

IX. Consistency with Other Planning Documents

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A primary consideration in the eligibility of projects statewide was consistency with the statewide and the Regional Long Range Land Transportation Plans (RLRLTP) regional transportation plans. It has been determined that the FY 2011-2014 (+2) STIP is consistent with the Hawaii Statewide Transportation Plan and the RLRLTPs of the various counties.

Hawaii Statewide Transportation Plan (HSTP)

A project-by-project evaluation has determined the 2011-2014 (+2) STIP is consistent with the goals and objectives of the HSTP.

Regional Plans

The Regional Plans for Hawaii are:

- Transportation for Oahu Plan - TOP 2030 (April 2006)
- Hawaii RLRLTP (May 1998)
- Maui RLRLTP (February 1997)
- Kauai RLRLTP (May 1997)

OahuMPO has determined that the Oahu TIP is consistent with the TOP 2030.

The RLRLTPs serves as a guide for the development of the major surface transportation facilities and programs to be implemented within each county. HDOT is currently in the process of updating the neighbor islands RLRLTPs. OahuMPO is also currently updating its 2030 plan to a 2035 plan. Should the update of these plans include inconsistencies with the proposed 2011-2014 STIP, a revision process will be undertaken to re-establish project consistency with the RLRLTPs.

An analysis of the consistency with these planning documents and the projects listed in the STIP was completed. No discrepancies were found. **See the project criteria analysis in Section 6.** The planning document consistency check was done concurrently with the project criteria analysis.

SAFETEA-LU Planning Factors

Though SAFETEA-LU has expired at the end of September 2009, analysis of consistency of the 2011-2014 (+2) STIP with the eight SAFETEA-LU planning factors is a good exercise to run through to look at the balance in the program. This analysis helped to add more substance to the project selection and prioritization process.

There are eight planning factors, as defined by SAFETEA-LU. These planning factors were analyzed and addressed during the development of the 11-14 (+2) STIP. The following analysis describes how each was considered.

Factor 1: Supports the economic vitality, especially by enabling global competitiveness, productivity and efficiency

- The highway systems being developed and maintained through STIP funding provide a means of transporting goods, services and the work force; all of which are important for maintaining productivity and efficiency and promoting economic vitality.
- Bus and other transit improvements also enhance the transportation of the work force, in turn, further enhancing economic vitality.
- Similarly congestion relief projects will further enhance economic vitality

Factor 2: Increases the safety of the transportation system for all motorized and non-motorized users

- Specific highway safety projects identified in the STIP directly address safety enhancement. Some of these safety projects include traffic signal installations, intersection improvements, guardrail and shoulder improvements, seismic retrofits of bridges, rockfall and shoreline protection and lighting projects.
- All projects consider safety first.
- All highway projects must consider pedestrian and bikeway improvements. Most of the larger scoped projects include these kinds of improvements.
- Second Access and bypass projects can increase the safety of people in the area during times of emergency.
- The Freeway Service Patrol and Freeway Management Systems will help to deal with freeway incidents on Oahu.
- Development of a Statewide ITS architecture plan will allow the neighbor islands in establishing intelligent transportation systems to assist in the management of traffic flow.
- Bikeway projects that separate the motoring public from the biking public, such as the Leeward Bikeway on Oahu or the Kapaa bike and pedestrian path on Kauai will increase the safety of those who use them.

Factor 3: Increases the security of the transportation system for motorized and non-motorized users

- Projects such as the Alapai Transportation Management Center on Oahu will help enhance the security of the motoring and non-motoring public.
- Congestion management and modernization projects and ITS project will help to increase mobility and enhance emergency response.

Factor 4: Increases accessibility and mobility of people and freight

- A number of STIP projects' purpose is to increase and/or enhance Highway or Transit mobility. A number of projects also include bikeway and pedestrian improvements, which promotes non-motorized travel.

Factor 5: Protects and enhances the environment, promotes energy conservation, improves the quality of life and promotes consistency between transportation improvements and State and local planned growth and economic development patterns.

- Review of the STIP was open to State and County agencies responsible for land use management.
- Transit projects and bikeway projects promote transportation modes that promote energy conservation and mobility options for people who do not drive cars. These options help to improve their quality of life.
- STIP projects focusing on improving congestion or increasing safety will generally improve the quality of life for the general motoring public.
- The focus of STIP capacity and modernization projects address needs in areas where growth is currently occurring or projected.

Factor 6: Enhances the integration and connectivity of the transportation system, across and between modes, for people and freight.

- The diverse range of projects in the STIP promotes the integration and connectivity of the transportation system. Highway projects such as the Kahului Airport Access Road and Saddle Road improvements, and the Kawaihae Bypass, are examples of projects that enhance the integration and connectivity of the transportation system across and between modes.
- Transit centers will increase the efficiency of transfers between transit and automobiles.
- Roadway project that focus on bettering capacity and congestion will benefit freight movers.

- The Alapai Transportation Management Center on Oahu is envisioned to improve the flow of traffic between City and State roadways.

Factor 7: Promotes efficient system management and operation.

- The STIP includes Highway and Transit projects that are designed to complement each other
- Projects such as H-1 PM Contraflow, North-South Road on Oahu, Lahaina Bypass on Maui, Kawaihae Bypass on the Big Island, and Kaunualii Highway Widening on Kauai, will serve to more efficiently transport people from communities to employment centers.
- ITS technology on Oahu will enhance the efficiency of the transportation system by providing monitoring information of traffic situations. Traffic signal optimization will promote efficient operation on signalized arterial and collector roads.
- The Freeway Service Patrol, Freeway Management System and the H-3 Tunnel traffic monitoring center greatly assist in the efficient system management and operation of Oahu roadways.

Factor 8: Emphasizes the preservation of the existing transportation system.

- Many maintenance projects programmed in the STIP as a shift in focus to maintain the existing infrastructure is occurring. These projects include bridge retrofit and rehabilitation projects, road resurfacing projects and guardrail and shoulder improvement projects
- A number of bus acquisition and para-transit bus acquisition programs will help to maintain the level of quality for public transit.