# STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)
# REVISION #4
# COMMENTS AND RESPONSES

March 1, 2012

Oahu MPO

# Public Review

# Revision #11 to the FFYs 2011-2014 Transportation Improvement Program

# Comment Summary

Policy Committee
February 27, 2012

**Oahu Metropolitan Planning Organization**

Ocean View Center / 707 Richards Street, Suite 200 / Honolulu, Hawaii 96813-4623
Telephone (808) 587-2015 • (808) 768-4178 / Fax (808) 587-2018 / e-mail: oahumpo@oahumpo.org / website: www.OahuMPO.org

# Public Review of the FFYs 2011-2014 Transportation Improvement Program Draft Revision #11

*The Public review period for Draft Revision #11 to the FFYs 2011-2014 Transportation Improvement Program began on January 3, 2012 and concluded on February 10, 2012. A link to Draft Revision #11 was mailed to 496 individuals and organizations for their review. One public comment was received.*

| Project Number(s) | Comment Provided by: | Summary of Comment | Response |
|---|---|---|---|
| OS50 | Hawaii Bicycling League | Comment suggests that some projects in the Revision #11 are not complying with HRS 286 (Complete Streets). Comment suggests that OahuMPO should be explicit that Complete Streets principles be followed in these projects. | This comment was received after the review period closed without sufficient time for an agency response. |

## Marian Yasuda

**From:** John Goody
**Sent:** Saturday, February 11, 2012 11:44 AM
**To:** Marian Yasuda
**Cc:** Tom Dinell; Jackie Boland; Daniel Alexander; FRANK SMITH; Chad Taniguchi
**Subject:** Hawaii Bicycling League Comments: STIP Draft Revisions #11

Dear Ms Yasuda:

HBL has reviewed the proposed Revision 11 to the STIP and has the following comments:

In general, it is unclear that Complete Streets principles have been incorporated into this set of projects as required by law, HRS Chapter 286.

Example: Project OS50, Waiahole Stream Bridge replacement, which is adjacent to a small retail outlet and the intersection of a substantial valley road with Kamehameha Highway, includes in the project statement: "Bicycle and pedestrian facilities will be included when feasible." This bridge has much bicycle traffic and is dangerous, there is no excuse under HRS Chapter 286 (Complete Streets) that it be replaced without consideration of bike and pedestrian safety when also being improved for automobile convenience.
Other bridges along Kamehameha Highway are being replaced with adequate width for pedestrian and bicycle travel; for reasons of connectivity and safety of all roadway users, this bridge should be similarly designed.

In the past, safety improvements along Kamehameha Highway for automobile safety have further imperiled pedestrians and cyclists by placement of crash barriers and guard rails in the shoulders forcing pedestrians and cyclists into the lane, and placement of rumble strips without gaps where cyclists must merge with traffic. The proposed use of milled rumble strips is noted and appreciated, so long as the dimensions of the strips are such that bicycle wheels are not entrapped (FHWA approved length of 4" would be sufficient for safety of all concerned). The entirety of Kamehameha Highway serves as an important pedestrian and bicycle right of way, and complete streets principles need to be explicitly incorporated in the safety improvement projects. As described in OS 58, 60 and 62 for example, they are not. The requirement from OMPO should be explicit that Complete Streets principles be followed in these projects to ensure the safety of all roadway users, not just motorized ones.

Thank you for considering these comments.

Sincerely yours,
John Goody
Hawaii Bicycling League

OahuMPO

# Intergovernmental Review

# Revision #11 to the FFYs 2011-2014 Transportation Improvement Program

# Comment Summary

Policy Committee
February 27, 2012

**Oahu Metropolitan Planning Organization**
Ocean View Center / 707 Richards Street, Suite 200 / Honolulu, Hawaii 96813-4623
Telephone (808) 587-2015 • (808) 768-4178 / Fax (808) 587-2018 / e-mail: oahumpo@oahumpo.org / website: www.OahuMPO.org

# Intergovernmental Review of the FFYs 2011-2014 Transportation Improvement Program Draft Revision #11

*The Intergovernmental review period for Draft Revision #11 to the FFYs 2011-2014 Transportation Improvement Program began on January 3, 2012 and concluded on February 3, 2012. Draft Revision #11 was mailed to 55 agencies for their review. Of the 17 agencies that responded,* ***four*** *provided comments.*

| Agency | Comment | Response |
|---|---|---|
| University of Hawaii - Manoa Chancellor's Office | We still have concerns regarding the financial allocations to projects in the four-year transportation improvement program. The Oahu Regional Transportation Plan (ORTP) places particular importance on implementing the island's bikeway system, improving the bus system, and promoting alternative transportation modes. One of the ORTP goals is "environment and quality of life," expressing the importance of alternative transportation modes, such as pedestrian walkways and bicycle routes. The TIP demonstrates a disconnect between the ORTP goals and the TIP financial allocations. In the TIP, just 3% of financial allocations are for pedestrian and bicycle facility projects. Additionally, the projects that do support bicycle facilities are overwhelmingly focused on areas outside of the central urban core. UHM would like to see investments that take a more pro-active approach and focus on areas that will improve bicycle travel and the pedestrian realm in urban areas. | Projects in the TIP are consistent with the ORTP projects. In the ORTP, 1% of the funds in the mid-range plan and 2% of the funds in the long-range plan are allocated toward bicycle and pedestrian projects. Overall, 69% percent of the ORTP funding is allocated to projects or programs related to system preservation, congestion, safety, operations, and maintenance projects. In the FFYs 2011-2014 TIP, as of draft Revision #11, 6% of the funds are programmed for the nine bicycle and pedestrian projects. For all projects in the TIP, bicycle and/or pedestrian elements are implemented or improved when feasible. The TIP does have funds programmed for bicycle and pedestrian projects located in the central urban core. Project OC1 Alapai Transit Center Multi-Use Path is located in downtown, and OC3 Bicycle Projects involves bike path improvements in the Thomas Square/Civic Center area. Sites are not yet determined for projects such as OC12 Upgrade Pedestrian Signals at Various Locations. In many cases, such as with OC25 Kuakini Street Extension, the project does include new sidewalks, but there is insufficient right-of-way to provide bike lanes. |
| Department of Land and Natural Resources-Water Resource Management | Comment notes that bridge relacement projects require a Stream Channel Alteration Permit | Comment forwarded to HDOT for their information. |
| Department of Planning and Permitting | Comment supports OC25 Kuakini Street Extension and notes that this project has been placed on the Primary Urban Center Public Infrastructure Map. Coment also expresses interest in OS88 Interstate Route H-1, Corridor Study. The study should coordinate with the Rapid Transit System and the Transit-Oriented Development program. | Comment forwarded to HDOT and DTS for their information. |
| Department of Defense - State Civil Defense | Comment expresses concern about a bike path in Waialua that may be contributing to flooding in the area. | The comments is not applicable to Revision #1; the comment was forwarded to Department of Transportation Services for their information. |

# Intergovernmental Review of the FFYs 2011-2014 Transportation Improvement Program Draft Revision #11

*The Intergovernmental review period for Draft Revision #11 to the FFYs 2011-2014 Transportation Improvement Program began on January 3, 2012 and concluded on February 3, 2012. Draft Revision #11 was mailed to 55 agencies for their review. Of the 17 agencies that responded,* ***four*** *provided comments.*

| Agency | Comment | Response |
|---|---|---|
| ***The following agencies responded with no concerns.*** | | |
| Board of Water Supply | | |
| Budget and Fiscal Services Department | | |
| Department of Accounting and General Services | | |
| Department of Budget and Finance | | |
| Department of Design and Construction | | |
| Department of Human Services | | |
| Department of Land and Natural Resources - Land Division | | |
| Department of Land and Natural Resources - Division of State Parks | | |
| Department of Land and Natural Resources - Engineering Division | | |
| Department of Parks and Recreation | | |
| Honolulu Department of Transportation Services | | |
| Honolulu Fire Department | | |
| Honolulu Police Department | | |
| Marine Corps Base Hawaii | | |
| Oceanic Cable | | |
| U.S. Coast Guard - District 14 | | |

UNIVERSITY of HAWAI'I
MĀNOA

Office of the Vice Chancellor
for Administration, Finance and Operations

January 5, 2012

To: Oahu Metropolitan Planning Organization

From: Office of Physical, Environmental, and Long Range Planning
University of Hawaii at Manoa

Subject: University Review of Draft 2011-2014 TIP (Revision #11)

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Upon review of the Federal Fiscal Years 2011-2014 Transportation Improvement Program provided for intergovernmental review, the University of Hawaii at Manoa maintains concerns to share with the Metropolitan Planning Organization, State Department of Transportation, and Department of Transportation Services.

To reiterate our comments from the last revision seeking the University's input, we still have concerns regarding the financial allocations to projects in the four-year transportation improvement program. As stated by the MPO itself, Transportation Improvement Programs should be consistent with Regional Transportation Plans, such as the ORTP 2030/2035 update. The ORTP 2030 and 2035 update place particular importance on implementing the island's bikeway system, improving the bus system, and promoting alternative transportation modes. In fact, the current plan articulates one of its three specific goals as "environment and quality of life"- expressing the importance of alternative transportation modes, such as pedestrian walkways and bicycle routes. The ORTP specifically mentions that it will select capital projects "that serve those who do not or choose not to drive." Bicycle and pedestrian facilities are two of six specific project types proposed by the plan.

Despite this unequivocal commitment in the Oahu Regional Transportation Plan to alternative travel modes, the Transportation Improvement Program financial plan demonstrates very different objectives and commitments. While we recognize the primary importance of maintenance and safety improvement projects, the financial plan continues to demonstrate a preoccupation and overwhelming modal bias toward single occupancy vehicle travel. Just 3 percent of financial allocations are for pedestrian and bicycle facility projects in 2011-2014. To put this number in context, the City of Portland, Oregon allocates between 36 and 38 percent of its discretionary transportation funds to bicycle and pedestrian projects. Additionally, the projects that do support bicycle facilities in the TIP (OC3, OS69, OS70) are overwhelmingly focused in areas outside of the central urban core. This demonstrates a continued interpretation of bicycling as a recreational activity rather than a viable mode of commuting. We would like to see investments that take a more pro-active approach and focus on areas that will improve bicycle travel and the pedestrian realm in the urban areas that are most utilized. The University of Hawaii at Manoa would certainly benefit from continuous path connectivity with Honolulu's urban core, as would the city as a whole.

2500 Campus Road, Hawai'i Hall 307
Honolulu, Hawai'i 96822
Telephone: (808) 956-9190
Fax: (808) 956-5136

While we recognize that the purpose of this particular intergovernmental review is to focus on Revision #11, we cannot overemphasize our concern with the overall Transportation Improvement Program for FFY 2011-2014, which demonstrates a clear disconnect between stated goals and objectives in the Regional Transportation Plan and proposed financial allocations. As the University of Hawaii at Manoa works aggressively to implement a transportation demand management program and promote carpooling, transit use, bicycling, and walking, we require a similarly strong commitment from city, state, and federal agencies for our collective success.

Thank you,

*Mark Gilbert*
*Campus Planner*
*Physical, Environmental, and Long Range Planning*
*Office of the Vice Chancellor for Administration, Finance, and Operations*
*markdgil@hawaii.edu*
*(808) 956-9181*

127/2

NEIL ABERCROMBIE
GOVERNOR OF HAWAII

WILLIAM J. AILA, JR.
CHAIRPERSON
BOARD OF LAND AND NATURAL RESOURCES
COMMISSION ON WATER RESOURCE MANAGEMENT

**STATE OF HAWAII**
**DEPARTMENT OF LAND AND NATURAL RESOURCES**
**LAND DIVISION**

POST OFFICE BOX 621
HONOLULU, HAWAII 96809

RECEIVED
LAND DIVISION
2012 JAN 26 A 10 28
DEPT. OF LAND & NATURAL RESOURCES STATE OF HAWAII

2012 JAN 19 A 10:28

January 18, 2012

## MEMORANDUM

TO: **DLNR Agencies:**
__Div. of Aquatic Resources
__Div. of Boating & Ocean Recreation
X Engineering Division
X Div. of Forestry & Wildlife
X Div. of State Parks
X Commission on Water Resource Management
X Office of Conservation & Coastal Lands
X Land Division – Oahu District
__Historic Preservation

FROM: Russell Y. Tsuji, Land Administrator
SUBJECT: Intergovernmental Review of Federally-Funded Programs: Draft Revision #11 to the FFYs 2011-2014 Transportation Improvement Program
LOCATION: Island Wide on Oahu
APPLICANT: Oahu Metropolitan Planning Organization

Transmitted for your review and comment on the above referenced document. We would appreciate your comments on this document. Please submit any comments by February 2, 2012.

If no response is received by this date, we will assume your agency has no comments. If you have any questions about this request, please contact Darlene Nakamura at 587-0417. Thank you.

Attachments

Bridge replacement projects will require SCAP.

( ) We have no objections.
( ) We have no comments.
(✓) Comments are attached.

Signed: RECHMOY
Date: 1/24/12

cc: Central Files

EID: RFD 3425
CID: 1863

DEPARTMENT OF PLANNING AND PERMITTING
**CITY AND COUNTY OF HONOLULU**
650 SOUTH KING STREET, 7TH FLOOR • HONOLULU, HAWAII 96813
TELEPHONE: (808) 768-8000 • FAX: (808) 768-6041
DEPT. WEB SITE: www.honoluludpp.org • CITY WEB SITE: www.honolulu.gov

PETER B. CARLISLE
MAYOR

DAVID K. TANOUE
DIRECTOR

JIRO A. SUMADA
DEPUTY DIRECTOR

(mw)

January 26, 2012

RECEIVED
FEB 09 2012
OMPO

Mr. Brian Gibson, Executive Director
Oahu Metropolitan Planning Organization
Ocean View Center
707 Richards Street, Suite 200
Honolulu, Hawaii 96813-4623

Dear Mr. Gibson:

Subject: FY 2011-2014 Transportation Improvement Program

Thank you for the opportunity to review and comment on Draft Revision 11 to the FY 2011-2014 Transportation Improvement Program, dated January 3, 2012. We have no objection to the 11 changes being proposed.

In support of project OC25, Kuakini Street Extension, the Department of Transportation Services requests that this project be added, and both the Honolulu City Council and the Department of Planning and Permitting have endorsed this project by placing it on the Primary Urban Center Public Infrastructure Map.

We are interested in project OS88, Interstate Route H-1 Corridor Study. We understand it will identify the crucial roadway improvements needed to improve vehicular, bike or pedestrian traffic along Oahu's most congested corridor. This study should coordinate with our rapid transit system and contact our Transit-Oriented Development program.

Should you have any questions, please call Mike Watkins at 768-8044.

Very truly yours,

David K. Tanoue, Director
Department of Planning and Permitting

DKT:js

2012\FY2012TIP Revision 11

NEIL ABERCROMBIE
GOVERNOR

MAJOR GENERAL DARRYLL D. M. WONG
DIRECTOR OF CIVIL DEFENSE

VICTOR G. GUSTAFSON
INTERIM VICE DIRECTOR OF CIVIL DEFENSE

PHONE (808) 733-4300
FAX (808) 733-4287

**STATE OF HAWAII**
**DEPARTMENT OF DEFENSE**
**OFFICE OF THE DIRECTOR OF CIVIL DEFENSE**
3949 DIAMOND HEAD ROAD
HONOLULU, HAWAII 96816-4495

RECEIVED
FEB 06 2012
OMPO

February 3, 2012

Mr. Brian Gibson
Executive Director
Oahu Metropolitan Planning Organization
Ocean View Center
707 Richards Street, Suite 200
Honolulu, Hawaii 96813-4623

Dear Mr. Gibson:

Thank you for your letter of January 3, 2011, and the opportunity to review and provide comments on the Draft Revision #11 to the Oahu Metropolitan Planning Organization (OahuMPO) Intergovernmental Review of Federally Funded Programs; FFYs 2011-2014 Transportation Improvement Program (TIP).

We have completed our review of the interactive CD along with the scope and background of Revision #11 to the FYs 2011-2014 TIP and found that the elements of the program do not have a negative impact on the safety or security of the community. As requested, enclosed is the completed review form provided with your letter.

Although this may be included in the FFY 2015 plan for Bicycle Projects, we do have one concern. In December 2008, the Waialua Beach Road and the neighborhood around Kiapoko Place and Kukea Circle were severely flooded. One of the contributing factors to that flooding appeared to have been the narrowness of the Waialua Beach Road bike path bridge west of Kiapoko Place (see enclosure). A project before FFY 2015 to widen that bike path bridge to the same width as the Waialua Beach Road Bridge it is next to could help mitigate future flooding in the area.

Once again, thank you for the opportunity to assist OahuMPO in the transportation planning for the State.

Sincerely,

VICTOR G. GUSTAFSON
Interim Vice Director of Civil Defense

Encs.

# REVIEW FORM: Draft Revision #11 to the FFYs 2011-2014 Transportation Improvement Program

FROM: **Department of Defense**
**State Civil Defense**

RETURN TO: OahuMPO
707 Richards Street, Suite 200
Honolulu, Hawaii 96813

Phone: 808-587-2015
Fax: 808-587-2018
Email: oahumpo@oahumpo.org

**DEADLINE:** **Friday, February 3, 2012**

SUBJECT: Intergovernmental Review: Draft *Revision #11 to the FFYs 2011-2014 Transportation Improvement Program (TIP)*

1. TIP draft Revision #11 consists of the addition of six projects to the TIP. The Vanpool Program is being deleted because federal funds are no longer available for the program. Also, the project description is revised for one project, and the cost estimate for another project is increased.

   Does your agency have concerns regarding the financial plan for the draft *Revision #11 to the FFYs 2011-2014 TIP?*

   _X_ NO
   ____ YES, list concerns below:

   Financial plan concerns:

   _____
   _____
   _____
   _____
   _____

**Department of Defense**
**State Civil Defense**

Victor G. Gustafson
Name

February 3, 2012
Date

Interim Vice Director of Civil Defense
Title

808-733-4300
Contact Phone Number

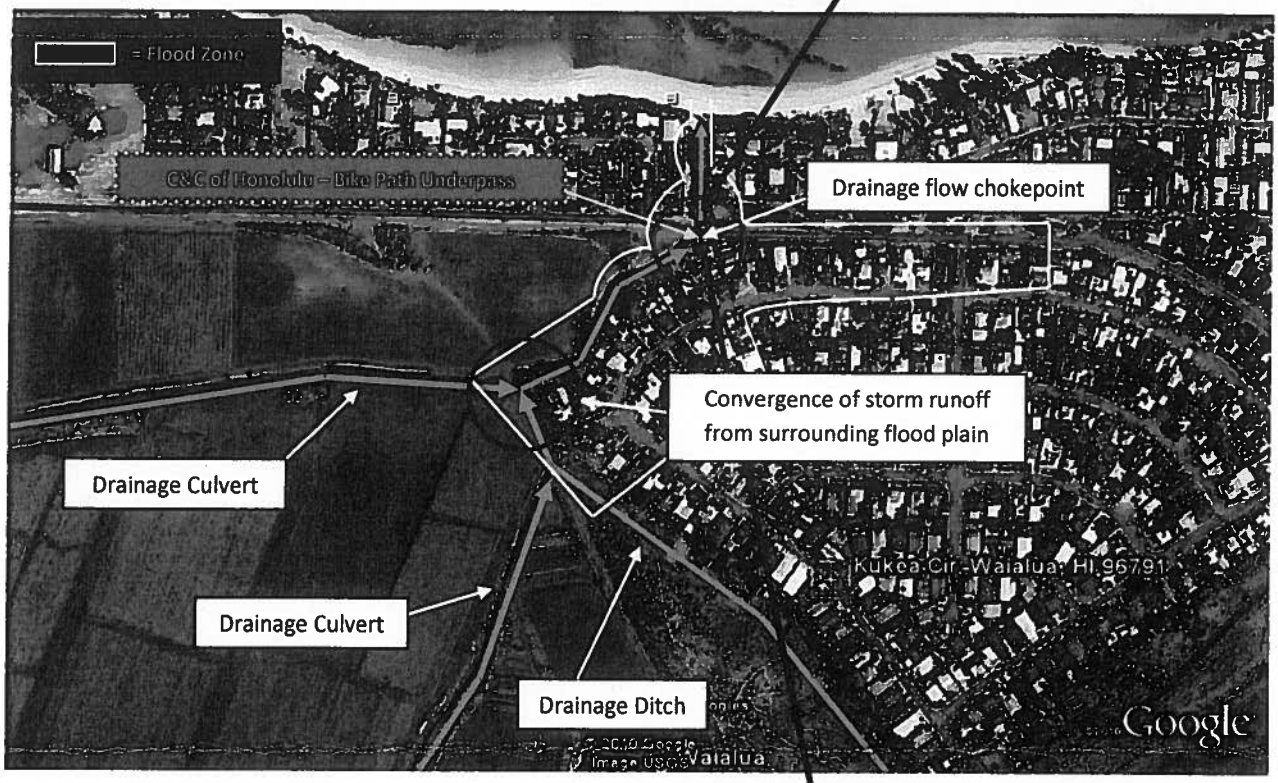
Signature

vgustafson@scd.hawaii.gov
Email address

*- over -*

Flooding Hazard at Waialua Beach Road and Kiapoko Place / Kukea Circle, Waialua

In comparison to the bike path underpass depicted below, the Waialua Beach Road underpass is much wider and more capable of handling the increased flow of runoff during heavy rains.




The narrowness of the bike path underpass at Waialua Beach Road acts as a chokepoint for the converged storm runoff from the surrounding flood plain during heavy rains.

## Re: STIP Rev #4 Comments on pdf

Hwy Stip Projects to: Walter Enomoto <bikeguy@hawaiiantel.net> 02/06/2012 03:40 PM
Sent by: Patrick Tom
Cc: "Dave DeLeon", Patrick Tom, Ken Tatsuguchi, Ferdinand Cajigal, Cary.Yamashita, nolly.yagin, Ty.Takeno, Charlene Shibuya, Fred C Gutierrez, Karen Chun, Marshall Ando, Julius Fronda, Christine Yamasaki, Jill M Yamanouchi, Nelson L Ayers, Li Nah Okita, Wayne.KANESHIRO

Walter,

Thanks for transmitting the Maui Bicycle Alliance comments on the 2011-2014 STIP revision #4.

In general, the bulk of your comments seem to be design related. So I am forwarding your comments to the various offices that are managing the project development, including the county. I must mention that some of the projects that you are commenting on are well into the design phase... Kahului Airport Access Road is an example of this.

I'll also mention that we always look to see if bicycle facility improvements are feasible in all of our projects. As you know, sometimes the limited funds available make it difficult to address just the project's purpose and need.

I recommend further coordination directly with our Maui District Office and the Maui County Dept of Public Works for overview on Maui STIP projects in general. They may be better able to help address future comments by letting you know when public comments for specific projects may be solicited.

I notice that one of your comments is on the National Recreational Trails Program. This program is basically a pass-through from FHWA to HDOT to DLNR. I'm forwarding your comment to them as well.

I can respond directly to your comments on deferrals.

1. MS2 - Haleakala Crater Road Bikeway Pull Out Areas - I believe CON for this project was funded in FFY2011

2. MS18 - Puunene Ave Widening from Kaahumanu to Kuihelani Hwy - This project is the result of combining 3 STIP projects in the same area. The consolidation was done to save on disruption and cost. However, due to the consolidation, initiation of the project as a whole needed to be deferred. However, CON is still scheduled for FFY2015

3. MS19 -Waiehu Beach Road Bridge Rehabilitation - I currently believe that this project is still scheduled to go out to CON in 2012.

4. MC5 - Hansen road Pavement Reconstruction - Maui County has requested that CON for this project be advanced through STIP revision #4 from FFY 2015 to FFY 2014.

5. MC34 - Waipuilani Bikepath - Maui County has requested that CON for this project be advanced through STIP revision #4 from FFY 2015 to FFY 2013.

Thanks again for your comments.

Patrick Tom
STIP Manager

"Walter Enomoto" "Walter Enomoto" <bikeguy@hawaiiantel.net> 01/29/2012 02:33:23 PM

**"Walter Enomoto" <bikeguy@hawaiiantel.net>**
01/29/2012 02:32 PM

To <hwy.stip.projects@hawaii.gov>,
cc "Dave DeLeon" <GAD@RAMaui.com>
Subject STIP Rev #4 Comments on pdf

Aloha Pat,

Please delete the docx formatted Word doc I sent you earlier and replace with this pdf.

Confirm with email back to me.

Aloha and Mahalo,
Walter Enomoto
Maui Bicycle Alliance
*Keeping Maui on the Right Path*

Maui Bicycle Alliance STIP Revision 4 Comments.pdf

# Maui Bicycle Alliance

***Keeping Maui on the Right Path!***

January 28, 2012

Highway Planning Branch
Attn: Patrick Tom
869 Punchbowl Street, Room 301
Honolulu, Hawaii 96813

RE: Proposed STIP Revision #4 to the Fiscal Year (FY) 2011 to 2014 (+2) Statewide Transportation Improvement Program (STIP)

The Maui Bicycle Alliance is a grassroots bicycling advocacy organization committed to improving conditions for bicycling in Maui County. We promote bicycling and advocate bicycle use in Maui County for health, recreation, sport and transportation purposes.

Thank you for the opportunity to comment on the Fiscal Year (FY) 2011 to 2014 (+2) Statewide Transportation Improvement Program (STIP) Revision 4 changes. We request that these comments be added to the official record for the following State and County Projects and a confirmation email sent to us to verify receipt of these comments:

## State of Hawaii DOT Highway Projects:

MS36 SMP Funded Projects

- Maintain existing paved, striped and signed bicycle route / shoulders
- Ensure resurfacing covers entire shoulder area to avoid pavement mismatch / defect as shown below (Papa Ave near Hina Ave):

MS1 Guardrail and Shoulder Improvement Program Part 1.

- Notify Maui Bicycle Alliance prior to finalization of designs / engineered drawings so that we may provide comments. Because cyclists mostly use the designated bike route / shoulders, we would like to make sure improvements here do not negatively impact the bicycling community.

# Maui Bicycle Alliance

***Keeping Maui on the Right Path!***

MS2 Haleakala Crater Road Bikeway Pull Out Areas.

- *Do not defer or halt this project*

MS8 Honoapiilani Highway Safety Improvements

- Rumble Strips in bike route/shoulder area must accommodate for safe bicycle travel per FHWA Rumble Strip Guidelines Tech Memo T-5040.39 Dated Nov 11, 2011.

1. "9 **ACCOMMODATION OF ALL ROAD USERS**: Safe accommodation of all road users should be considered when designing and applying rumble strips. This includes passenger and commercial vehicle drivers, bicyclists, pedestrians, and others. Flexibility is provided within this advisory to address the needs of these users based on the existing and projected use in the specific corridor. Bicyclists, in particular, are affected by rumgeble strips. Where shoulders are available and clear, bicyclists will often choose to use them to avoid conflicts with faster moving vehicles in the travel lane. However, as legal road users, they may also be in the travel lane. There are a number of measures that should be considered to accommodate bicyclists.
   a. ***Wide shoulders***: Shoulders improve safety for all road users***. Where existing cross-section exists or paved shoulders can be added within the scope of the project, it is preferred to allow at least four feet beyond the rumble strips to the edge of the paved shoulder.*** Designers should be familiar with the FHWA design guidance found at http://www.fhwa.dot.gov/environment/bikeped/design.htm, which ***recommends states not install rumbles on* new construction *and* reconstruction *projects where shoulders are used by bicyclists unless this condition is met.*** Where guardrail, curb, or other continuous obstructions exist, additional width may be needed to provide adequate clearance for bicyclists (refer to current AASHTO bicycle guidance for additional information).
   b. ***Bicycle gaps***: Where any width paved shoulder exists beyond the rumble strip and bicycles are allowed to ride, recurring short gaps should be designed in the continuous rumble strip pattern to allow for ease of movement of bicyclists from one side of the rumble to the other. A typical pattern is gaps of 10 to 12 feet between groups of the milled-in elements at 40 to 60 feet.
   c. ***Edge line rumble strips***: Use edge line rumble strips or a smaller offset (A) where it will allow additional shoulder area beyond the rumble strip that is usable to a bicyclist, pedestrian or other road user. In determining the appropriate offset, designers should consider truck traffic in the corridor and the proximity of residences, which may call for a larger offset.
   d. ***Adjusted rumble dimensions***: (See Figure1) Decreased length transverse to the roadway (B) of either edge line or shoulder rumble strips may provide additional space usable to a bicyclist. Other minor adjustments in design dimensions, such as increased center-to-center spacing (E), reduced depth (D), and reduced width longitudinal to the roadway (C), have been shown to reduce impacts to bicyclists when they must be traversed. Crash modification factors have not been developed for these adjustments, but it is anticipated they will have a somewhat reduced effectiveness in alerting drivers, which is considered a reasonable tradeoff for an agency attempting to balance the needs of all road users."

MS34 Honoapi'ilani Highway Shoreline Protection at Launiupoko

- Maintain and if possible, widen existing paved, striped and signed bicycle route / shoulders.
- Ensure resurfacing covers entire shoulder area to avoid pavement mismatch / defect as shown previously.

MS11 Kahului Airport Access Road.

- Incorporate paved, striped and signed bicycle route / shoulders into construction
- Incorporate shared or dedicated bike lane though right turn only striped turn lane as needed like those shown on the following page.

# Maui Bicycle Alliance

***Keeping Maui on the Right Path!***


- Tie into existing bike route / shoulder on Hana Hwy.
- Incorporate straight through bike lane through pedestrian island to avoid situations where pedestrian islands block or limit bike travel like those on the following page (Hana Hwy and Hobron Ave, Kahului)

MS14 National Recreational Trails Program

- Include the newly formed International Mountain Bicycling Association (IMBA) Maui Chapter the Maui Mountain Bike Coalition in all discussions and plans for future trail development projects. Contact information is provided in appendix.

MS35 Piilani Highway, Traffic Operational Improvements at Ohukai St.

- Incorporate paved, striped and signed bicycle route / shoulders into construction
- Incorporate shared or dedicated bike lane though right turn only striped turn lane as was done with other intersections along Pi'ilani Hwy.
- Incorporate straight through bike lane through intersection island like those shown on the following page (Pi'ilani Hwy and Moi Place, Kihei):

# Maui Bicycle Alliance

***Keeping Maui on the Right Path!***

MS18 Pu'unene Avenue Widening from Kaahumanu Ave to Kuihelani Hwy.

- Unless the Kahului Airport Access Road Project (MS11) can alleviate the congestion at the Kuihelani/Pu'unene/Dairy Road intersection soon, *this project should be not be deferred* as current traffic volumes and LOS during peak times congest all movement through this intersection.
- Incorporate paved, striped and signed bicycle route / shoulders into construction
- Incorporate shared or dedicated bike lane though right turn only striped turn lane at Pu'unene Ave/ Dairy Road, Kuihelani intersection as previously shown.
- Incorporate straight through bike lane through intersection/ pedestrian island at the Dairy Rd / Pu'unene Ave / Kuihelani Hwy intersection.

MS19 Waiehu Beach Road Beach Rehabilitation

- Maintain the project timeline for this project; *do not defer*.

MS20 Guardrail and Shoulder Program for Various Locations, Molokai.

- Include Molokai bicycling advocates Curtis Crabbe, Phillip Kikugawa and Ted Kanemitsu in discussions and plans as shoulders and guardrails affect cyclists on Molokai. Contact information is provided in appendix.

## County of Maui Department of Public Works Projects:

MC42 Haili'imaile Road

- Haili'imaile Road from Haili'imaile to Baldwin Ave listed in Bike Plan Hawaii Sept 2003 as proposed map project #33.
- Incorporate paved, striped and signed bicycle route / shoulders into construction
- Rumble Strips in bike route/shoulder area must accommodate for safe bicycle travel per FHWA Rumble Strip Guidelines Technical Advisory T-5040.39 Dated Nov 11, 2011.

1. "9 **ACCOMMODATION OF ALL ROAD USERS**: Safe accommodation of all road users should be considered when designing and applying rumble strips. This includes passenger and commercial vehicle drivers, bicyclists, pedestrians, and others. Flexibility is provided within this advisory to address the needs of these users based on the existing and projected use in the specific corridor. Bicyclists, in particular, are affected by rumble strips. Where shoulders are available and clear, bicyclists will often choose to use them to avoid conflicts with faster moving vehicles in the travel lane. However, as legal road

# Maui Bicycle Alliance

***Keeping Maui on the Right Path!***

users, they may also be in the travel lane. There are a number of measures that should be considered to accommodate bicyclists.

a. ***Wide shoulders***: Shoulders improve safety for all road users***. Where existing cross-section exists or paved shoulders can be added within the scope of the project, it is preferred to allow at least four feet beyond the rumble strips to the edge of the paved shoulder.*** Designers should be familiar with the FHWA design guidance found at http://www.fhwa.dot.gov/environment/bikeped/design.htm, which ***recommends states not install rumbles on* new construction *and* reconstruction *projects where shoulders are used by bicyclists unless this condition is met.*** Where guardrail, curb, or other continuous obstructions exist, additional width may be needed to provide adequate clearance for bicyclists (refer to current AASHTO bicycle guidance for additional information).

b. ***Bicycle gaps***: Where any width paved shoulder exists beyond the rumble strip and bicycles are allowed to ride, recurring short gaps should be designed in the continuous rumble strip pattern to allow for ease of movement of bicyclists from one side of the rumble to the other. A typical pattern is gaps of 10 to 12 feet between groups of the milled-in elements at 40 to 60 feet.

c. ***Edge line rumble strips***: Use edge line rumble strips or a smaller offset (A) where it will allow additional shoulder area beyond the rumble strip that is usable to a bicyclist, pedestrian or other road user. In determining the appropriate offset, designers should consider truck traffic in the corridor and the proximity of residences, which may call for a larger offset.

d. ***Adjusted rumble dimensions***: (See Figure1) Decreased length transverse to the roadway (B) of either edge line or shoulder rumble strips may provide additional space usable to a bicyclist. Other minor adjustments in design dimensions, such as increased center-to-center spacing (E), reduced depth (D), and reduced width longitudinal to the roadway (C), have been shown to reduce impacts to bicyclists when they must be traversed. Crash modification factors have not been developed for these adjustments, but it is anticipated they will have a somewhat reduced effectiveness in alerting drivers, which is considered a reasonable tradeoff for an agency attempting to balance the needs of all road users."

MC5 Hansen Road Pavement Reconstruction

- This project is listed in Bike Plan Hawaii Sept 2003 as proposed map project #20
- This project *should not be deferred* as it is long overdue for remediation / rehabilitation.
- Incorporate paved, striped and signed bicycle route / shoulders into construction.
- Tie bike route / shoulder on Hansen Road into existing bike route on Hana Hwy

MC6 Hina Ave, Wakea Ave to Ani St.

- Maintain existing paved, striped and signed bike lanes
- Ensure resurfacing covers entire shoulder area to avoid pavement mismatch / defect as shown previously.
- End bike lane at West Hawaii St. instead of Ani St. as sidewalk, gutter, hard curb and roadway width cannot support separate bike lanes from West Hawaii St. to Ani St. as shown below:

Hina Avenue at the corner of West Hawaii St. looking South-East

- Incorporate straight through bike lane through intersection along Hina Ave and Papa Ave. (similar to the front of Kahului School)

# Maui Bicycle Alliance

***Keeping Maui on the Right Path!***

MC6 Kamehameha Ave, From Pu'unene Ave to Papa Ave.

- Maintain existing paved, striped and signed bike lanes
- Upgrade sub 4ft shoulders to 4ft wide bike lanes or bike route standards minimum. This is especially critical near the Kamehameha Ave and Wakea Ave area (MECO side corner) and substandard section from Pu'unene Ave to Lono Ave on makai side of Kamehameha Avenue.
- Ensure resurfacing covers entire shoulder area to avoid pavement mismatch / defect as shown previously.
- Tie in bike lane/ bike route design with future bike lane plans along Pu'unene Avenue by State DOT Hwys (MS18).

Note how the sidewalk exits onto the shoulder

Below: Note how bike route shoulder in foreground does not line up with bike lane on opposite side of Pu'unene Avenue.

# Maui Bicycle Alliance

***Keeping Maui on the Right Path!***

- Add straight through bike lane on Kamehameha Ave heading West at this intersection
  Note traffic signal pole in line with bike lane on opposite side of Pu'unene Ave:

MC9 Kamehameha Avenue (incorporated into MC6-see comments for MC6)

MC10 Kamehameha Avenue Traffic Signals at Kane St.

- Incorporate straight through bike lane through any pedestrian island to avoid situations where pedestrian islands block or limit bike travel.

MC22 Makawao Avenue-Makani Road Improvements

- Incorporate paved, striped and signed bicycle route / shoulders into construction

MC44 Papa Avenue

- Maintain existing bicycle route with paved, striped and signed shoulders
- Incorporate dedicated or combined bike lane though right turn only striped turn lane near Roselani Place Senior Center, at the intersection of Onehe'e and Papa Ave and at the intersection of Kamehameha Ave and Papa Ave in both directions. An example of this is in front of Kahului School as shown below:

# Maui Bicycle Alliance

***Keeping Maui on the Right Path!***

- Ensure resurfacing covers entire shoulder area to avoid pavement mismatch / defect as shown previously.
- Add striped and signed bike lanes on Papa Avenue between the Kamehameha Ave / Papa Ave intersection and Laau St / Papa Ave intersection. This will provide continuous bike lanes along all of Papa Ave.

MC45 South Kihei Road Pavement Rehabilitation

- Maintain existing paved, striped and signed bicycle lanes
- Ensure resurfacing covers entire shoulder area to avoid pavement mismatch / defect as shown previously
- Maintain straight through bike lane through intersection at Alanui Ke Ali'i and S. Kihei Rd.

MC32 Waiko Road Improvements. Kuihelani Highway to Waiko Road.

- Incorporate paved, striped and signed bicycle route / shoulders into construction
- Tie bike route / shoulders into existing bike route on Kuihelani Hwy.
- Incorporate straight through bike lane through intersection at Manea Pl, Pakana St. and Waiko Road.

MC34 Waipuilani Bikepath

- Maintain project timeline; *do not defer project*.

MC47 Wakea Avenue Pavement Rehabilitation

- Maintain existing bicycle lanes with signage and striping.
- Ensure resurfacing covers entire shoulder area to avoid pavement mismatch / defect as shown previously.
- Widen shoulder area to accommodate bicycle travel near old Maui Land and Pineapple Lot and Queen Kaahumanu Center as shown below:


# Maui Bicycle Alliance

***Keeping Maui on the Right Path!***

- Do **NOT** use the gutter as portion of bike lane as shown below on Wakea Ave heading East just past the Lono Ave-Wakea Ave Intersection. Perpendicular gutter / roadway edge creates ridge that negatively affects steering control of bicycle. ROW exists along Wakea Avenue in project area to correctly address this defect.

- Tie in bike lane/ bike route design with future bike lane plans along Pu'unene Avenue by State DOT Hwys (MS18).

MC17 Lono Avenue Traffic Signal Improvements at Papa Ave

- Tie in with bike lanes added in MC44 on Papa Avenue

MC27 Papa Avenue Traffic Signals at Hina Avenue

- Tie in with bike lanes on Hina Avenue and Papa Avenue.

MC35 Wakea Avenue Traffic Signals at Hina Avenue

- Incorporate straight through bike lane through pedestrian / intersection area to avoid situations like those shown previously.

# Maui Bicycle Alliance

***Keeping Maui on the Right Path!***

Wakea Avenue at Hina Avenue Intersection looking East.
Continue bike lane through to opposite side of intersection-remove vertical barriers.

Since the Complete Streets Law (HRS 264-20.5) was passed in 2009 and became effective Jan 1, 2010, we would ask the FHWA, State DOT Highways and County of Maui make sure that the proposed projects listed in the STIP 2011-2014 +4 Revision 4 comply with this State Law.

Sincerely

Walter Enomoto

President
Maui Bicycle Alliance

cc: D. DeLeon

Mailing Address:
293 S. Mokapu St.
Kahului, HI 96732

Email: bikeguy@hawaiiantel.net
Home Phone: 808-877-5947
Cell Phone: 808-463-6850

Appendix:
Maui Chapter of IMBA/ Maui Mountain Bike Coalition
Russell Reinertson: russell_reinertson@yahoo.com,
Aaron Reichert, 808-264-0682, bigbullshooter@hotmail.com

Molokai Bike Advocates: Curtis Crabbe: crabbe@hawaiian.net, 808-646-1211
Phillip Kikugawa: molbike@aloha.net, 808-553-3931
Ted Kanemitsu: bikertedatwave@yahoo.com

**Re: STIP Rev. #4 Comments - Kauai**

Hwy Stip Projects to: RAYNEREGUSH 02/10/2012 09:28 AM
Sent by: Patrick Tom
Cc: Jill M Yamanouchi

Rayne,

You're welcome. We have added your email address to our list.

Patrick Tom
STIP Manager

RAYNEREGUSH RAYNEREGUSH@aol.com 02/09/2012 04:28:33 PM

**RAYNEREGUSH@aol.com**
02/09/2012 04:28 PM

To Hwy.Stip.Projects@hawaii.gov,
cc ldill@kauai.gov, Raymond.J.McCormick@hawaii.gov, Ken.Tatsuguchi@hawaii.gov, Christine.Yamasaki@hawaii.gov, Jill.M.Yamanouchi@hawaii.gov, wkudo@kauai.gov, John.Nickelson@dot.gov, Mike.Medeiros@hawaii.gov, Gregg.Hirokawa@hawaii.gov
Subject Re: STIP Rev. #4 Comments - Kauai

Mahalo for your email, Patrick. Yes, please add my email address to the STIP email list.
Aloha,
Rayne

In a message dated 2/9/2012 2:18:42 P.M. Hawaiian Standard Time, Hwy.Stip.Projects@hawaii.gov writes:

Ms. Regush,

Thank you for taking the time to comment on the Statewide Transportation Improvement Program (STIP). We appreciate your support for the preservation of our historic resources. We do have processes that allow us to consider context sensitive solutions (CSS) when we develop our highway projects. This practice is available to the Counties as well.

When bridge projects are budgeted into the STIP, the scope is based on preliminary scoping and current bridge ratings. A bridge project may be initially programmed as a replacement project, and as the design phase begins, it may be determined that a bridge rehabilitation is more appropriate.

If the state or a county determines the scope of work of a bridge project would change from a bridge replacement to a bridge rehabilitation, the changed scope can still be funded although the description in the STIP shows somewhat differently. Reprogramming the STIP is not required.

That said, the state and counties should strive to have project information on the STIP better match the current status of the project.

I have copied the Kauai County Department of Public Works with your

comments and this response. I plan to follow up with the county when we meet with them later this month.

Regarding the public involvement comment period, the federal regulations are not specific on a required time frame for public involvement. We do allow for as much time for public input as possible based on the timing needs of our revisions. Typically, we schedule four weeks to receive public input. We also usually publicize our request for comments twice, a second time around the two week period as a reminder, or to catch people who may have missed the first posting. The clock for this starts when we first release our revisions for public review.

In the case of Revision #4, the first notice was posted on January 4th. A second notice was printed on January 18th. Our deadline for Revision #4 comments was advertised as January 31st. However, we will always reply to comments regarding the STIP whenever they arrive.

For up to date information, we also post and publicize our revisions on:

1. Our STIP website (there's a link to STIP Revisions on the following site that changes every few years)

http://hawaii.gov/dot/highways/STIP/STIP.htm/

2. Facebook

http://www.facebook.com/stip.hawaii

3. Twitter

https://twitter.com/#!/HISTIPnews

If you wish, I can also add your email address to our STIP email list. You would receive emails soon after a revision was initially posted.

Patrick Tom
STIP Manager

RAYNEREGUSH@aol.c
om
01/31/2012 09:43
PM

To
hwy.stip.projects@hawaii.gov,
cc
bcarvalho@kauai.gov,
ldill@kauai.gov
Subject
STIP Rev. #4 Comments - Kauai

Aloha Patrick,

Attached are comments on the STIP from the Wailua-Kapaa Neighborhood Association, regarding East Kauai's one-lane bridges.

Mahalo,
Rayne Regush
W-KNA Chair
cell: 651-1318

cc: Mayor Bernard P. Carvalho, Jr.
Larry Dill, Chief Engineer, Public Works(See attached file: DOT-STIP Rev4 Comments-JAN2012.pdf)

WAILUA - KAPA‘A
NEIGHBORHOOD
ASSOCIATION

January 31, 2012 VIA EMAIL

Mr. Patrick Tom
Highway Planning Branch
State Department of Transportation
869 Punchbowl Street, Room 301
Honolulu, HI 96813

RE: Proposed Statewide Transportation Improvement Program (STIP) Revision #4
KAUA`I (FY 2011-2014)

Aloha Patrick:

The Wailua-Kapa`a Neighborhood Association (W-KNA) is pleased to have the opportunity to submit comments on the above referenced STIP.

There are several instances in the “County-FHWA” section where Kaua`i’s historic bridges are listed under the “System Preservation Project” category, but the word “replace” is used in the “Project Description” column instead of “repair/rehabilitate”. We find this contradiction very concerning.

- KC6. Kamalu Road (Route 581) Bridge Replacement
- KC7. Kapahi Bridge Replacement
- KC14. Pu`uopae Bridge Replacement

The W-KNA supports minimal change to the defining characteristics of these historic bridges and their site. Pu`uopae Bridge is listed on the National Register of Historic Places and the other two bridges may be eligible for State and National listing.

At our W-KNA general meeting held on Saturday January 28th, one topic of discussion was historic one lane bridges (including Opaeka`a Bridge) in the Kawaihau District. A straw poll was taken of the 70 people in attendance. Their support for preserving these historic structures rather than replacing them with two lane bridges was unanimous.

We understand that there are design exceptions and context sensitive solutions appropriate for rural communities. We support this methodology for Kaua`i’s one-lane historic bridges and want to see every option for preservation and restoration pursued.

Preservation efforts are crucial before we lose these heirloom landmarks which contribute to East Kaua`i's rural lifestyle. We hope the State and Federal agencies will encourage the County to take a forward thinking approach that ensures the preservation of Kaua`i's heritage bridges.

Finally, we respectfully suggest that future public notices soliciting comments, allow at least a 30-day comment period based on the last date of publication.

Sincerely,

Rayne Regush
W-KNA Chair
On behalf of the Wailua-Kapa`a Neighborhood Association Board

cc: Mayor Bernard P. Carvalho, Jr.
Larry Dill, Chief Engineer, County Public Works