

DEPARTMENT OF TRANSPORTATION'S
REPORT TO LEGISLATURE
OF
THE STATE OF HAWAII
REQUIRED UNDER
SECTION 264-18 HAWAII REVISED STATUTES

**ANNUAL REPORT: "BIKEWAY PROJECTS AND
EXPENDITURES"
FROM
ACT 222
SESSION LAWS OF HAWAII 1995**

STATE OF HAWAII
DEPARTMENT OF TRANSPORTATION
DECEMBER 2013

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SECTION 264-18 HAWAII REVISED STATUTES

Annual report to the Hawaii Legislature on bikeway projects and expenditures

Introduction:

Section 264-18 Hawaii Revised Statutes requires the Department of Transportation to report annually on their bikeway projects and expenditures. In addition, at least two percent of eligible federal funds shall be expended for bikeway projects.

There are three basic forms of bicycle facilities: shared use paths, bicycle lanes, and signed shared roadways. Shared use paths create facilities for bicyclists and pedestrians that are separated from the motor vehicle roadway. They are intended for use by non-motorized vehicles with the exception of emergency vehicles, maintenance vehicles, and motorized wheelchairs. Bicycle lanes designate a section of roadway for use by bicyclists through signage, striping, and/or pavement markings. On signed shared roadways, a street or highway designated as a preferred bicycle route, bicyclists either share the motor vehicle lane or travel on the shoulder.

Bikeway Projects and Expenditures:

A summary of bikeway projects and expenditures is illustrated below in Table 1: Bikeway Projects and Expenditures. The amounts shown are federal and state funds obligated in Federal Fiscal Year 2012 (October 2011 - September 2012) for projects that had expenditures in Federal Fiscal Year 2013 (October 2012 – September 2013). Table 1 lists three stand alone bikeway projects and two projects improving bicycle conditions. These projects include 6.8 miles of new bicycle facilities.

The Lydgate Park to Kapaa Bicycle and Pedestrian Path is part of a proposed 20 mile Lihue to Anahola coastal shared use path on the island of Kauai. Construction of Phase A from Kuamoo Road to Papaloa Road, and Phase B from the Waipouli Drainage Canal to Lihi Park have been completed. Planning and design activities continue for Phases C and D from Papaloa Road near the Coconut Marketplace to the bridge crossing Uhelekawawa Canal at Kuhio Highway, as well as for the Nawiliwili to Ahukini, Ahukini to Lydgate Park, and Kealia to Anahola sections. As of November 2013, 9 miles of the path have been completed.

In addition to the shared use paths being developed on Kauai, the Leeward Bikeway on Oahu will feature similar accommodations for bicyclists and pedestrians. The 13 mile Leeward Bikeway will begin in the vicinity of Waipio Point Access Road and end at Lualualei Naval Road. It will be a key component in the development of an east – west bicycle commuter network. Phase I of the path from the Hawaii Railway Society Train Station to Wapio Point

Access Road is in the final stages of design and is working towards obtaining environmental clearance (i.e., Section 106 – National Historic Preservation Act). Design activities for Phase II from the Hawaii Railway Society Train Station to Lualualei Naval Access Road are on-going.

On the Island of Maui, the Kahului Airport Access Road project from Puunene Avenue to Hana Highway, which will provide shoulders for bicycle use, began construction in November 2013 and is expected to be completed in November 2014. The Honoapiilani Highway Realignment Project (Lahaina Bypass) will also provide bicycle facilities. Phase 1A of the project, from the future Keawe Street Extension to Lahainaluna Road, is currently under construction and right of way issues are being resolved. Construction of Phase 1B-1 from Lahainaluna Road to Hokiokio Place has been completed. Phase 1B-2 from Hokiokio Place to Launiupoko is in the planning stage and Phase 1C from Keawe Street Extension to Kaanapali Connector Road is under design.

On the Island of Hawaii, design continues for the Queen Kaahumanu Widening - Phase 2, from the vicinity of Kealakehe Parkway to Keahole Airport Road. The Keaau Paho Shoulder Lane Conversion – Phase 1 from Keaau Bypass Road to the vicinity of Shower Drive began construction in August 2013 and is expected to be completed in April 2015. Design for Phase 2, in the vicinity of Shower Drive is on-going. These projects will provide shoulders for bicycle use.

As noted by Table 1: Bikeway Projects and Expenditures, \$4,789,162 of federal funds were allocated to establishing bikeways statewide. This accounts for 6.18% of federal money eligible for bikeway expenditures. The Hawaii Department of Transportation exceeds the requirement of spending two percent of federal eligible funds on bikeway projects.

Table 1: Bikeway Projects and Expenditures

Project	Island	Phase*	Federal funds obligated	State highway funds	Miles
Civic Center Bike Path Improvements	C&C of Hon.	Con	\$508,840	\$127,210	0.2
Lydgate to Kapaa Bicycle & Pedestrian Path Phases A&B	Kauai County	Des	\$232,162	n/a	1.6
Lydgate to Kapaa Bicycle & Pedestrian Path Phases C&D	Kauai County	Pln, ROW, Des	\$284,000	n/a	1.2
Keaau-Paho Road, Shoulder Lane Conversion, Keaau Bypass Road to Shower Drive	Hawaii State	Con	\$2,404,160	\$601,040	2.1
Kahului Airport Access Road, Puunene Avenue to Hana Highway	Maui State	Con	\$1,360,000	\$340,000	1.7
TOTAL BIKEWAY EXPENDITURES			\$4,789,162	\$1,068,250	
TOTAL ELIGIBLE FEDERAL FUNDS			\$77,527,089		
PERCENT BIKEWAY EXPENDITURES			6.18%		
COMBINED STATE AND FEDERAL EXPENDITURES			\$5,857,412		

*Pln - Planning, ROW - Rights of Way, Des - Design, Con - Construction