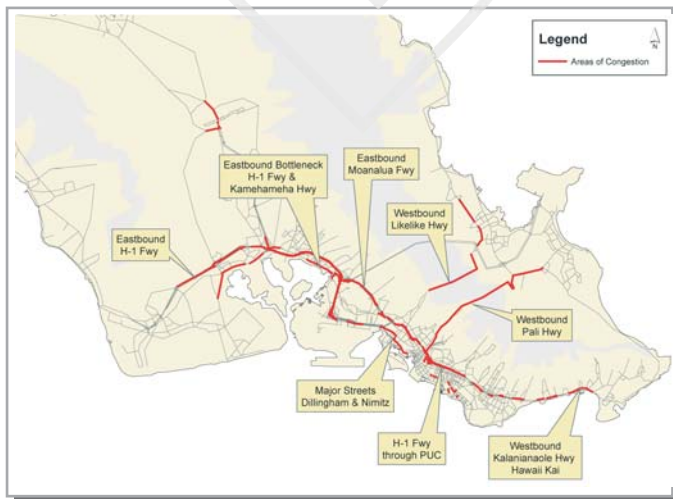
CHANGE IN AM PEAK TRAVEL TIME TO DOWNTOWN  
(BASELINE 2030 TO DRAFT ORTP 2030)



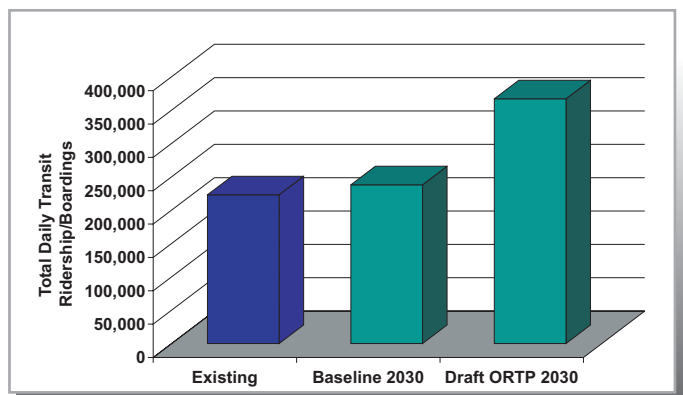
DAILY VEHICLE HOURS OF TRAVEL



DAILY VEHICLE HOURS OF DELAY



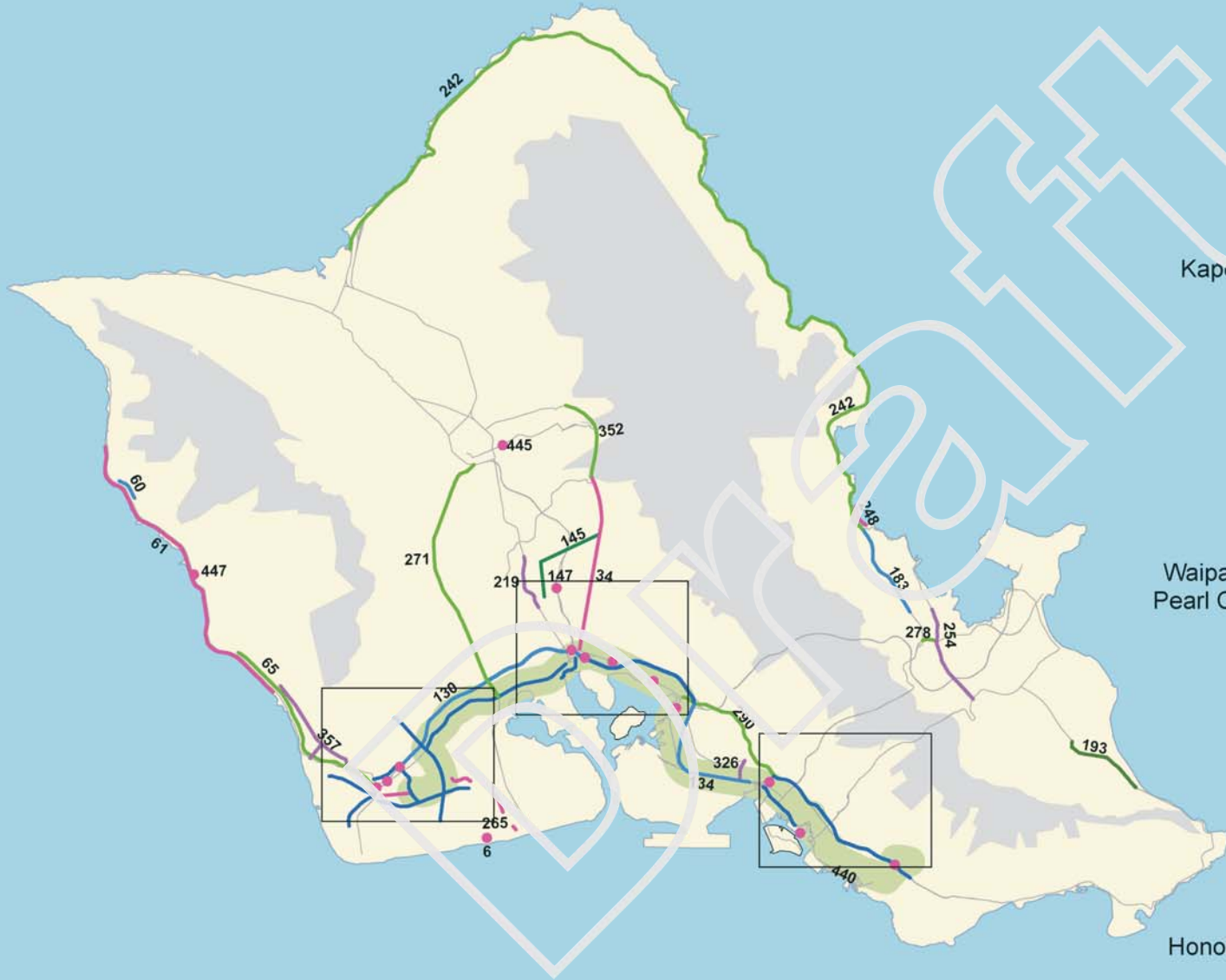
LOCATIONS OF SIGNIFICANT AM PEAK CONGESTION  
(DRAFT ORTP 2030)



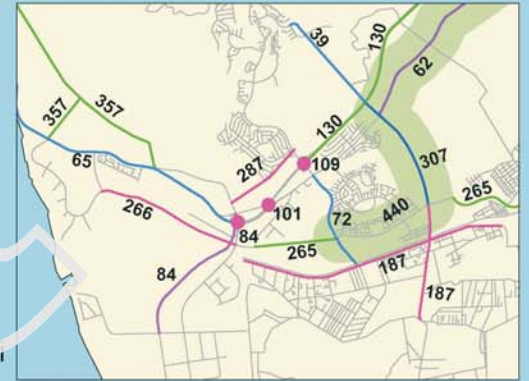
DAILY TRANSIT RIDERSHIP (BOARDINGS)



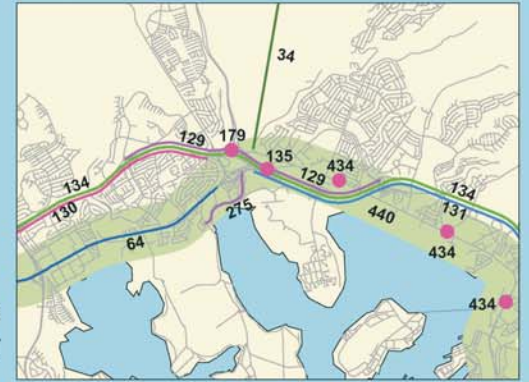
# 2030 ORTP



Kapolei



Waipahu  
Pearl City



Honolulu



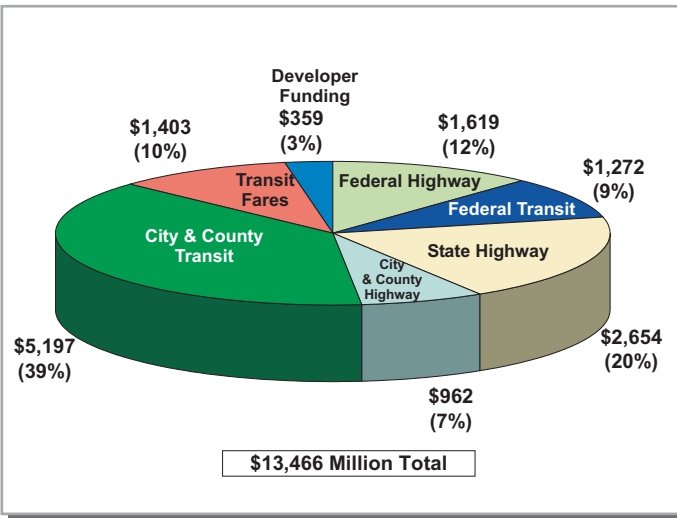


## PAYING FOR THE PLAN

In developing this plan, the costs for each element, as well as the limited funds that could be used to pay for them, were considered. The ORTP 2030 is, therefore, a financially balanced plan that has optimized projected costs with anticipated revenues.

### Sources of Revenue for the ORTP

The primary sources of revenues used to support the surface transportation system for Oahu have been, and will continue to be, the Federal, State, and City and County governments. It is estimated that a total of about \$13.5 billion will be available for use on Oahu for the transportation system over the next 25 years.

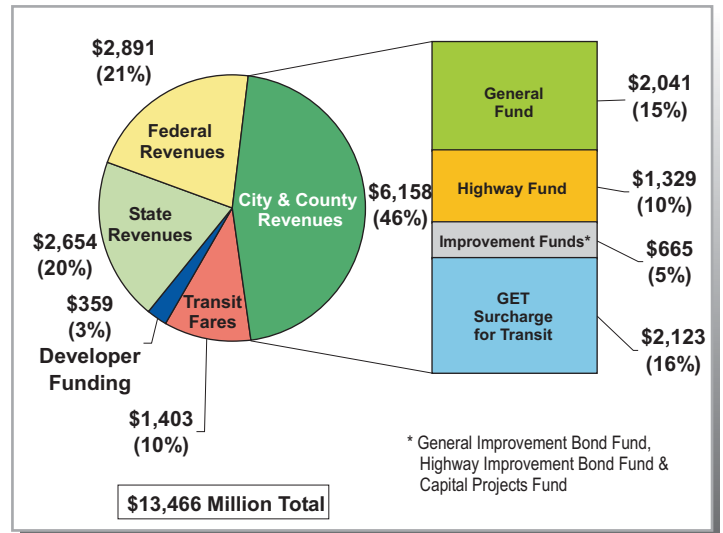


ESTIMATED TRANSPORTATION REVENUES: 2006-2030 (Millions of Constant 2005 Dollars)

The federal portion of these funds, which represents about 21% of the total, is provided through highway funds from the Federal Highway Administration (FHWA) and transit funds from the Federal Transit Administration (FTA).

The State portion, which represents about 20% of the total, comes from the Highway Special Fund and the State Capital Improvement Program (CIP). The Highway Special Fund receives its money from the State liquid fuel tax, registration fees, motor vehicle weight tax, and car rental/tour vehicle tax.

Revenues from the City and County of Honolulu will pay for about 46% of the transportation system costs from 2006 to 2030. The source for this money includes the General Fund as well as County fuel tax, County motor vehicle weight tax, and public utility franchise tax. The County's 0.5% general excise tax (GET) surcharge for 15 years beginning in 2007 to fund the high-capacity transit system component of the Plan is assumed.



BREAKOUT OF CITY & COUNTY CONTRIBUTION TO TOTAL REVENUES: 2006-2030 (Millions of Constant 2005 Dollars)

The City and County also collects transit fares that cover 27% to 33% of the cost to operate the bus system.

Finally, for planning purposes, a portion of the plan is expected to be funded by the private sector ("developer funding") to cover some of the costs of highway projects and a portion of the TDM element of the Plan.

### Revenue Projections

The amount of money that will be available to pay for the capital improvement projects included in the plan and the cost to operate and maintain the system over the 25-year life of the plan was projected using historical trends and future expectations.

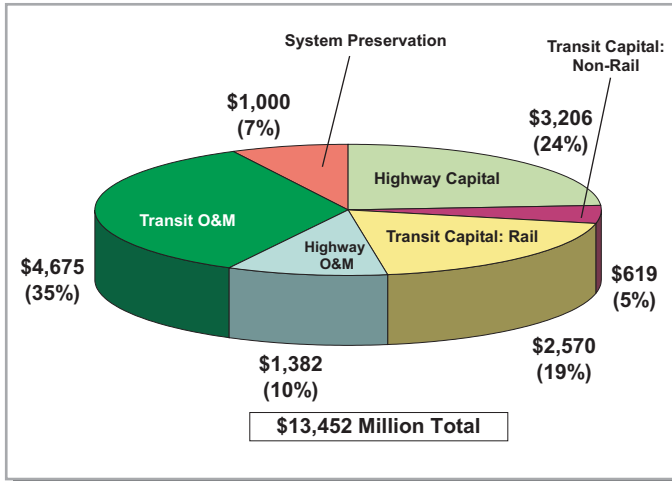
Total revenues of approximately \$13.5 billion are anticipated over the 25-year life of the plan. The \$13.5 billion includes \$2.9 billion in Federal funds, \$2.7 billion in State funds, \$6.2 billion in City & County funds, \$1.4 billion in transit fares, and \$0.4 billion in developer funding.

The following assumptions were made about the actual amounts that would be available for Oahu to make these projections, for planning purposes:

- Recent trends for Federal highway and transit funds coming to Hawaii would continue.
- The City and County will obtain \$456 million in federal funds (in 2005 dollars) to assist in the cost to construct the rapid transit system.
- 60% of the State's CIP funds will be spent on Oahu.
- 54% of the federal funds controlled by the State would be spent on Oahu.

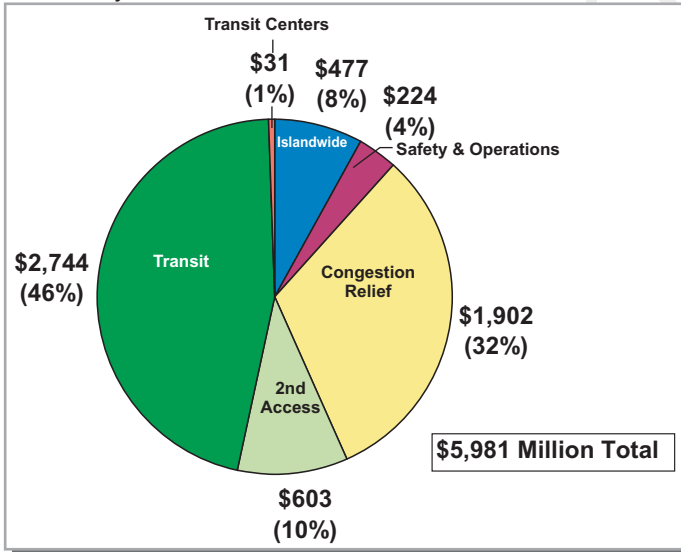
## Cost of Plan

The cost estimates for the plan include capital improvement projects, costs to operate and maintain the current and expanded transit system, and costs to maintain and preserve the highway system.



ESTIMATED PLAN COSTS: 2006-2030  
(Millions of Constant 2005 Dollars)

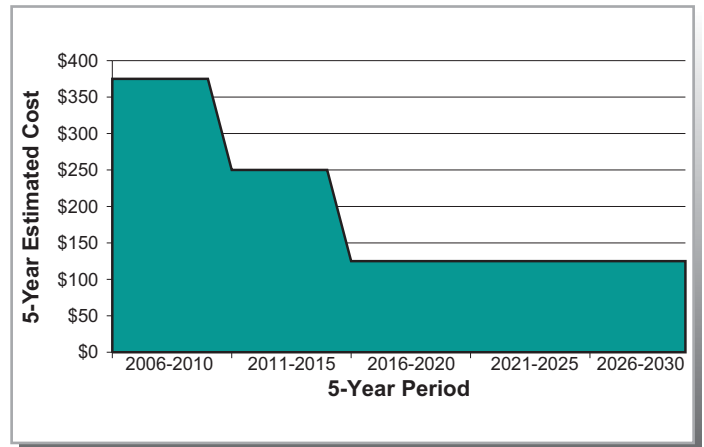
Since the ORTP is a financially balanced plan with costs that match available funds, the total cost for the 25-year plan is also \$13.5 billion. It includes \$6.4 billion in capital costs: \$3.2 for highway construction, \$0.6 for new buses and construction of transit centers, and \$2.6 billion to build the rail system.



PROJECT CAPITAL COSTS BY TYPE  
(Millions of Constant 2005 Dollars)

The plan sets aside \$1.4 billion for highway operations and routine maintenance, \$4.5 billion to operate the transit system (both bus and rail), and \$144 million to operate and maintain the commuter ferry.

The plan also provides \$1.0 billion for highway system preservation. Maintenance and preservation of the transportation system is important to the provision of a



SYSTEM PRESERVATION COSTS  
(Millions of Constant 2005 Dollars)

safe, efficient system to the Oahu public. Without timely maintenance, the life of the transportation system would be shortened, leading to more expensive replacement costs as the system fails prematurely.

In order to counter some of the neglect of the past, the plan increases spending for system preservation in the early years, then reduces the amount of spending in later years back to traditional levels.

The financial plan for the Draft ORTP 2030 is balanced, with projected revenues and estimated costs matched at \$13.5 billion over the 25-year period of the plan.

## WILL THE PLAN WORK?

The ORTP 2030 provides a multi-pronged approach to addressing our future travel needs. Forecasted congestion has been reduced and mobility options increased. Specifically:

- Capital projects that serve those who do not or choose not to drive, those who require another access to their community, and those who seek some relief from congestion are programmed.
- Funding for system preservation and operations and maintenance projects comprise more than 50% of the plan.
- The number of congested roadways are forecast to decrease.
- Travel times from Ewa, the Waianae Coast, and Central Oahu to all destinations, especially those in Honolulu, are reduced.

## ORTP 2030 PROJECT LIST

Each of the Draft ORTP 2030 proposed projects is listed on the next four pages. They are grouped into a "Mid-Range Plan" to be implemented over the next 10 years; and a "Long-Range Plan" to be implemented over the final 15 years of the plan. The projects within each plan are categorized based on when funding for the project is anticipated.



**DRAFT OAHU REGIONAL TRANSPORTATION PLAN 2030  
MID-RANGE PLAN AND LONG-RANGE PLAN PROJECT LIST**

Project No.	Facility/Project Title	Project Description	Estimated Capital Cost (Millions of Year 2005 \$)
<b>MID-RANGE PLAN (2006 TO 2015)</b>			
<b>ISLANDWIDE PROJECTS - 2006 to 2015</b>			
18	Bike Plan Hawaii - Oahu	Implement Oahu elements of the State of Hawaii's <i>Bike Plan Hawaii</i> . ( <i>Bike Plan Hawaii</i> includes only "Priority One" projects as identified in the <i>Honolulu Bicycle Master Plan</i> ).	\$40.6 of \$101.6 total in 1st 10 years
456	Enhancement Projects	Implement enhancement projects, including, but not limited to, projects from the <i>Transportation Enhancement Program for Oahu</i> .	\$20.0 of \$50.0 total in 1st 10 years
81,93	Intelligent Transportation Systems (ITS)	Implement ITS projects including, but not limited to, those identified in the <i>Oahu Regional ITS Architecture</i> .	\$50.0 of \$150.0 total in 1st 10 years
333	Rockfall Protection, Various Locations	Install rockfall protection or mitigation measures along various state highways at various locations.	\$22.5
20	Transportation Demand Management (TDM) Program	Develop an aggressive, island-wide TDM program that could include, but is not limited to: 1. Free real-time online carpool matching, 2. Outreach promotion and marketing of alternative transportation, 3. Emergency ride home program, 4. Major special events, 5. Employer based commuter programs, 6. Emerging and innovative strategies (i.e., car sharing).	\$50.0 of \$150.0 total in 1st 10 years
21,22	Van Pool Program	Continue implementation and expansion of the State's Van Pool Program.	\$2.9
<b>SAFETY &amp; OPERATIONAL IMPROVEMENT PROJECTS - 2006 to 2015</b>			
193	Kalaniana'ole Highway, Safety & Operational Improvements, Olomana Golf Course to Waimanalo Beach Park	Construct safety and operational improvements along Kalaniana'ole Highway between the Olomana Golf Course and Waimanalo Beach Park. Specific safety and operational improvements include construction of turning lanes, sidewalks, wheelchair ramps, bike paths or bike lanes, traffic signal upgrades, utility relocation, and drainage improvements.	\$19.7
242	Kamehameha Highway, Safety Improvements, Haleiwa to Kahaluu	Construct safety improvements along Kamehameha Highway, from Haleiwa to Kahaluu. Safety improvements include turn lanes, guardrails, signage, crosswalks, etc. to improve safety. Widening of Kamehameha Highway will only be in areas where needed for storage/turn lanes safety improvements.	\$115.9
248	Kamehameha Highway, Safety & Operational Improvements, Kaalaea Stream to Hygienic Store	Construct safety and operational improvements along Kamehameha Highway, between Kaalaea Stream and Hygienic Store. Safety and operational improvements include passing and turning lanes, modification of signals, installation of signs, flashers, and other warning devices. This project also includes replacement of Kaalaea Stream Bridge and Haiamoa Stream Bridge with structures that meet current design standards.	\$18.9
<b>CONGESTION RELIEF PROJECTS - 2006 to 2015</b>			
72	Fort Barrette Road, Widening, Farrington Highway to Franklin D. Roosevelt Avenue	Widen Fort Barrette Road from 2 to 4 lanes, from Farrington Highway to Franklin D Roosevelt Avenue. This project includes right- and left-turning lanes, sidewalks, bikeways, highway lighting, drainage, traffic signals, and landscaping.	\$24.9
101,115, 155	Interstate Route H-1, New Interchange, Kapolei Interchange	Construct new Interstate Route H-1 Kapolei Interchange for Kapolei between the Palalal Interchange and Makakilo Interchange.	\$45.5
105,114, 153	Interstate Route H-1, Widening, Middle Street to Vineyard Boulevard	Widen the Interstate Route H-1 by 1 lane, in the eastbound direction, from Middle Street to Vineyard Boulevard, as identified below: • From 2 to 3 lanes from Middle Street to Likelike Highway off-ramp • From 3 to 4 lanes from Likelike Highway off-ramp to Vineyard Boulevard This project also includes the widening of: • Gulick Avenue overpass to allow 5 lanes to pass under it • Kalihi Interchange overcrossings to allow 4 lanes to pass under it	\$34.8
108,162	Interstate Route H-1, Operational Improvements, Lunalilo Street to Vineyard Boulevard	Modify the weaving movements on the Interstate Route H-1, in the westbound direction, between the Lunalilo Street on-ramp and the Vineyard Boulevard off-ramp.	\$24.3
109,110	Interstate Route H-1, New On & Off-Ramps, Makakilo Interchange	Construct a new eastbound off-ramp and a new westbound on-ramp to the Interstate Route H-1 at the Makakilo Interchange.	\$9.9
129,173	Interstate Route H-1, Widening, Waiawa Interchange	Widen the Interstate Route H-1 by 1 lane, in the westbound direction, through the Waiawa Interchange. This project will begin in the vicinity of the Pearl City Viaduct and end at the Paiwa Interchange. • From 2 to 3 lanes in AM peak • From 4 to 5 lanes in PM peak	\$24.7
131,154	Interstate Route H-1, Widening, Waiawa Interchange to Halawa Interchange	Widen the Interstate Route H-1 by 1 lane in the eastbound direction, from the Waiawa Interchange to the Halawa Interchange.	\$251.3
134,143	Interstate Route H-1, Zipper Lane (PM), Keehi Interchange to Kunia Interchange	Construct a Zipper lane on the Interstate Route H-1, in the westbound direction, from Keehi Interchange to Kunia Interchange. This project would be in use during the PM peak.	\$19.9

**DRAFT OAHU REGIONAL TRANSPORTATION PLAN 2030  
MID-RANGE PLAN AND LONG-RANGE PLAN PROJECT LIST**

<b>Project No.</b>	<b>Facility/Project Title</b>	<b>Project Description</b>	<b>Estimated Capital Cost (Millions of Year 2005 \$)</b>
135,174	Interstate Route H-1, Widening, Waipahu Off-Ramp	Widen the Interstate Route H-1 Waipahu Street off-ramp from 1 to 2 lanes, in the westbound direction, at the Waiawa Interchange.	\$11.7
147	Interstate Route H-2, Widening, Waipio Interchange	Widen both on- and off-ramps on Interstate Route H-2, at the Waipio Interchange. This project includes the widening of the Ka Uka Boulevard overpass and intersection improvements to facilitate movement to and from the on- and off-ramps.	\$20.7
175	Interstate Route H-1, Operational Improvements, Ward Avenue On-Ramp to University Avenue Interchange	Improve traffic flow on the Interstate Route H-1, in the eastbound direction, from the Ward Avenue on-ramp to the University Avenue Interchange through operational improvements.	\$13.7
179	Interstate Routes H-1 & H-2, Operational Improvements, Waiawa Interchange	Modify the Interstate Routes H-1 and H-2 Waiawa Interchange, to improve merging characteristics through operational improvements (e.g., additional transition lanes).	\$45.5
219	Kamehameha Highway, Widening, Lanikuhana Avenue to Ka Uka Boulevard	Widen Kamehameha Highway from a 3-lane to a 4-lane divided facility between Lanikuhana Avenue and Ka Uka Boulevard. This project includes shoulders for bicycles and disabled vehicles, bridge crossing replacement, bikeways, etc.	\$78.9
265	Kapolei Parkway, Extension, Kamokila Boulevard to Papipi Road	Extend the existing 4-lane Kapolei Parkway by constructing the segments in each of the following areas: <ul style="list-style-type: none"> <li>• Kamokila Boulevard to Fort Barrette Road</li> <li>• Ewa Village boundary to Renton Road</li> <li>• Geiger Road to Papipi Road</li> </ul>	\$78.9
266	Kapolei Parkway, Extension and Widening, Aliinui Drive to Kalaeloa Boulevard	Extend the existing 4-lane Kapolei Parkway, from Aliinui Drive to Hanua Street. This project includes widening of Kapolei Parkway from 4 to 6 lanes from Hanua Street to Kalaeloa Boulevard.	\$46.9
307	North/South Road, Widening & Extension, Interstate Route H-1 to Franklin D Roosevelt Avenue	Widen and extend North-South Road as follows: <ul style="list-style-type: none"> <li>• From 3 to 6 lanes from Kapolei Parkway to Interstate Route H-1</li> <li>• Extend from Kapolei Parkway to Franklin D Roosevelt Avenue (6 lanes)</li> </ul>	\$35.3
<b>SECOND ACCESS PROJECTS - 2006 to 2015</b>			
275	Leeward Community College (LCC), Second Access, Waipio Point Access Road to LCC	Construct a new 2-lane second access to LCC from Waipio Point Access Road to the west side of the LCC campus (vicinity Ala Ike Road).	\$13.7
<b>TRANSIT PROJECTS - 2006 to 2015</b>			
6	Ferry, Intra-Island Express Commuter, Ocean Pointe Marina to Honolulu Harbor	Implement intra-island passenger ferry between the Ocean Pointe Marina near Fort Weaver Road in Ewa and Honolulu Harbor Pier 19.	\$23.2
431B, 440	Rail Transit, Kapolei to Manoa	Plan, design, and construct a fixed rail transit system between Kapolei and Downtown/University of Hawaii. This project includes modifications to TheBus system to provide feeder services to rail stations and eliminate parallel express services. Note that the alignment, system technology, and location of transit stations will be determined pending the completion of the Alternative Analysis Draft Environmental Impact Statement (AA/DEIS).	\$2,570.0
453	TheBus Service, Expansion, Islandwide	Expand the bus service through increase of capacity of the existing system to accommodate population growth.	\$49.6 of \$151.2 total in 1st 10 years
454	TheBus Service, Expansion, Ewa, Kapolei & Central Oahu	Expand the bus service to and within the Ewa, Kapolei, and Central Oahu developing areas.	part of #453
444B	TheBus Service, Expansion, Islandwide	Expand the bus service through implementation of a "Hub-and-Spoke" bus system with transit centers and circuitous routes.	part of #453
444A	TheBus Service, Expansion, North Shore, Waianae, & Windward Oahu	Expand the bus service through increase of Express bus service to the North Shore, Waianae, and Windward Oahu.	part of #453
<b>TRANSIT CENTER PROJECTS - 2006 to 2015</b>			
434	Aiea and Pearl City, Transit Centers, Kamehameha Highway	Construct 2 transit centers along Kamehameha Highway in Aiea and Pearl City.	\$8.8
436	Kalihi, Intermodal Transit Center, Middle Street	Construct a multi-use facility at Middle Street to include Handi-Van, regional transit center, parking, and amenities. Site to include building structures to house various Handi-Van systems administration, operations, functions, and dispatch.	\$13.1
445	Wahiawa, Transit Center, California Avenue	Construct a transit center in Wahiawa on the corner of California Avenue and North Cane Street.	\$4.4
447	Waianae, Transit Center, Leihoku Street	Construct a transit center in Waianae on Leihoku Street, mauka of Farrington Highway.	\$4.4



**DRAFT OAHU REGIONAL TRANSPORTATION PLAN 2030  
MID-RANGE PLAN AND LONG-RANGE PLAN PROJECT LIST**

Project No.	Facility/Project Title	Project Description	Estimated Capital Cost (Millions of Year 2005 \$)
<b>LONG-RANGE PLAN (2016 TO 2030)</b>			
<b>ISLANDWIDE PROJECTS - 2016 to 2030</b>			
18	Bike Plan Hawaii - Oahu	See description in Mid-Range Plan	\$61.0 in 2nd 15
456	Enhancement Projects	See description in Mid-Range Plan	\$30.0 in 2nd 15
81,93	Intelligent Transportation Systems	See description in Mid-Range Plan	\$100.0 in 2nd 15 years
20	Transportation Demand Management Program	See description in Mid-Range Plan	\$100.0 in 2nd 15 years
<b>SAFETY &amp; OPERATIONAL IMPROVEMENT PROJECTS - 2016 to 2030</b>			
60,61	Farrington Highway, Safety Improvements, Makua Valley Road to Aliinui Drive	Construct safety improvements on Farrington Highway along the Waianae Coast, from Makua Valley Road (Kaena Point) to Aliinui Drive (Kahe Point). This project includes realignment around Makaha Beach Park, between Makau Street and Water Street.	\$69.7
<b>CONGESTION RELIEF PROJECTS - 2016 to 2030</b>			
62,67	Farrington Highway, Widening, Fort Barrette Road to west of Fort Weaver Road	Widen Farrington Highway from 2 to 4 lanes, from Fort Barrette Road to west of Fort Weaver Road.	\$36.6
64	Farrington Highway, Widening, west of Fort Weaver Road to Waiawa Interchange	Widen Farrington Highway from Kunia to Waiawa by 1 lane in each direction, from west of Fort Weaver Road to Waiawa Interchange.	\$67.1
65	Farrington Highway, Widening, Hakimo Road to Kalaeloa Boulevard	Widen Farrington Highway from 4 to 6 lanes, from Hakimo Road to Kalaeloa Boulevard, including intersection of Lualualei Naval Road.	\$108.4
84,111	Hanua Street, Extension, Farrington Highway to Malakole Street; Interstate Route H-1, New On- & Off-Ramps, Palailai Interchange	Hanua Street: <ul style="list-style-type: none"> <li>Extend Hanua Street from Malakole Street to Farrington Highway. This new 4-lane roadway will provide access to Kalaeloa Harbor.</li> </ul> Interstate Route H-1, Palailai Interchange: <ul style="list-style-type: none"> <li>Construct new on- and off-ramps at Interstate Route H-1 Palailai Interchange to Hanua Street extension.</li> </ul>	\$61.1
106	Interstate Route H-1, Widening, Liliha Street to Pali Highway	Widen the Interstate Route H-1 by 1 lane, from 3 to 4 lanes in the eastbound direction, from the Liliha Street on-ramp to Pali Highway off-ramp.	\$3.4
116	Interstate Route H-1, On- & Off-Ramp Modifications, Various Locations	Modify and/or close various on- and off-ramps on the Interstate Route H-1 from Middle Street to University Avenue. This project includes modification of auxiliary lanes at various exits and other operational changes to Interstate Route H-1. The identification of the precise improvements to be made will require a separate detailed corridor study.	\$60.0
124	Interstate Route H-1, On- & Off-Ramp Modifications, University Avenue Interchange	Modify on- and off-ramps at the University Avenue Interchange on Interstate Route H-1. This project includes the construction of new ramps to allow all movements, safety improvements, including the closure of the eastbound on-ramp at University Avenue Interchange to Interstate Route H-1 and the construction of a new makai-bound off-ramp to University Avenue from Interstate Route H-1.	\$24.0
130	Interstate Route H-1, HOV Lanes, Waiawa Interchange to Makakilo Interchange	Construct 2 new lanes in the freeway median for HOV use, 1 in the westbound direction and 1 in the eastbound direction, on Interstate Route H-1, from the Waiawa Interchange to the Makakilo Interchange.	\$52.5
145	Interstate Route H-2, New Interchange, Pineapple Road Overpass	Construct a new full-service freeway interchange on Interstate Route H-2, between Meheula Parkway and Ka Uka Boulevard, to accommodate future developments in Central Oahu. This project includes the widening of the existing Pineapple Road Overpass from 2 lanes to 4 lanes; and addition of new on- and off-ramps to and from Interstate Route H-2 at Pineapple Road Overpass.	\$50.0
183	Kahekiil Highway, Widening, Kamehameha Highway to Haiku Road	Widen Kahekiil Highway from 2 to 4 lanes, from Kamehameha Highway to Haiku Road. This project also includes the following improvements: <ul style="list-style-type: none"> <li>Contraflow in existing right-of-way between Hui Iwa Street and Haiku Road</li> <li>Intersection improvements at Hui Iwa Street and Kamehameha Highway</li> </ul>	\$30.0
187,188	Kalaeloa, Roadway Improvements, Vicinity of Barbers Point Naval Air Station	Improvements in Kalaeloa include: <ul style="list-style-type: none"> <li>Upgrading of Franklin D. Roosevelt Avenue to meet City and State roadway standards</li> <li>Construction of a new roadway, "West Perimeter Road"</li> </ul>	\$46.8
254	Kamehameha Highway, Widening, Kahuhipa Street to Pali Highway	Widen Kamehameha Highway, by 1 lane in each direction, from Kahuhipa Street to Pali Highway as follows: <ul style="list-style-type: none"> <li>To 8 lanes, Kahuhipa Street to Likelike Highway/Kaneohe Bay Drive</li> <li>To 6 lanes, increasing to 7 lanes (3 southbound lanes and 4 northbound lanes) between Likelike Highway and Pali Highway</li> </ul>	\$49.4

**DRAFT OAHU REGIONAL TRANSPORTATION PLAN 2030  
MID-RANGE PLAN AND LONG-RANGE PLAN PROJECT LIST**

<b>Project No.</b>	<b>Facility/Project Title</b>	<b>Project Description</b>	<b>Estimated Capital Cost (Millions of Year 2005 \$)</b>
271,272, 273	Kunia Road, Widening and Interchange Improvement, Waiikina Drive to Farrington Highway	Widen Kunia Road as follows: <ul style="list-style-type: none"> <li>• From 2 to 4 lanes, from Waiikina Drive to Anonui Street.</li> <li>• From 2 to 4 lanes, Anonui Street to Kupuna loop.</li> <li>• From 4 to 6 lanes, Kupuna Loop to Farrington Highway.</li> <li>• Add 1 lane eastbound loop on-ramp at Kunia Road &amp; Interstate Route H-1.</li> </ul>	\$110.3
278	Likelike Highway, Widening, Kamehameha Highway to Kahekili Highway	Widen Likelike Highway from 4 to 6 lanes, from Kamehameha Highway to Kahekili Highway.	\$14.6
287	Makakilo Mauka Frontage Road, New Roadway, Kalaeloa Boulevard to Makakilo Drive	Construct a new 2-lane Makakilo Mauka Frontage Road, mauka of Interstate Route H-1, from Kalaeloa Boulevard to Makakilo Drive.	\$11.1
290	Moanalua Freeway, Widening, Entire Facility	Widen Moanalua Freeway by 1 lane in each direction the entire length of the Moanalua Freeway, from Kamehameha Highway to Interstate Route H-1 merge at Middle Street.	\$150.0
304	Nimitz Highway, High Occupancy Vehicle (HOV) Flyover, Keehi Interchange to Pacific Street	Construct a new 2-lane elevated and reversible HOV flyover above Nimitz Highway, from the Keehi Interchange to Pacific Street.	\$250.0
326	Puuloa Road, Widening, Pukuloa Road to Nimitz Highway	Widen Puuloa Road, from Pukuloa Road to Nimitz Highway, as follows: <ul style="list-style-type: none"> <li>• From 3 lanes (1 lane southbound and 2 lane northbound) to 5 lanes (2 lanes southbound and 3 lanes northbound), from Pukuloa Road to Kamehameha Highway.</li> </ul>	\$10.0
<b>SECOND ACCESS PROJECTS - 2016 to 2030</b>			
34,289	Central Mauka Road, Second Access, Mililani Mauka to Waiawa	Construct Central Mauka Road, a new 4-lane, 2.5-mile road from Mililani Mauka to Waiawa. Road connects Meheula Parkway to Kamehameha Highway in Pearl City; parallel to & mauka of Interstate Route H-2. The new 4-lane north-south road includes connections to Interstate Route H-2 interchanges.	\$160.0
39,282	Makakilo Drive, Second Access, Makakilo Drive to North-South Road/Interstate Route H-1 Interchange	Extend the 2-lane Makakilo Drive (vicinity Puelonani Street) south to the Interstate Route H-1 Freeway Interchange, connecting Makakilo Drive to North-South Road.	\$97.8
352	Wahiawa, Second Access, Whitmore Avenue to Meheula Parkway	Construct a new 2-lane second access road between Whitmore Village and Wahiawa, from Whitmore Avenue to California Avenue. Continue the new 2-lane second access road to Mililani Mauka, from California Avenue to Meheula Parkway.	\$64.4
357	Waianae Mauka Road, Second Access, Waianae to Kapolei	Construct a new 2-lane second access road to Waianae, from Nanakuli Avenue to Interstate Route H-1 Freeway, mauka and parallel to Farrington Highway.	\$266.6
<b>TRANSIT PROJECTS - 2016 to 2030</b>			
453	TheBus Service, Expansion, Islandwide	See description in Mid-Range Plan	\$101.6 in 2nd 15 years
Subtotal: Islandwide Projects			\$477.0
Subtotal: Safety & Operational Improvement Projects			\$224.2
Subtotal: Congestion Relief Projects			\$1,902.2
Subtotal: Second Access Projects			\$602.5
Subtotal: Transit Projects			\$2,744.4
Subtotal: Transit Center Projects			\$30.7
<b>Total: All Project Types</b>			<b>\$5,981.0</b>





## PLEASE GIVE US YOUR COMMENTS

This document comprises the "Draft ORTP 2030". Should you have any comments on the plan, provide them in writing to OMPO no later than Wednesday, March 15, 2006. See below for contact information.

The OMPO Policy Committee is the board that will act to finalize the ORTP 2030. The Policy Committee meeting notice will be posted approximately one week in advance of the meeting on the OMPO website: [www.OahuMPO.org](http://www.OahuMPO.org).

For more information, contact:

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