

2015-2018 STIP Public Informational Meeting – Round 1 Summaries

May 12, 2014

6:00 pm

King Kekaulike High School Cafeteria

15 Attendees

1. Some of the projects listed on the STIP are ongoing or are happening now. Some projects cost so much that they need to be phased in different years.
2. Comment: There was disappointment that solicitation for public input was not published in the newspaper for the new Airport Access Road. There were complaints that there are four stop lights now instead of one stop light within one mile on Hana Hwy. It seems like downtown Kahului is moving further out which makes it harder for commuters from Haiku. Response: The decision to have the new Airport Access Road cross Hana Hwy was determined during the alternatives analysis in the Environmental Assessment process. There were several public meetings by Airports and Highways that were advertised to the public a couple of years ago.
3. Comments were made that Paia Bypass has been scheduled further down the road. Kihei is a good example of how individual developments don't have an impact on road facilities and utilizes (water, sewage, electricity), but cumulatively, they have an impact on the area.
4. A resident understands why Mokulele Highway has a speed limit of 45 mph due to rules.
5. A resident feels that State Representatives should be notified of this meeting. Instead of getting campaign fund letters, it would have been nice to get a letter saying there's a state meeting happening.
6. A resident was concerned over project MC22: Makawao Avenue – Makani Road Improvements. Resident feels that wider roads promote higher speeds, especially at night. Resident prefers to have a 2-lane road to slow people down. HDOT response: Left-turns without left-turn pocket turn lanes leads to unsafe driver behavior, such as driving on the shoulder. For the safety of everyone, it's best to have a turn lane, to take the conflict out of the through lane. Also, the basic scope of the project is to construct sidewalk improvements, not widen the road.
7. Resident says that over last two years, the State or County has been putting in rumble strips in such a way that it diminishes the width of the shoulder that is available to cyclists. In particular, in the Pali area, the shoulder is very narrow and is in very bad repair. Rumble strips are in the shoulder so the cyclists don't want to ride on the rumble strips and ride in the traffic lane. Has appropriate consideration been given to all users of the highway when rumble strips are implemented? Consider implementing rumble strips that are placed on the line and the width is less than 4 feet. HDOT response: Rumble strips are 12 inches wide and placed along the striped line.
8. A resident asked, is the Central Maui Pedestrian & Bicycle Master Plan used as a guide when developing the STIP? Some roads (such as Kahului Beach Road, Wakea Ave, and Papa Ave) on the STIP are proposed to have separated bike paths according to the Pedestrian & Bike Master Plan. HDOT response: That document was done by DOH. The HDOT has a Statewide Bicycle Master Plan. However, there is currently no Bike Coordinator at the State, so various offices are sharing chairing duties.

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- HDOT is trying to fill the position, but can't find someone who is enthusiastic about the job and meets the qualifications. If adding bike improvements adds to the cost and purpose of the project, it may not be feasible. Bike improvements will be considered, because HDOT is committed to a Complete Streets Policy, but there is a fine line to determine if bike improvement implementation is reasonably feasible.
9. The County or State can overmatch the typical 20% local share of the project cost. A resident suggested it would be easier to get a federal grant to help the County put in a wide bike path from Paia to Kahului.
 10. Total project cost for MC24 includes all phases of the project, not just the phase that is shown in the STIP. The schedule for MC24 is driven by the project delivery schedule. Project prioritization could also play a factor in determining when a project is funded due to limited federal funds.
 11. A resident strongly encourages that the schedule for Paia Bypass be moved up.
 12. Comment: The right turn from Haliimaile onto Haleakala Hwy is so short, it should be lengthened.
 13. Comment: Motorists are driving on the shoulder to go around those making left-turns in front of Haiku Community Center at Kawela.
 14. Comment: There is no speed limit sign posted from Puumaluai, by the triangle, where Kokomo Road turns into Makawao Ave near St. Joseph's.
 15. Comment: Slow traffic down in the residential section, but don't use speed bumps.
 16. Comment: Paia Bypass should be categorized as congestion mitigation, not modernization, if it moves up the project schedule. Modernization is described for new roadways.
 17. Comment: The Paia merchants should be involved in the Paia Bypass project.
 18. There was a lengthy discussion about roundabouts.
 19. A resident is concerned about motorists speeding up on yellow lights and running red lights. In some states, it is illegal to speed up on a yellow light. HDOT response: It is difficult to enforce traffic laws in Hawaii because we are the only state that doesn't have a State Highway Patrol. County Police will enforce traffic laws part-time because they have other duties. Comment: There's no motivation for the County Police to do more enforcement because the monies that are collected from traffic fines go to Honolulu and then are returned to Maui. There is no direct link for the County Police to use the traffic fines to hire more traffic enforcement officers.
 20. Comment: Piilani Hwy in Hana and Kihei don't connect. Is it possible to change the name and route number for one of them?
 21. There are three environmental documents—Categorical Exclusion, Environmental Assessment and Environmental Impact Statement—each with different processes. OEQC has a bulletin to make the public aware of these environmental documents.
 22. Irrigation will be operating for one year at the new intersection for the Airport Access Road. A resident feels it's a waste of money to pay for the trees when they die after. HDOT should consider that it takes more than one year for trees to become established. This is an environmental issue that should be considered.
 23. Funding distribution is based on vehicle miles traveled and population. Distributions are an annual average that we try to aim and use as a starting point. Are bicyclists considered in transportation miles?

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May 13, 2014

6:00 pm

Kihei Elementary School Cafeteria

12 Attendees

1. Piilani Bypass is not listed on the STIP. However, it is listed on the Long Range Plan, and identified on the plan as a need. No environmental work has started.
2. Question: Can Piilani Highway be widened to four lanes on the South side? HDOT response: The Long Range Plan will look at how many lanes are needed along this corridor. Funds need to be available for a project to be put on the STIP, but transportation needs are currently outpacing our infrastructure.
3. Question: What is the logic for funding some roads that aren't that bad? South Kihei Road is in not that bad condition. County response: The County has a pavement management system that takes into account when the last time a road was resurfaced.
4. MC26 is still under design. The operation at the intersection at Auhana has not yet been determined.
5. Question: What is holding up MC25? Why is it projected that far out? County response: Processing the environmental permits take some time. Also, how North-South Collector Road will intersect with cross roads hasn't been determined yet.
6. Comment: Piilani Hwy has no crosswalk across the highway in front of the police station. Kihei is planning to have major development along Piilani Hwy on the mauka side with housing developments and a shopping complex. HDOT response: Safety improvements on Piilani Highway in this area are coming up through a Highway Safety Improvement Program project). The Police Department needs to look at their design and whether a crosswalk is needed.
7. Hansen Road pavement project is in design right now and construction is in FFY 2014.
8. Amala Road that leads to the harbor is a privately owned with County easement so this road wouldn't be eligible for the federally funded program
9. Improvements to the road in front of Wailea resorts are being funded in FFY 2014.
10. A resident feels Piilani Hwy is too small and will have to be widened later. No one is enforcing the speed or noise. HDOT response: This is part of the Maui Long Range Plan and Kihei Plan. HDOT is working with the County and developers to manage the distribution of cars. Developers build their own parallel roads. The General Plan sets the growth boundaries and we are reactive to that, forecast and estimate what the needs are which came out in the LRP. A mauka route is needed. Based on transportation needs, HDOT can't keep up with the growth in terms of funds available. HDOT is checking to see if developers can help with the improvements. Right now funds are not sufficient.
11. Won't know now if the Piilani Bypass will fall under the State or the County. It depends on the traffic volume. This will be determined during the project delivery phase.
12. Comment: Infrastructure should grow concurrently with growth. If infrastructure can't keep up with growth, then we need a Governor who will control growth. HDOT response: HDOT requires all developers to assess traffic impacts. We don't

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have the authority of the Land Board. HDOT is a consulting agency who provides concerns and comments.

13. Maui has about 16% of the statewide funds based on historical data and formula (volume, revenues, vehicle miles traveled, population). There is some flexibility to the distribution.
14. Projects MC13, MC24, and MC34 are supported because they promote safe outdoor lifestyle, for pedestrians and cyclists.
15. MS10 National Recreational Trails program is managed by Department of Land and Natural Resources (DLNR).
16. If the County can't use the money for a project, then there is an attempt to keep the funds on the island and let the State use it. If Maui County or Maui State can't use the money, then one of the other islands will try to use it.
17. There is \$800M in the pipeline. This is money that is for committed, ongoing projects.
18. Question: How has Maui been doing regarding following its priority list and having priority projects ready to go? HDOT response: Maui State is ahead 3 or 4 years in terms of its pavement management program.
19. Question: Where can the public go to see how much money is spent and where? HDOT response: The final STIP at the end of the year will show what projects have been obligated, but not truly show how much money has been spent. State procurement website posts contract amounts when it gets awarded.
20. Maui's program right now is way over the 16% distribution. Can appropriations by the Legislature change the distribution? Can they decide to fund a project?
21. Some states have raised state tax to try to compensate for loss in revenue due to periods of low growth.
22. Design and rights-of-way for Kihei-Upcountry road has been funded in previous years. Construction is not listed on the 15-18 STIP.
23. Comment: Most people don't want more development. HDOT response: HDOT doesn't have the authority on land use. HDOT provides comments to the Land Use Commission and County Zoning Agency, but HDOT does not have the authority to make decisions. It is up to each county to implement developer infrastructure fees.

May 14, 2014

6:00 pm

West Maui Senior Center Cafeteria

35 Attendees

1. On the map, MS5 is mislabeled as MC5. Design monies have already been programmed in a prior year.
2. Many residents were present at the meeting to discuss project information for MC19.
3. HDOT will return for another meeting to present what comments were provided and to present the financially constrained FFY 2015-2018 STIP.
4. During the project priority stage, "improvements" is a broad term, unless a specific problem has been identified, such as a left-turn problem. As a project proceeds into the design phase, there are opportunities for the public to comment on design details. This meeting is not meant to discuss design details, but the priority of each project.

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5. Comment/Question: Bike Plan Hawaii specifies projects that are supposed to be incorporated into any kind of enhancement transportation project. At least two percent of funds that are spent on highway improvements are supposed to be spent on bicycle and pedestrian improvements. How are you incorporating Bike Plan Hawaii with these improvements listed? How can you make sure it is actually occurring in this phase? HDOT response: The two percent dedication to bike and pedestrian facilities are not intended to be separate projects. Each project considers Complete Streets where designers look at improving the road at a multi-modal standpoint. However, there are certain restrictions that make implementing bicycle and pedestrian improvements infeasible.
6. Comment: There is support for MS6 and hope to see it in the constrained STIP. Would like to see a better breakdown of the \$95M total project cost. The project description goes past the Kaanapali Connector. With the recent purchase of property, we believe the relocated Southern Terminus could be something quick. HDOT is focusing on Phase 1B2.
7. Comment: For project MC19, this road is in very bad condition and most people would like to see it paved. Speeding is a problem. Residents have tried to control speeding by working with the County and calling the police on commercial vehicles. Residents believe that widening this road will increase speeding. They recommend calling it a low priority and say no widening.
8. Portions of Lower Honoapiilani Hwy are privately owned, and therefore are not qualified for federal funding.
9. Comment: Lahaina Bypass should be the focus of the State, regardless of whether it's going north or south.
10. Comment: A few years ago, a task force that met three or four times on Maui regarding improvements to Honoapiilani Highway near the Pali from Launiupoko to Maalaea. The task force came up with about 40 improvements that were narrowed down to six. The six improvements are not on the STIP. HDOT response: It may not be on the STIP because the ideas did not form into a specific project. Comment: During the environmental phase, it was determined that three lanes in each direction were needed to maintain a LOS C and the public didn't want that. There was no meeting after that and then Paia Bypass started.
11. Governor Lingle envisioned creating two new lanes parallel to Honoapiilani. Under Governor Abercrombie is this still the vision?
12. Bike Plan Hawaii identifies projects that are prioritized and then placed on the STIP, but not all projects can be placed on the STIP. HDOT has a Traffic Branch that holds the Bicycle Pedestrian Coordinator position and this person helps identify priorities and budget the projects.
13. The County's budget process is a good time to provide public input for bike improvements. Some of these types of projects are not federally funded and only use County funds.

May 15, 2014

6:00 pm

HDOT Maui District Office Conference Room

2 Attendees

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1. The STIP document will be sent to FHWA and FTA for review and approval by September 1, 2014. Hopefully the STIP will be approved by October 1, 2014. HDOT has been in discussion with FHWA and FTA regarding Maui MPO. Their process is currently in transition, but HDOT is currently taking care of the public input portion. Maui MPO will be taking care of their Policy Committee review of the Maui TIP.
2. Project MC2 is a good opportunity to incorporate the recommendations from the Downhill Bike Tour Study that the Council has already approved. The study has identified turnouts to get the downhill bikers off the road by adding a couple more feet of pavement. This County project is programmed as a 3R project and not so much as an improvement program so we are restricted to what improvements we can do. Adding bike improvements may not be feasible. Whenever expanding or adding facilities, such as bike facilities, we probably need to do an EA. Some shoulder work will be done, but the County can check if pullouts can be incorporated into this 3R project. The downhill bicycle tourism gets backed up right below Makawao Union and then further down underneath the trees to get them out of the way. There were a couple of identified pullout areas in the study.

May 20, 2014

6:00 pm

HDOT Kauai District Office Conference Room

19 Attendees

1. What if a project you want is not listed? Projects need to come from a management system and a county match.
2. Are the bus projects a continuation of what Kauai is currently getting in funds or is it new monies? The FTA program is not affected by the \$50M financial constraint being discussed.
3. Funding allocation is based on vehicle miles traveled (VMT), but the multimodal goal is to keep VMT down, so Kauai gets penalized for doing a good thing. The Highway Trust Fund is based on gas tax. Loss in revenue is due to a decrease in gas consumption from hybrid and electric vehicles. This is a national trend. Hawaii is involved in looking into using other revenues besides gas tax.
4. Why do we continue to build new roads (widen from two to four lanes) when we know we don't have the money later to maintain them? There's not enough capacity. Eventually, vehicles won't be able to travel in high-density cities. Mass transit is the only solution for highly urbanized cities.
5. We need to minimize tourism impact in renting a car. The developer for Coco Palms is looking into car rental. Has HDOT done an analysis of the impact on tourists' cars versus local cars? Our hotel did a study once because we didn't have enough parking. HDOT is not aware of any particular study to that. A rental fee is charged that goes into our Highway Fund that generates about \$40M-\$50M a year. It creates revenue but it also creates traffic for the locals trying to get home. How can the community/hotel industry provide better transportation for the tourists? The Kauai

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Bus in Hanalei was trying to promote bus use. HDOT should also look at the Wailua corridor.

6. Coco Palms is a short distance from the airport, if the Kauai Bus could take tourists to Coco Palms every 10 to 15 min, it would solve Coco Palms problems. How can we build a State highway system that can facilitate the Kauai Bus? The State highway system already has roads that connect all these facilities. HDOT can participate in making our highways more bus-friendly (such as bus pullouts), if the need is justified. On Oahu, hotels charge \$25 a night for hotel parking.
7. All the jobs are in Lihue, but everyone lives outside of Lihue. Has there been a study to see if people don't want to live in Lihue, if there is not enough housing in Lihue, or it's too expensive.
8. KS7 – The improvements done so far have been great, but it just brings the traffic to a funnel. The improvements that have been done so far have no value until the improvements are done to Maluhia Road. I understand that doing the road all the way to there is a huge cost. The widening is done from the source, outward and eventually it will go all the way. This project needs to be phased due to the high cost and low funding.
9. Beneficiaries of Hawaiian Homelands – we have three major land on the west side 50,000 acres on the mountain; in Wailua a planned community of 1,000 homes across from Aloha Beach Hotel. And the biggest build off in housing and economic development is Anahola. We are also doing traffic plans, planned growth because we are creating our own traffic jam within the community. In Wailua, we were against building 1,000 homes...we wanted it to be 500 homes. Now looking at our waitlist of people. Wailua is a corridor we will add more congestion. HH utilize the bypass more in Wailua. HH should be partners with HDOT and County because we do have homes there. The County General Plan determines where the growth is going to occur. So the public should get involved in the General Plan. Will share the handout with the rest of the committee.
10. Buses, bikes and walking will never be the solution to our traffic problem. What is your solution to the Kapaa Corridor and Wailua Corridor with one bypass going over there? Money is the primary problem. Money will go where it's needed the most. There is an intended bypass for Lihue. However, HDOT was advised to anticipate finding a lot of archaeological and historic sites. This type of complicated project is usually takes longer than 10 or 15 years to complete. An EIS needs to be done.
11. How are we going to address being the highest ranked in the nation for pedestrian fatalities over age 65? We are the only state that doesn't have a state highway patrol to enforce traffic laws 24/7.

May 27, 2014

6:00 pm

Pahoa Community Center

24 Attendees

(no recorder)

May 28, 2014

2015-2018 STIP Public Informational Meeting – Round 1 Summaries

6:00 pm

Hilo State Office Building, Rooms A, B, C

6 Attendees

1. What is the status for HS22? The project is moving forward and will be phased. The first segment will be in front of the school. There are some right of way condemnation issues. However, re-visitation of the Section 106 is the biggest issue right now.
2. HC7 lists bicycle lanes, but it is not listed on HS22. There are a lot of college students who use bicycles on Kawili Street. Implementing bicycle improvements for HS22 has been discussed at the public meetings.
3. Komohana Street and Puainako Street are unsafe for bicyclists. Human considerations need to be taken into consideration seriously.
4. The speed limit signs are changed during road construction to a reduced speed. However, after construction is completed, the speed limit sign doesn't get changed back, and motorists get penalized with a speeding ticket. It may seem like the project is complete, but until the project is accepted, the signs won't get changed back.
5. Gulches along the Hamakua Coast should have been widened years ago to accommodate passing lanes.
6. Waiaka Bridge on Kawaihae Road (HS13) has been a hazard for a long time. There are no plans for runaway ramps from Waimea to Queen Kaahumanu Highway. This is a big safety issue. There have also been accidents on Daniel K. Inouye Highway and Waikoloa Road. HDOT looks at the latest accident reports along Kawaihae Road. HDOT is working with CFL to put in a runaway ramp on Daniel K. Inouye Highway.
7. In the District Offices, there are personnel who drive the roads to check for maintenance needs. Mana Road should be improved so it is user-friendly.
8. It is not feasible to put up signage for a turnaround before entering Hilo Harbor to avoid security guards.
9. All of our contracts are open bid.
10. FHWA would ensure that DLNR is meeting federal compliance regarding HS21. There were issues for this line item where the local DLNR was moving the funds away from motorized and non-motorized use. HDOT only distributes the money to DLNR.
11. There is a nasty curve on the East Side of the Daniel K. Inouye Highway. This curve is on the existing Daniel K. Inouye Highway that hasn't been improved yet.
12. When possible, we try to incorporate bike improvements into our projects. HDOT has started project scoping on a two or three of the high priorities from the public meetings for the Bike Plan. Some of the bikeway improvements fall under the Statewide line item.
13. Sometimes the bike signs are taken down during road construction and not put back up after construction is completed.
14. Motorists, in general, are non-sympathetic to bicyclists. The public needs more education on bicyclist rights. HDOT has a bike coordinator position. The County also has a bike coordinator. There are joint discussions with these coordinators along

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with the bicycling organizations to help promote bicycling. Funding is also an issue. We can design the roads, but we cannot design human behavior.

15. HC8 and HC9 funds are to help maintain the County's existing bus operation and bus system.
16. How much bicycling occurs in Honolulu County? Most bicycle commuting occurs within the community. It is not regional. The City is looking at implementing bike facilities on their collector roads.

May 29, 2014

6:00 pm

Waimea Civic Center

9 Attendees

1. A transitional document that shows what was in the 2011-2014 STIP, but not included in the 2015-2018 STIP would be useful.
2. HDOT is re-evaluating the Kawaihae Bypass, especially the section that connects to the mauka end. Hawaii County is also doing a realignment project, so both the State and the County need to work together on this. With the extension of Paniolo Road up through Waikoloa Village towards Waimea, there is now discussion on where to put a regional high school between Waikoloa and Waimea. Also, considering that Parker Ranch is moving on their next phase and Hawaiian Homelands is starting their 400-home development on Kawaihae Road, plus growth of the future, we need to do something. There is a better need for coordination between the County's General Plan and transportation infrastructure needs.
3. The South Kohala Traffic Safety Committee provided their top three priorities in a letter the last time there was a STIP public meeting. There were 200 responses. The three priorities were Waiaka Bridge Improvements, Kawaihae Bypass, and the Kawaihae Road/Queen Kaahumanu intersection improvements. These are still the priorities for the committee. Sadly, two of these projects are not on the STIP.
4. Kawaihae Bypass has been in the Long Range Plan since the 1960's. HDOT needs to revisit the circulation study before adding this project to the STIP because the extension of the Daniel K. Inouye Highway will change the traffic circulation of the area.
5. Map shows the incorrect W-7 alignment for the DKIH. Currently, the military uses Waikoloa Village county highway as their primary route to access PTA. When the new section is built, that will be the primary route. The new extension goes from Queen Kaahumanu Highway to Mamalahoa Highway (Route 190). The military cargo can sometimes contain munitions. There is a HDOT process for the transport of hazardous materials. Does Hawaii County have a similar process?
6. Suggest all vehicles on Hawaii island, especially the big 18-wheel trucks, have their lights on all the time for better visibility. Overweight vehicles must go through a HDOT permit process which has requirements, such as escorts. Politicians make the laws so this request should go to them.
7. Is there a spreadsheet HDOT uses when prioritizing the projects? It would be helpful to the public to see how the projects are being graded.

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8. Discussion on converting low pressure sodium bulbs to LED bulbs for highway lighting.
9. If a project is not listed on the STIP, the public can write them on the bottom of the survey, or any other comments they'd like to submit.

May 30, 2014

6:00 pm

Kealakehe Intermediate School Cafeteria

7 Attendees

1. Kuakini Highway (Route 11) widening from Henry St to King Kamehameha III Road, was dropped out of the current STIP. Does this mean it won't get added onto the new STIP until after 2018? HDOT is re-evaluating the capacity program and looking at project-readiness. Residents feel this project should be a major priority for HDOT. The STIP is revised every year, so it still has an opportunity to be added, if it meets the requirements.
2. HDOT is aware of the military traffic coming from Kawaihae and Keahole that plans to utilize the Daniel K. Inouye Highway Extension. HDOT should leverage for more funds for this project. HDOT has applied to get funds with Obama's stimulus bill.
3. HS23, the Daniel K. Inouye Highway Extension, is mapped wrong on the handout and will be corrected for the next set of meetings.
4. The Hulikoa Drive intersection is dangerous. Developers would like to put a signal at the intersection. There should be a restrictive left turn at Hulikoa Drive and the Natural Energy Lab. If Queen Kaahumanu Phase II does not get built, can the intersection improvements get put in for safety reasons? The park improvements have also generated more vehicular traffic in the area.
5. At the next meeting, it would be nice if HDOT could provide projects status on the projects being discussed tonight. Some projects cannot be discussed in detail due to litigation.
6. Hawaii County does not qualify to have a Metropolitan Planning Organization. Qualifications are based on Census data.
7. Daniel K. Inouye Highway has a permanent traffic count station near the W-7 alignment.
8. HS22 will improve Puainako St into the residential area, up to Kanoelehua Ave.
9. The highway, from Ane Keohokalole Highway from Hinalani and further north heading to the college campus, is not included on the STIP. This is a County route.

**2015 – 2018 (+2) Statewide Transportation Improvement Program (STIP)
2nd Round of Public Meeting Summaries**

July 23, 2014

6:00 pm

HDOT Kauai District Office Conference Room

10 attendees

1. Kauai County's largest expenditure is on the multiuse path. Why are they pushing this multiuse path to be funded when 95% of the public uses vehicles, especially while there's traffic through Kapaa? Transportation engineers must consider multimodal transportation and Complete Streets, it's the law.
2. KS10 Kapaa Relief Route environmental document shows that environmental requirements will take many years to clear. Therefore, HDOT is opting to do smaller projects instead. Also, with the limited funding, HDOT will never afford to build the big project but can afford to do the smaller projects.
3. Bike path sidewalk near Safeway is a safety issue. There is a driveway crossing a bike path.
4. Kuhio Hwy near Wailua River and Coco Palms. Can get funds to build a pedestrian overpass over the highway? A: Pedestrian overpasses are not typically cost effective.

July 28, 2014

6:00 pm

Pahoa Community Center

1. Tree clearing on Hwy 11. Is there a second phase for additional planting?
2. HS14 will move the merge to Shower Drive. Suggested having turn lanes so motorists have the option to turn instead of merge. There's a utility pole. There's also a grade separation issue that can be costly. Will take a look at the Shower Drive section.
3. 4-inch dip in the road will be leveled.
4. When approaching Pahoa Bypass, coming from Keaau, just before you turn off to go Palama Market, there's a yield sign. Sign is small and most people don't notice it. Put the sign up sooner, maybe 50 yards, to alert drivers with more lead time and/or make the sign bigger so it's more noticeable.
5. A year ago, it was asked why we can't have right turn lanes built into every intersection. A: it's not a good idea to have right turn lanes as a rule of thumb. Depending on the intersection right turn lanes can hide oncoming cars.
6. Keaau-Pahoa Road Shoulder lane project will prohibit bike access in peak direction during peak hours. This is not agreeable to some, but that's the trade off for providing additional peak hour capacity. Keeping bike access during peak hours would require widening bridges, which would be cost prohibited.
7. Will there be a crosswalk at Shower Drive? The project will consider pedestrian crossing.
8. More clarification on the scope of the shoulder lane conversion at Shower Drive project verses the Keaau Pahoa Road Improvement (widening) project is needed.
9. Bridge improvements must be prioritized on our bridge management program we can't replace bridges that don't need improvement. It would not be eligible for federal aid.
10. Clarification of roundabout scope at Old Government Road (Malama Market). Roundabout debate ensues. Merits and shortcomings.
11. What can be done about speeding enforcement? Make harsher penalties.

July 29, 2014

6:00 pm

Hilo State office Building

1. Safety information at Keaau Pahoa Road intersections is discussed. We will transmit safety data and records over the past few years to interested parties.
2. Clarification of Keaau Pahoa Road Improvements (widening) verses the Keaau Pahoa Road Shoulder Lane Conversion at Shower Drive and what will included in the scope of work in each project.
3. Will the Shoulder Lane Conversion at Shower Drive be able to go forward? Has all the ROW been acquired?
4. More discussion on the project status of the Shoulder Lane Conversion project.
5. Discussion on Keaau Pahoa Road Shoulder Lane Conversion which will divert all bicycle traffic to the off peak side of the road. Good signage is needed to ensure that bicyclists are aware of the restrictions.
6. Shared use lanes... Vehicles and bicycles both share the lane... not a separate lane for bicycles.
7. We will not reduce lane widths on Keaau Pahoa Road to accommodate bicyclists.
8. Discussion on how projects are created.
9. Discussion on generally what roadways are county roads and state roads and what are eligible roadways for federal aid.
10. Will the Keaau Pahoa Improvement project be delayed further if an environmental reassessment is needed? A: It is likely that some delay will be felt.
11. Discussion on types of bicycling accidents. Need better way to help people ride and drive safely together.
12. Keaau-Pahoa Road Shoulder lane project will prohibit bike access in peak direction during peak hours. This is not agreeable to some, but that's the trade off for providing additional peak hour capacity.
13. DOH is promoting bicycling.
14. There is limited funding and there must be a holistic system balance.
15. Puainako Street Widening was delayed due to financial constraint purposes. It was determined through the analysis of the 4 financial constraint criteria that other Big Island capacity projects were of higher priority and were funded first.
16. Discussion on the difference between Daniel K Inouye Highway Improvements, East Side verses the Daniel K Inouye Highway Extension.

July 30, 2014

6:00 pm

Waimea Civic Center

1. Definition of what "ready to go" means for STIP projects.
2. We named 3 projects that were priorities for the State of Hawaii... Completing the Daniel K Inouye Highway, Lahaina Bypass and Kapolei Interchange Complex.
3. How is Central Federal Lands helping HDOT develop projects? They will be managing the development of some of the State's highway projects.

4. Kawaihae Bypass Discussion – Support for the project as a top priority in the community is voiced. Attendees feel that the Kawaihae Bypass is more beneficial than the completion of the Daniel K Inouye Highway. The Highway Capacity Program for the Island of Hawaii identifies the completion of the Daniel K Inouye Highway as the current priority. It will also be difficult to fund the Kawaihae Bypass as the current construction cost is \$300 million and cost prohibitive. Safety benefits are also a discussion point. What are exactly the traffic benefits of a Kawaihae Bypass versus the Daniel K Inouye Highway? There will be a comparison done.
5. Kawaihae Bypass will help Waimea town. Also a lot of other efforts were delayed because at that time people were assuming that a Kawaihae Bypass would be going forward.
6. Barges are porting in Kawaihae Harbor and trucking to Hilo.
7. Do we have truck traffic data? Yes, loaded trucks go through Waimea and unloaded trucks go through the Daniel K Inouye Highway.
8. Discussion on how accident data is compiled.
9. Discussion on the Highway Capacity Program. We follow this plan that determines highway capacity priorities... This is needed because federal requirements tell us that we need to have a balanced program that is fundable... We have to have capacity priorities because we cannot fund too many capacity projects at once.
10. The Kawaihae Bypass is not being canceled, it is included on the Capacity plan.
11. There are concerns about 2nd access to communities. This is a prevalent problem throughout the state.
12. People don't think that the DKI Highway will alleviate traffic. SKTSC notes that accidents that have become more prevalent in the unimproved section (east side mp 11). They support the addition of that project.
13. Things that should be considered... the Kawaihae Bypass is included in many planning documents like the CDP and Hawaiian Homeland development plans.
14. What steps need to happen to get the Kawaihae Bypass higher in priority? Either more funding must be found or the technical justification for it being the priority.
15. We will do a feasibility and technical comparison between Kawaihae Bypass and the DKI Highway Extension.
16. Why did revision #18 show the Bypass and then the 15-18 STIP doesn't show anything for the Bypass? Technically, the in the 11-14 (+2) STIP, the 15 and 16 years are illustrative and are not committed/official.
17. Even if a project is not included on the STIP, it doesn't mean that the project disappeared or that proposed alignments can be ignored.... The DOT still can comment on developments and land use changes that involve the bypass.
18. Sometimes, we provide comments that do not get included in land use agreements.
19. Aside from funding availability, the project must also be ready to go...
20. Thank you for keeping the Kawaihae/Queen K Intersection Improvement project in the STIP so that it can get done.

July 31, 2014

6:00 pm

Kealakehe Intermediate School Café

1. Clarification on financial constraint and system balance (Capacity and congestion versus system preservation and safety).
2. Statement – Maui has a bus system!
3. How is transportation equity considered? We have complete street policies and context sensitive solution policies.
4. Are we looking at funds that go to mass transit? Yes, FTA funds are programmed in the STIP. There are FTA funds that are available for upkeep of the existing transit programs. Neighbor

island transit projects/programs are managed by our Statewide Transportation Planning (STP) office.

5. Bike lanes and bike improvements? How do bike facility improvements get implemented? How many of them are technically infeasible? A: we try to implement within existing project and try to accommodate within the existing roadway template without upsetting the purpose of the road.
6. The trust fund was band-aided until May 2015. The bill was passed today.
7. We need to find new ways to collect taxes to fund the highway trust fund that funds STIP projects.
8. We are looking at initiating vehicle miles traveled tax.
9. Projects that are ready to go get funded. There are a lot of issues that can delay project readiness.
10. Are projects that were voted "high" included on the STIP? A: public opinion is one factor that helps to determine priorities and what ends up in the STIP. Ultimately, there are many other technical criteria that are also considered.
11. Support for the completion of the Daniel K Inouye Highway.

August 4, 2014

6:00 pm

King Kekaulike Highschool Cafeteria

1. How do funds get distributed? A: vehicle miles traveled numbers are calculated based on Average Daily Traffic and lane miles in the corresponding segment of roadway.
2. Are we getting about the same amount of funds that we are getting five years ago? Yes, in recent history, we are getting about the same amount of funds.
3. We are looking to develop a new way to collect taxes for the highway trust fund?
4. There is a focus to maintain our existing highway infrastructure.
5. Will the final STIP report be posted on the HDOT STIP website? Yes.
6. Explanation of Advance Construction.
7. Explain how to read the handouts
8. Can this program as presented, change? Yes, we typically change the program twice a year. We work closely with the Districts and Counties to determine what changes are needed.
9. Hansen Road reconstruction is a FFY 2014 project.
10. Kihei UpCountry Highway was added to the financially constrained 15-18 STIP.
11. What are the guidelines that are used when we design projects... relating to complete streets. We follow AASHTO Green book guide and the MUTCD. We do not use NACTO.
12. Sidewalk project in front of King Kekaulike HS are not federally funded. But this project is going forward with County funds.
13. Is it stipulated that, in the presence of a bike lane, bicyclists must ride in the bike lane. But what about scooters? Are they allowed in bike lanes? Or mandated to travel in the bike lanes. There is a local ordinance that says you can't ride a motor vehicle on a separate bike path. There is no discrimination on bike lanes.

August 5, 2014

6:00 pm

Kihei Elementary Cafeteria

1. Questions and Explanation on how to read the handouts. And highlights of the Maui STIP.
2. What's the difference between modernization projects verses congestion projects? A: We classify new roadway projects and projects that add lanes of capacity as "Modernization" projects where there are improvements to existing roads that do not include adding through lanes of capacity but address congestion in other ways are typically classified as "Congestion" projects.

3. N/S Collector Road status update and how the funding will be worked out to complete it in the small chunks identified in the 15-18 STIP.
4. Hansen Road project has been funded in 2014. It won't show up in the 15-18 STIP.
5. How do new projects get added to the approved STIP? Project must be eligible... Projects must be prioritized and come in through management systems. We typically revise the STIP at least twice a year.
6. County STIP projects must be proposed by the county. The State shouldn't be telling the counties what specific projects to federalize, but the projects proposed must be inline with a prioritized management system.
7. Questions about the priorities of Maui County pavement management system. Piikea is slated for preservation to keep good roads good and can't depend on the developer to for timely upkeep to roadways.
8. Why can't funding be diverted to Paia Bypass? A, project is not yet ready to go, can't fund future phases until environmental gets completed.
9. We have a highway capacity program that prioritizes modernization projects. That plan determines the order in which we want to complete our capacity projects.
10. Earmarks have helped us fund the capacity program in the past, but now there are no earmarks to help out. Also our priority is to finish projects that have started construction, not necessarily to start constructing new projects.
11. We must find the balance when we determine what projects get funded. We have limited funding with similar challenges all over the island and the state.
12. What is the status of the TAP program? A: We are developing the program. It is not ready yet therefore we cannot obligate any TAP funds but we have not lost any TAP funds.
13. Kahului STIP meeting will be canceled due to incoming storms.

August 6, 2014

6:00 pm

Lahaina Senior Center

1. We are trying to shift gears and focus on our system preservation.
2. Why was the Lahaina Bypass 1B2 programmed to go first? A: project readiness. 1B2 is currently scheduled to be ready before 1C.
3. We can't fund everything in terms of capacity. We have a highway capacity program that identifies and priority capacity projects. The STIP is programmed to reflect these capacity projects and also maintain system balance (35/65).
4. We will be continuing with Lahaina Bypass 1C.
5. What happened to Kihei UpCountry Highway? A: it was delayed because we were depending on federal earmarks, but Congress did away with earmarks so we couldn't fund the construction along with all the other current priorities.
6. What happened to TAP funds? There needs to be a TAP program to obligate these funds... We are working on developing the TAP program. We have not lost federal TAP funds.
7. We have other ways to fund bike and pedestrian improvement projects
8. Do we use AASHTO or NACTO? A: We follow AASHTO and the MUTCD.
9. We are committed to complete streets. We look to create complete streets as we do our projects as feasible.
10. Honoapiilani Realignment/Widening, Maalaea to Launiupoko is still in the planning phase. Planning is been funded. DES and CON is a ways away.