

STIP Public Meeting, Round 2
State of Hawaii Department of Transportation Highways Division
Kauai District Office Conference Room
July 30, 2007
6:00 pm – 7:30 pm

- Projects that show no money have been deferred. The STIP is amended as necessary when priorities and schedules change. The STIP is updated every three years. The complete STIP can be accessed online (unconstrained and constrained versions).
- The scope of KS4 and KS5 include widening Kaunualii Highway from the existing two lanes to four lanes with a median. This project has a very high priority and is listed as one of the top ten priorities for the entire state. Residents can view how traffic mitigation will be addressed by visiting the Kauai district office once the plans are complete. Widened shoulders for shared use (bike/ped) will be incorporated into the project. Widening Kaunualii Highway past the college is still in the design process. Another high priority includes widening Kuhio Highway.
- Pedestrian walkways are a part of the scope for KS2.
- HDOT will work with the community and County to ensure community input is sought and preservation of the character of the historic bridge is met.
- County long range land transportation plan (multi-modal plan) is a HDOT plan with a 25-year outlook. The plan should justify to the public what, when, and why a project is needed.
- KS13 has construction money allocated in FFY 2011 and 2012. Steve Kyono will ensure the Hanalei community is involved.
- HDOT works with large landowners during the land use review process. Landowners often pay for traffic impact fees.
- Park and ride facilities are eligible for FHWA and FTA funds.
- KC18 has money allocated every fiscal year as requested by FTA for buses. HDOT is a pass-through for Kauai County to receive FTA funds. Kauai County would receive the funds directly if its population exceeded 500,000. However, the current population is less than this, so it must receive FTA funds through the STIP.
- Joann Yukimura:
 - Pleased with the larger lead-time for notification of the meeting.
 - \$500,000 for KC12 is used for the NEPA document.
 - How can HDOT project monies beyond FFY 2009 if there is a funding bust?
 - HDOT response: Estimates are based on historic numbers and rates of increase. There is a very real possibility we will get less, in which case the STIP will have to be pared down again. If there is a shortfall of \$4 billion in FFY 2009, HDOT will have to cut almost 40% from \$165 million.
 - HDOT needs to start thinking “outside of the box”. Instead of spending \$200 million to widen the highway from Lihue to the tree tunnel, \$100 million could be spent on buses for Kauai (\$50 million) and operation and maintenance costs and interest (\$50 million). This would solve the lack of parking for businesses and rising fuel costs.
 - HDOT response: HDOT agrees, however FHWA funds cannot be used for a bus system.

- Is HDOT lobbying for FHWA funds to be used for multi-modal purposes? Will the LRLTP result in a multi-modal plan? In the RFP, it is described as a highways plan. The language of the plan should be changed from “highway” to “multi-modal”.
 - HDOT response: Yes, the LRLTP is multi-modal. However, HDOT will not change the language of the RFP.
- Joann was concerned that the resurfacing project, KC7, near the cannery area will produce lanes that are too wide and as a result, will promote speeding.
 - HDOT response: This is a collector road and the 12-foot width is a standard.
- Is there any landscaping design work to keep Kauai the “Garden Isle”?
 - HDOT response: HDOT has in-house landscape architect who sees all reviews and is in the process of developing a statewide landscape masterplan. This masterplan will address landscaping that is low maintenance, drought resistant, and usage of native plants.
- The motor carrier safety organization partly establishes what types of vehicles are appropriate for roads of varying jurisdictions.
 - There are numerous concerns that mopeds have been occupying bike paths. Residents have reached a threshold with mopeds on the road, for example in the tree tunnel.
 - HDOT response: Hawaii state law says that mopeds are supposed to use the bike path. However, HDOT does not agree with this law since bike paths are also used by others, such as rollerbladers.
- Over the last four years, the highway maintenance budget needs have doubled, but the legislature cut the funds by half.
 - Complaint that Maluhia Road has many potholes. There is even a sign warning motorists of potholes.
- Resurfacing Kaumualii from Puhi to Rice Street is for maintenance.
- If a community had a brand new project, how would it get considered to be listed on the STIP?
 - HDOT response: Project needs to be consistent with the LRP. In general, if it is a highway or road-related, the County should get involved. If only state funds are expended, the legislature can appropriate the money. The project would need to be proposed through a government agency as the manager.
- KC13 and KC17 are historic bridges. Community involvement is a part of the environmental process in which the government works with the community to develop a consensus solution to the problem.
 - FHWA response: Although a project is described as “replacement”, Pat Phung says don’t get too concerned over the language. Most of the concerns voiced are for bridge projects that are still in the planning phases, in which the preferred alternative has not yet been determined.
- The Big Island county has issued bonds for work in the past.