

STIP Public Meeting, Round 1
Waimea Civic Center
May 15, 2007
6:00 pm – 7:50 pm

- Waimea Bypass
 - Number one priority in South Kohala.
 - Specific routes have not yet been chosen.
 - Draft EIS will be out later this year for public comment.
- Kawaihae Bypass
 - Draft EIS will be published early to mid 2008.
 - Existing Kawaihae Road is dangerous. No emergency truck road.
 - Would like to advance to earlier years
 - Phase 1 will be determined through EIS process.
- Waiaka Stream Bridge
 - Least popular project.
 - Will add more congestion to the east-west traffic.
 - Move the Waiaka Bridge project out of the STIP until the Waimea Bypass is built. **(3 similar comments)**
- Waimea Trails and Greenways.
 - Overwhelming support. **(6 similar comments)**
 - Less gas consumption, global warming, dangerous roads due to semi-trucks.
 - Would like to see dedicated trail system away from the road.
 - Need sidewalks.
 - Need to keep project alive on the STIP.
 - Trail will encourage children to walk to school, seniors to walk in town, bike to school and work, get cars off the road.
 - EA process has been successful due to the local groups efforts for the past 15+ years.
 - Consultant says bids ready to go in FY 2008.
- Lindsey Road Bridge
 - Previous storm flooded bridge and weight of cars traversing bridge was too heavy. Jacks were put in place to support bridge and are still there.
 - Lindsey Bridge should have a high priority. **(2 similar comments)**
 - Bridge is unsafe, yet is one of the main arteries for the community.
- HS16 uses earmarked funds that are separate. Need to indicate earmarked monies on handout in the future.
- Saddle Road receives too much funds. Money should go to other projects that would benefit more people.
- Mamalahoa Highway does qualify for federal funds and safety improvements are being made. Why are there no guardrails?
- LRP is sponsored by HDOT, but also joint effort with the County. Includes job growth, economic growth, traffic projections on entire island (whereas project specifics use projections in regions), identifies needs through corridors, does not address how needs will be met. RFP will go out to consultants by end of May.
- Traffic projections with a 20-25 year outlook are included in an environmental assessment. If design is significantly delayed and projections are outdated, updated

traffic projections will be used instead. Traffic counts are taken annually. HDOT uses current data.

- Traffic accident data and fatality data is now available to the public, upon request. Data is now available at libraries.
- Improvements to road should take trucks into consideration: population growth, new developments, Hilo residents traveling to Waimea, numerous various types of trucks speeding downhill and traveling very slow uphill.
- Environmental process includes floral, fauna, topographic maps, survey for design, lots of field work. Both bypasses are in the environmental stage, which experiences the biggest delay. Consensus on the EIS will help HDOT quicken the process. Published environmental documents are publicized in the OEQC bulletin.
- Required to consider bike facilities, as in Queen Kaahumanu widening and Kawaihae Bypass.
- County is working to assess developer's impact fees for traffic and infrastructure (sewage, water). Developers need to submit traffic reports and should mitigate efforts at their own cost. HDOT tries to get involved with developers as early as possible by providing comments to planning or land-use commission.
- Written letters will receive a response from HDOT. Give contact information to HDOT if want to be kept apprise of project information.