

# **Appendix 1. 1<sup>st</sup> and 2<sup>nd</sup> Rounds of Meeting Summaries (Neighbor Islands)**

Kauai Public Informational Meeting  
Draft FFY 2011-2014(+2) STIP  
May 10, 2010  
6:10 pm – 7:15 pm  
11 attendees from the public

**Bold = public comment**

Non-bold = response

- **Kapaa Relief Route is not on the STIP. How is the EIS going?** KS16 is the permanent Kapaa Bypass. We just received comments back from NPS and SHPD. We are packaging comments into the draft to FHWA for their legal review by end of May. Normally 2-3 months for their legal review. Publish in OEQC in fall. Nine months to one year to get ROD. Hopeful get ROD end of 2011.
- **Does KS16 include a bridge over Wailua River? Where does it end in Kapaa? Will we have enough money in the future to construct it? The EIS didn't include a bus (non-engineering) alternative.** It may include a bridge over Wailua River. Where it comes back to Kuhio Highway depends on alternative analysis. There are 5 alternatives, and we cannot predispose what alternative will be selected. Like other projects, will have to phase this project. Current construction estimate is \$300 million. There is a TSM alternative which addresses transit.
- **We are following LRP from 1997 and it was supposed to be updated every 5 years. This is an obsolete plan. Update starting this summer. How are you planning to make a transition from whatever comes out of the updated LRP to the STIP? It's possible that these projects will not be in the plan or there will be another alternative in the plan. For example, the Wailua Bridge Widening project that's ongoing. Widening 1 mile for \$50 million. No EIS done for whatever reason. EA was done. No real look at alternative solution \$10 million on Kauai bus 15-min interval between Kapaa & Lihue. Can't use fed hwy funds for bus service. Reauthorization might allow it. No, Federal transit funds are used for upgrading and managing bus programs. There could be a whole re-thinking of process of federal funds for transportation. It may be possible to solve traffic problems between Kapaa and Lihue with a transit system.** Bottom line is that this STIP will be approved before Congress enacts next reauthorization. STIP programs FTA funds too. If no approved STIP, based on already existing documents, there will no be fed-aid program. **Not trying to change this STIP, just thinking about future STIPs.** This is not the appropriate venue to discuss policy-making and long-range planning issues. STIP amendment process in place to accommodate any changes that need to be made, if some projects are removed from the LRP. If no monies for Kapaa Bypass, then project sits. When DEIS is published, transit supporters should campaign to use FTA monies so HDOT does not need to pursue \$300 million for constructing a highway. Will make sure Joann Yukimura is informed of public meetings when HDOT updates the LRP since this document helps set policy. Allocation of FTA monies is set by formula—so no discretion for HDOT to distribute differently. FTA funds is significantly smaller than FHWA funds. \$1.5 million per year in FTA for Kauai. \$15-\$20 million per year in FHWA for Kauai. **Federal**

**monies are really slanted towards highways rather than transit in rural areas.**

There has been an increase transit funds, but not for buses but mostly for inner-city rail. That is the increasing nationwide trend. Working with Inouye's office in trying to get more rural transit funds for three neighbor island counties. Won't see departure of highways funds being the dominant area of focus when majority of population gets in a car. We would like to diversify our highway user as well, but also need to focus on what is the predominant mode of transportation now. Cannot depart from that because you have to address it. There is a significant portion of population that will never use transit or ride a bike. Also, need to be able to facilitate the movement of goods.

- **KC9 – Phase 3C of Lydgate Park to Kapaa Bike Path. How much is the County funding? Will not attempt to review the extreme violations that have taken place in terms of historic preservation.** This is not the venue to do this. **How was the funding split and for what purpose?** Typically, fed-aid is a max 80% and local funds is 20%. **In the recent re-evaluation, the path was realigned without FHWA knowledge from canal path to coastal path. Is phase 3C funding this portion?** Phase 3C is something in the future. Phase 3C goes from Waipouli Beach Resort to south end of the last vacant lot at Coconut Plantation. **Please explain the funding that was just approved.** The portion in question has already been funded and is not on the new STIP. It is on the current STIP ending September 2010. **There's still a lot of unresolved issues with the current project which will not be addressed at this time.**
- **Kapaa Relief Route. The current road widening project on Kuhio Hwy was an alternative of the DEIS. Why was it assumed that there was no need for an EIS?** Took that alternative out, performed an independent EA. EIS for permanent bypass assumes completion of that portion of current project as part of the no-build existing condition. There is no categorical exclusion for this. HDOT is applying for categorical exclusion but has not yet received it. The State and Federal government have separate environmental processes.
- **KC15 – Resurfacing of Hanapepe Rd. Drainage goes to the side of the road. Is there possibility to put in side strips, not sidewalks along Hanapepe Rd.**
- **KC11 is a low priority in the Koloa Poipu Transportation Plan that was done recently. It will be tremendously expensive, not necessary and is a far lower priority than KC12, KC13, KC14 & KC15.** Note that estimate of \$21M in 2015. Over time, estimates continue to increase. Estimates start off at present-day value and then inflation factor added when programmed in future years.
- **KS19 – which end of Leho Drive? North end?** Currently don't allow left-turn at the north end because of the construction.
- **In this down economy, how is the State going to match 20%?** DOT has it's own special funds. We have a dedicated stream of revenue. Projecting a very slow growth in revenue. Our financial plan allows to make sure local match is there for all of our projects.
- **KS12 – Comments from Hanalei Roads Committee. Reviewed STIP online. Working with HDOT on historic design of permanent bridges. This is a high priority.**

- **KS13 – Under National Historic Preservation Act, other alternatives to replacement must be studied or considered. Because 3 bridges are on the state and national registers list, the alternative to repair should not be dismissed thus the project title should include repair.**
- **KS17 – Hanalei Bridge to Waikoko Bridge. County has worked with HDOT to ensure that new and/or replacement guardrails are compatible with our rural environment and historic preservation principals. We look forward to continuing that partnership. HDOT agrees we would like to keep it in context.**
- **KS15 – Would be thrilled if project fell off list. In this time of economic constraints, would hope priorities will be placed on projects that will help conduct business and lives. Nothing wrong with existing conditions. It is a nicely functioning facility now.**

Keaau Public Informational Meeting  
Draft FFY 2011-2014(+2) STIP  
May 17, 2010  
6:10 pm – 7:40 pm  
37 attendees from the public

**Bold = public comment**

Non-bold = response

- Subdivision roads are privately owned and not eligible for federal highway funds.
- County roads are owned and maintained by the County. Some County roads are eligible for federal highway funds.
- HDOT lists private roads as maintenance responsibility for federal government. **How much money do we get for these private roads and where are we allocating it?**
  - Referring to HPMS program. State asks Counties to list miles of private roads to justify how much traffic goes onto main County road. It's just an inventory. We are not maintaining it.
  - HPMS requirement that we need to comply with to get federal funds. We need to track road mileage and traffic volume (HPMS). In order for us to be compliant with federal program and receive funds, we take traffic counts. Data collection is required to receive federal funds.
- Clarification on limits of project HS21.
- **Is there a smaller/parallel list of smaller projects? Want to request, on Hwy 130, a crosswalk in a school zone.** HWY-H would have such a list.
- HS3 – This is specially funded through the National Park Service. Some STIP projects listed use money outside formula funds, but it must still be listed as part of federal regulations. For example, Saddle Road uses Defense Access Rd funds that is not counted in the \$150M limitation. FTA funds are not also included in the \$150M limitation.
- **Has there been a traffic study or road alignment done for Hwy 130 at Kamakai Blvd with Malama and Pahoa? New shopping center opening will cause a new traffic problem.** Improvements in this area will be included in the Keaau-Pahoa improvements from Keaau Bypass to Pahoa (HS20), which is currently in the environmental process. HS20 includes only Phase 1. The entire project is a lot larger than \$28M.
- PMAR or new alignment is not on the STIP. PMAR is not functionally classified as a collector road or above so it cannot be added to the STIP, even in the illustrative years. PMAR alignment is still unknown. County can still use county funds to do a study to initiate the planning process for this project.
- Explanation on functional classification.
- HDOT is responsible for providing evacuation roads.
- **Final HDOT report says Hwy 130 serves just the residential subdivisions of Paradise Park, Ainaloa and Orchidland and classifies it as a minor arterial. Yet, it is the only evacuation road from Kalapana, Kapoho, and Pahoa, connecting to hospitals, airports and harbors. How can classify Hwy 130 as a minor arterial when it serves 3 subdivisions?** H-1 & H-2 are examples of major arterials. Opposed

against installing a signal at Shower Dr intersection. Meeting regarding improvements at Shower Dr intersection will be held this Friday at 10:00 am at Paradise Community Center at the request of Hawaiian Paradise Park Community Association.

- HS21 includes major project safety improvements at Kahakai intersection.
- **Not supposed to be exit/entrance on State highway system except for every 2 miles minimum.** Ideally, new roads will have criteria that limits access somewhat close to that. **What about numerous houses that don't have a frontage road, from Ainaloa into Pahoia. Traffic light at Pahoia towards Leilani, bunch of houses coming out. What are plans to deal with this?** There must be a balance between access and mobility. Stay at end of meeting discuss further.
- **What can be done to lower speed limits between Malama Market intersection and traffic light at Pahoia. The speed limit is 45 mph at these intersections, but in between, where there are cross streets it's 55 mph.** HWY-H just announced that Keaau-Pahoia bypass section has been reduced from 55 mph to 45 mph.
- **Resident from Leilani Estates driving on Hwy 130 (55mph). Coming from Pahoia, need to slow down to make turn at 15 mph.** Stay at end of meeting to discuss speed limits.
- Project information is limited on handout. Some attendees do not know enough about the projects to rate all of them.
- **Why is the shoulder lane conversion project separate from the other Keaau-Pahoia projects?** Shoulder lane project started long ago. After Keaau Bypass was built, decision was made to use the shoulder which was not intended to have cars travel on it. If we did nothing, the shoulder would start to fail. Operational decision to reinforce the shoulder as a separate project. Also, initial intent in LRLTP was to widen the bypass, but due to limited funding, HDOT had to reduce scope to improving just one side of the highway. **Resident concerned about possible 8 years of construction for numerous Hwy 130 projects. Perhaps, these projects can be consolidated to shorten construction phases.** Construction for shoulder lane will be done in phases to minimize inconvenience to the public.
- Listing miles of private roads, does not increase the amount of eligible money HDOT is granted. If HDOT did not list private roads, federal government will take all federal funds away.
- Highway 130 project extends from Shower Dr to Pahoia that will possibly realign Pohaku Dr and Shower intersections. **A lot of work done for shoulder conversion project that the subsequent project will demolish. Two projects are not compatible.** No decision regarding realignment of roads. Reinforce shoulder Pahoia-bound to allow people to use it. Check if shoulder will be improved as part of the Paradise Park project. Project engineer will be at Friday's meeting to answer more detailed questions.
- **What has HDOT done to connect with the federal government in explaining that Hawaii has a unique circumstance?** DIR lobbies to get more funds, such as ARRA money and Harbors grants. HDOT also seeks design exceptions from the federal government to allow for unique situations.
- Safety is the primary consideration, but it is not the only criteria factored into project prioritization.

- **Puna is the fastest growing district in the state. There is a factor that is in effect in Puna that is not in effect on most of the other islands, and that is that there was no infrastructure in Puna. Puna inherited what the plantations had, such as the gyms, stores, including roads. Before the subdivisions were developed, the main landowner in Puna bought all the mauka and makai roads and put them under their control. There should be an exception for Puna to develop transportation infrastructure. This should be counted somehow with the people in Honolulu. Is there any way to stop the installation of a traffic light at Shower Dr? Attend meeting this Friday to discuss this project in further detail. Resident feels they are often ignored by HDOT. It is frustrating to give input and then have it invalidated in the final reports.**
- **Adding a lane on Hwy 130 near the Pahoia-bound turnoff by Malama Market will make traffic conditions worse.**
- HS31 is a project managed by Nelson Ayers at DLNR.
- **What provisions are there for bicycle routes? Shoulder lane is gone from Shower Dr to Volcano Hwy in the morning (6-8 am), thus eliminating all bicycle traffic coming out of Paradise Park or forcing bicyclists to ride on the other side of the shoulder against traffic which is against the law.** There will be at least 8 feet of paved shoulders in addition to shoulder lane.
- **Rumble strips are good, but rumble strips were not installed where there was recent repaving done south out of Hilo to Keaau, due to limited ROW.** HDOT is also implementing rumbles strips at the high-risk locations, statewide, first. **There is a section on the Keaau Bypass where rumble strips are 4 feet off of the edge of pavement near Keaau High School where it veers off on the right-hand side.**
- Safety is an issue thus Keaau-Pahoia project will most likely be phased to address the safety issue at Kahakai.
- Regardless of type of implementation, HDOT will provide ADA standard crossings whether roundabouts or signals installed. **Corridor from Keaau to Pahoia does not include ADA crossings.** If HDOT makes any type of improvement, we must be ADA compliant.
- HS16 – Consultant is looking at various alternatives. Possible 2 or 3 gours leading out to bay from lighthouse to Puna.
- **Rumble strips or raised pavement markers are in the travel lane near Kahakai. Could be dangerous if people cross the centerline to avoid the markers in the lane.**
- HC13, HC14 – Project to expand bus service. Locations of expansion are unknown. It is unknown if HC14 will be used to subsidize fees or program costs.
- Groin field is a rock wall perpendicular to shoreline that controls deposition of sand. It would affect canoe paddlers and swimmers if it is too far out in the ocean.
- **Numerous states have implemented roundabouts. Roundabouts at intersections are documented to improve safety and capacity significantly.**
- Kahakai intersection project is in the current STIP in FFY 2010.
- **Encourage HDOT to look all the way to post office road because there is increasing traffic congestion.**

Hilo Public Informational Meeting  
Draft FFY 2011-2014(+2) STIP  
May 18, 2010  
6:05 pm – 6:45 pm  
2 attendees from the public

**Bold = public comment**

Non-bold = response

- **HS32 & HS33 – Project description does not include bikeways or moped facilities. Many people cannot afford gas now. Without putting in these types of infrastructures, we fail to allow the community to diversify.** This project is currently in the conceptual design phase. HDOT must consider pedestrians and bicyclists if making any road improvements. If bike/ped facilities are feasible, it will be added into the project scope.
- **There are currently no bike lanes or sidewalks on Kaumana Drive (Route 200). Mohouli at least has wide shoulders. There needs to be infrastructure for bicyclists and/or pedestrians. Kaumana Dr has limited ROW and numerous ditches so widening for sidewalks or bike lanes would be very expensive. Another consideration is re-routing big truck to use another street so only small cars are traversing.** County Council regulates truck routes. Notify Council or traffic safety division.
- HS3 & HS31 – Examples of projects where HDOT is a pass-through for federal funds to various State agencies. Federal regulations say it needs to be included in the STIP. HS31 is managed by DLNR to possibly upkeep trails and hiking paths.
- **Will another road to Shipman ever be built?** PMAR does not meet functional classification qualifications to be listed in the STIP at this time. HS23 will give some relief to the Keaau-Pahoa congestion, which will add 2 more feet of shoulder to existing 10-ft shoulder that will be improved. HS20 will also help with the congestion from Keaau Bypass by the Humane Society to Pahoa Town. This project is currently under environmental review right now.
- **HC13 & HC14 – Issues getting adult day care patients from the bottom of Paradise Park to the top of the hill to get to the city bus. Description for subject projects does not include increasing bus routes or frequency. The current bus system doesn't reflect a real work schedule.** Transit function is up to the County. It would be more beneficial if the bus goes through Paradise Park, Orchidland, and Ainaloa.
- **Highways and infrastructures may obstruct the development of the island.** These land issues can be looked at in the Long Range Land Transportation Plan or the Land Use Commission should be contacted.

Waimea Public Informational Meeting  
Draft FFY 2011-2014(+2) STIP  
May 19, 2010  
6:05 pm – 7:05 pm  
19 attendees from the public

**Bold = public comment**

Non-bold = response

- **Most important project in Waimea and the island is HS19 – Kawaihae Bypass.**
- **What are the limits of HS18?** Phase I has still yet to be determined, but the Kawaihae end will most likely be built first. Each phase needs to be functionally usable. HDOT believes this section will help the economy as construction will begin from the harbor.
- **Some roads are serviceable, then come back and repair. Instead of doing first-class phasing, take existing money and define the road with a couple of lanes. Then go back to widen and improve. Is this ever considered?** Kawaihae Bypass is being innovatively phased. There has been discussion on this with HDOT. For example, HDOT plans to acquire enough ROW for future widening. Also, still need to abide Federal regulations and road design standards.
- **Some projects dump traffic into local towns, such as Waikoloa. Kawaihae Bypass will dump traffic into Waimea without a Waimea Bypass. 50% of traffic in Waimea is generated within Waimea, whereas 50% of the traffic is cross-island. If Saddle Rd was completed to Queen Kaahumanu Hwy, that would take 50% of the traffic out of Waimea.** This will be taken care of with HS36.
- **If Kawaihae Bypass is built up to Waimea, is the new road that Parker Ranch is building going to be the connector?** Don't know what Parker Ranch plans are.
- **Are there plans to widen Mamalahoa to Mud Lane? Will this become a 4-lane hwy?** This is a County effort that is independent of Kawaihae Bypass that has a separate alignment.
- Number of votes can effect the decisions of constraining the STIP, but there are also other factors that are considered such as safety, congestion management, and technical analysis.
- **Kawaihae Bypass, Waiaka Bridge, Waimea Bypass (not listed), and Kawaihae Rd/Queen Kaahumanu Intersection (HS34) are 4 top priorities for Waimea.**
- **While widening Mamalahoa, should also add bicycle lanes instead of widening for cars.** HDOT adds bicycle/pedestrian improvements, when feasible, for major widening projects.

Konawaena Public Informational Meeting  
Draft FFY 2011-2014(+2) STIP  
May 20, 2010  
6:05 pm – 6:55 pm  
5 attendees from the public

**Bold = public comment**

Non-bold = response

- **What is more important—Highway mission or economic stimulation?** The economy doesn't affect the STIP too much. HDOT mostly considers safety, congestion mitigation/capacity, and system preservation when prioritizing the STIP. However, one aspect of stimulating the economy through the STIP is the use of ARRA funds.
- Public meetings for the Long Range Land Transportation Plan will start this summer. Changes due to the new long range plan can be incorporated via the STIP revision process throughout the year.
- There are old STIPs archived on the STIP website to see what projects have been obligated in the past.
- Statewide bikeway improvement project has funds programmed in the out years. Funds have a better chance of being expended sooner if the bike implementation plan is completed and its projects are ready to go.
- With every major road improvement project, we consider bicycle and pedestrian improvements as well. Population of bike users is growing, not just for recreational purposes, but also for commuting.
- HIRE bill unexpectedly turned out to be an extension of the TIGER program, which is a competitive grant program for large CIP projects. Initially, we expected it to be another ARRA.
- An intersection improvement or bikeway improvement could possibly be added to the STIP, by sending us a letter or contacting the District Engineer. However, another thing to consider is, larger capital improvement program projects need matching local funds.
- **There is a dangerous intersection on Kuakini Hwy and Hawina Rd to BWS by Tanaka Quarry. The left-turn maneuver going south (Kau bound) is dangerous. Motorists are using the shoulder to get around cars that are stopped trying to turn left. Another dangerous intersection is Kuakini Hwy and Kalelei.**
- When changing or expanding the scope of a project, we also need to change the line items in our budget to get local matching funds.
- **New school bus stop signage is needed along State Hwy by Choice Mart where it changes from County to State. Similar problem further north after Kam III Rd. Concerned about safety of schoolchildren getting on the bus. Concerns about signage.** New school bus stop locations can be coordinated through the District Engineer.
- **The community has much to benefit from HC2. Would like it to be accelerated. Residents and visitors will enjoy the characteristic of the village once project is completed. HECO poles are dangerously leaning.**

- Public input and survey data is taken into consideration when constraining the STIP.
- Freeway Service Patrol is in operation 10-12 hours per day, roaming from Waiawa to downtown on the H-1 and Moanalua Freeway. There are 6 tow trucks that receive approximately 60 calls per day.
- HS36 – Saddle Rd Extension. Extends from Mamalahoa Hwy to Queen Kaahumanu Hwy. It will run parallel to Waikoloa Rd. It is in the early stages of environmental process and is not in conjunction with the County's efforts to improve Waikoloa Rd. It is possible that Saddle Rd extension will end at Waikoloa Beach Drive intersection.

Upcountry Public Informational Meeting  
Draft FFY 2011-2014(+2) STIP  
May 24, 2010  
6:01 pm – 6:42 pm  
5 attendees from the public

**Bold = public comment**

Non-bold = response

- MC2 – Project will move forward swiftly now that \$200,000 appropriation has been approved by the County. EA needed. Will need to acquire ROW.
- **Why are new bikepaths needed? Why not finish existing bikepaths? The County cannot finish or maintain the current bikepaths. Should finish paths we have now, like in Kihei. Don't start new projects.**
- **Hansen Road is a mess. Pavement is bad to drive and ride bicycles on.**
- **Bikeway up Mokulele (4-lane portion) is too rough and narrow. It gets flooded with water and is often filled with dirt. Cars and trucks are on it all the time. There's no enforcement. Roots and grass are eating up the path.**
- MC36 & MC37 – FTA funded and MEO-managed. **STP office contact is Ryan Fujii.** These two projects are from one source of money.
- **MS15 – Long-term plans to move road toward mauka. Road is falling into ocean.** There is a problem with sand drift. When realignment is done, this section will be turned over to the County.
- **By adding 3 or 4 feet to the shoulder, roads hold up longer because they don't erode from the edge. Need to re-think how bikepaths are built.**
- **At the end of Mokulele near North Kihei, there is no way to get across the road. No walkway. Need to walk to a traffic light. HDOT needs to take a look at that.**
- **Residents have heard extra funds have been used on bikepaths, but they have not seen evidence of this.**

Kihei Public Informational Meeting  
Draft FFY 2011-2014(+2) STIP  
May 25, 2010  
6:03 pm – 6:47 pm  
4 attendees from the public

**Bold = public comment**

Non-bold = response

- MS25 & MS26 – This is already a done deal. Bids are going out this week. Project will start. Check with DLNR.
- **MS8 – Rumble strips on shoulder is a new safety feature. Sometimes they are placed on narrow shoulders. Not happy with rumble strip since bicyclists are forced to ride closer to the road. How are rumble strips implemented? Are there federal regulations? How bicycle friendly is it? Need wider shoulders if rumble strips are put at the edge of the pavement.** FHWA has rumble strip document consisting of different designs and how it applies to bicyclists. **Rumble strips and debris narrows shoulders for bicyclists. 3 feet of shoulder is tough. Guardrails also provide limited escape path. Should limit guardrail installation to only where it is necessary.**
- SRTS – Special grant money received from FHWA to promote walking and bicycling to school. It includes projects in a certain radius around a school. Soft projects, such as media campaigns or education, also qualify. Program has accumulated \$3 million. HDOT recently sent out call for projects and enough projects were submitted to use the \$3 million. For infrastructure projects, most times a traffic study is needed, which is required by FHWA, and most organizations applying for these funds cannot provide this study, or they need to hire a traffic engineer to make one.
- **Kids cross Piilani Hwy from the high school. There is no project to add a stop sign, transit lanes, or transit stops.**
- If high school needs access off or on State highway system, HDOT will make sure they put in necessary improvements for bicyclists and pedestrians. Contact the Maui District Schools. Write a letter to the project manager that is designing the school.
- **Supportive of bike projects, but don't see any specific bike project on Liloa (North-South collector).** Original plans indicated this was to be a 4-lane road, but community pressure on the County reduced it to a 2-lane road. Now there is a conflict with the LRLTP which needs to be sorted out with the next LRLTP update.
- **Ensure there is sufficient communication between State and County to ensure all roads are connected.** HDOT tries to communicate with the County as best as possible, but sometimes funds are short and projects get chopped up. HDOT is in the process of updating the Bike Plan for the entire state. A task force has been designated to implement, prioritize needs and interconnect facilities.
- **Sometimes bridge crossings can cause problems for bicyclists. Is there any discussion or policy on the scale of bridge work done where heavy bike users are concerned, such as Piilani Hwy?** HDOT tries to provide the maximum shoulder width which is 5 ft. Minimum bike lane width is 4 ft.

- **When will HDOT have a permanent bike/ped coordinator?** In the near future. Lingle just approved the release of this position.
- Maui benefited from shoulder policy established in the 1980s, which is to have wider shoulders.
- Any new roadway built will have facilities for bicyclists and pedestrians.

Lahaina Public Informational Meeting  
Draft FFY 2011-2014(+2) STIP  
May 26, 2010  
6:06 pm – 6:50 pm  
7 attendees from the public

**Bold = public comment**

Non-bold = response

- **Mostly interested in Lahaina Bypass Phase 1B2. Getting the southern terminus completed is the number 1 priority for LBN.**
  - Phase 1B2 has been deferred because we are working on re-doing the southern terminus. EA is not quite complete. The intent of the EA is to continue the extension of the southern terminus as far south as possible, until have to come back to the coastline. Not going with the full Phase 1B section. Will try to amend the ROD through the supplemental EA process.
  - Another factor is cost. This project is competing with other large projects such as Kahului Airport Second Access, in which the design phase is almost done. Can do only one project, not both.
  - Right now, Phase 1B2 goes back onto Honoapiilani in Launiupoko, but HDOT wants it to go to the rubbish dump. This is what HDOT is working on. There is a concern to get people out of town. There is no schedule beyond Phase 1B2.
  - Phase 1B1 goes to Hokiokio.
  - Phase 1C goes into Kaanapali 2020. Phase 1D is a result of splitting Phase 1C.
  - Complete 1B2 before 1C.
  - HDOT will continue to monitor traffic conditions and make projections, and use this to decide which projects will better improve the area.
- MS6 – Advance construction shows zero funds. This is because bids came in lower than expected in FFY 10 so advance construction has been zeroed out. Estimates are based on average unit prices in Maui and throughout the State so estimates are being constantly refined as new bids come in.
- **There has been good cooperation with HDOT on ongoing projects and accelerating them, such as with Keawe Street intersection.**
- MS14 – Managed by DLNR, Nelson Ayers. It might be related to a pedestrian connection on Lahaina Bypass.
- **There needs to be an acceleration lane through Kaanapali in the morning.** There will be well-engineered right-turn lanes. However, limited ROW can pose a problem.
- **At the right-turn onto Lahainaluna Rd from Olowalu, there needs to be an extra lane for right-turn. School buses take their time to turn because the intersection is tight.** When widen roads, typically we take away right-turn pocket because flow characteristics change.
- To influence the design of a road, need to get involved during the environmental process.

- **Cost more Kaanapali-bound than through the Pali.** There are a couple underpasses for streams going north. **Make plantation roads, there's a pipe underneath hidden in the roof. Don't need to build a bridge.**
- **Will Shoreline Drive still be there after Phase 1B1 and 1B2, or will it end up completely developed?** Ultimately, this is dependent on County. Honoapiilani must remain in-tacked, until the bypass is built to 4 lanes.

Kahului Public Informational Meeting  
Draft FFY 2011-2014(+2) STIP  
May 27, 2010  
6:03 pm – 7:00 pm  
6 attendees from the public

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- **There is an issue with the intersection at Makawao and Haleakala. On the right-turn downhill, motorists drive off the road and onto the dirt shoulder. Brennon has been notified of this problem and said that ROW needs to be acquired. This has gone on for years. There are 3 schools in the area. Able to get \$500K in state appropriation with \$2M in fed, but it's not on the STIP.** This type of project would most likely be found in the Statewide traffic operations improvements at various sections. Right-turn lane on Makawao.
- **MS2 – Problem in not on Haleakala Crater, it's at the bottom where the highway comes down into residential area is. Need the pullouts through Kekaulike Hwy from Puuloa down towards Makawao. That's where all the traffic is backed up. Hwy 377 passed Kula Lodge needs the pullouts more than the section above. According to the Bike Plan, there are pullouts on Hwy 377. "Route 377" should be added to the MS2 title.** Charlene says Hwy 378 is a higher priority than 377, but can also consider Hwy 377. A concern is the Kula area and Baldwin Ave.
- **MS3 – Utilities was not undergrounded during a beautification project done 2 years ago on Kaahumanu Ave.** Even if road is already dug up with trenches, undergrounding is still expensive. On Kauai, for Kuhio Hwy Short Term Improvements, \$17 million was spent on undergrounding utilities when road improvements alone only cost \$8 million. In that case, undergrounding was required to mitigate the KIUC lawsuit regarding shearwater birds.
- **MS5 – There has been testimony against developing this area and replacement of Honolua Bridge. Stop development north of Kapalua.**
- **Makani Street gets backed up.**
- **MS12 – Is this urgent? Sounds scary.** Road hasn't fallen out yet. Project from shoreline protection study.
- **MC26 – Redo pavement or could be total reconstruction.** Makai side of off-ramp at the bottom of Pukalani.
- **MC33 – County's top priority.**
- **Hansen Road is the missing link between East Maui, Mokulele, Upcountry, is this amount really adequate to do Hansen correctly? Shouldn't it be upgraded to at least a good 2-lane highway?** Road is not entirely in the ROW, so need to work on ROW issues first. A&B also coming in with internal subdivision which will also extend that road where Zippy's is, straight across to Hana Hwy. **That will make Hana Hwy terrible. Three roads--Dairy Road, Airport Bypass and Hansen Rd extension will come to Hana Hwy all in less than a quarter-mile.**

- **Why can't the Kahului Airport Second Access Rd go passed Zippy's, cut across Puunene Ave and go to Hana Hwy? Local traffic on Dairy Rd is already a mess. Airport Rd should go behind Home Depot, straight across Puunene and go up to Hana Hwy.** Hookele St ROW is not able to accommodate the road you are describing.
- **MS30 – Just on the other side of Mokulele is a new bus terminal. This could be a major bus depot for all buses from Upcountry, Kihei, Lahaina would intersect nicely at the interchange.** Alignment of road has been in the works from twenty years ago. To redesign and put it in ROW that HDOT doesn't own, would setback this project for another twenty years.
- **Walter and bike community support idea at looking at additional pullouts in residential area for MS2. Bikers going downhill are recipients of road rage.** In future resurfacing of that area, HDOT will also look at putting in pullouts.
- **MC4, 8 & 11 – These roads have been listed in the Bike Plan Hawaii. Will there be bike lanes on these facilities? Kahekili Hwy has a shoulder lane. But there are trees and utility poles along the shoulder.**
- **What is the State's take on impact fees?** State and County cannot implement impact fees. There is no current legislation to implement impact fees. State has a requirement in land use called reasonable contribution.

Hilo Public Informational Meeting, Round 2

Draft FFY 2011-2014(+2) STIP

July 26, 2010

6:10 pm – 6:50 pm

11 attendees from the public

- Total unconstrained budget of the FFY 2011-2014 (+2) STIP over 6 years was \$1.7 billion in federal-aid. However, federal guidance has indicated that we are anticipated to receive \$1.1 billion of federal-aid instead. So \$600 million dollars has been deferred out of the subject STIP.
- Major changes to the FFY 2011-2014 (+2) STIP will be considered for the first revision of the federal fiscal year in November.
- Advance construction phased over 2 years is a financial tool. In cases where federal aid is not available in the year the project will begin construction, local monies cover invoices and cash flows until federal reimbursement becomes available in later years.
- Based on most recent crash data, project limits for HS22 has changed from Kaloli to Paradise intersection.
- Public comment: HDOT needs to look at a potential problem where opening of the old post office lot near the gas station could increase traffic in the future. This is the acreage where the grass is always being cut near Malama Market.
- Public comment: The entire system of Keaau-Pahoa needs to be analyzed.
- HS23 has been taken off of the STIP because the project will be fully funded in FFY 2010, therefore does not need federal reimbursement in FFY 2011. This project will convert the existing shoulder into a new lane and create a new shoulder for bicyclists to use.
- Public comment: There is a need for Saddle Road Extension. It is a functional alternative to Hawaii Belt Road. HDOT needs to look at networking on a big picture level and long-term vision is critical.
- Safe Routes to School and NHTSA monies are used for safety programs like driver education.
- Send accident numbers for highway route 130 (Old Government Road) to Mike Metcalf.

Keaau Public Informational Meeting, Round 2

Draft FFY 2011-2014(+2) STIP

July 27, 2010

6:05 pm – 7:05 pm

7 attendees from the public

- HS31, the National Recreational Trails Program, is being managed by the Department of Land and Natural Resources. Nelson Ayers is the point of contact.
- Public comment: Vehicles that weigh less could reduce wear and tear on the roads. This is something that could be looked into, besides reducing gas consumption and implementing user fees on roadways.
- Comments with the permit issued to Mr. Ogasawara can be addressed to the City Council who can overrule HDOT's recommendation.
- Steven Yoshida of the HDOT Traffic Division can be contacted regarding guardrail design along state highways.
- Public comment: Puna shouldn't be grateful with the projects listed because
  - It has the most dangerous intersection in the state.
  - Puna residents also pay fuel tax and pay for its own roads.
  - Puna is under-represented and underserved.

Waimea Public Informational Meeting, Round 2

Draft FFY 2011-2014(+2) STIP

July 28, 2010

6:12 pm – 7:20 pm

24 attendees from the public

- Blue notation on the survey results indicates detailed comments received from the public.
- Project limits of HC11 will remain within County right of way and will not take additional right of way or trees.
- Public comment: Promote HS36. Encourage to put some design money in FFY 2013 to keep project momentum going.
- HDOT passes all funds for HS31, the National Recreational Trails Program, to Department of Land and Natural Resources.
- Light poles were installed every 50 feet with the Queen Kaahumanu expansion. This is due to the changes in standards that have occurred over the last 10 years.
- HDOT works with the community on a lighting plan to limit the number of lights installed.
- HDOT is looking at upcoming resorts along Queen Kaahumanu and how it will affect highway access.
- Public comment: For future Queen Kaahumanu expansion, some residents don't want to see a light pole every 50 feet.
- Public comment: HDOT should consider acquiring right of way for future park and ride facilities and transit centers when riding buses into urban areas becomes possible.
- Public comment: Some residents find it difficult to decipher the difference between the street lights and the traffic lights on Queen Kaahumanu.
- HDOT's Motor Vehicle Safety Office works on public educational programs with various agencies that utilize grants.

Kona Public Informational Meeting, Round 2

Draft FFY 2011-2014(+2) STIP

July 29, 2010

6:12 pm – 7:25 pm

10 attendees from the public

- Project deferrals to constrain the FFY 11-14 (+2) STIP were made based on State and County priorities, public opinion gathered from surveys, and guidance from HDOT administration.
- STIP lists projects that are to be funded with FHWA or FTA funds.
- Island programs are not determined by a set allocation of funds but rather by looking at island needs and balancing it with statewide priorities.
- HDOT strongly encourages bicycle/pedestrian advocates to continue their involvement in projects such as Queen Kaahumanu widening, in order to maintain pressure on the government to incorporate bicycle/pedestrian facilities in highway projects.
- HDOT will look at possibly re-designing the mauka intersection on Kaiminani.
- HDOT will check to see if its rumble strip policy has been finalized.
- Comments for projects with rumble strips installed on the shoulder can be sent to HDOT's Traffic Branch.
- Resident feels that Saddle Road extension project should be moved up at least one year. However, it will have to compete with Keaau-Pahoa Road improvements and Kawaihae Bypass for funds.
- Local match availability could be the possible reason why funds for project S1, Statewide Improvements at Various Locations Statewide, have been programmed beginning FFY 2014 and not sooner.
- HS 26 & 27 received many high votes on the survey, yet design funds are programmed for 2016. This is because planning has not started yet and could take 4-5 years to finish. Planning funds have already been appropriated.

Kauai Public Informational Meeting, Round 2

Draft FFY 2011-2014(+2) STIP

August 2, 2010

6:03 pm – 7:22 pm

9 attendees from the public

- The type of bridge used to replace existing bridges depends on the targeted service life and future maintenance costs. ACROW bridges are sometimes used depending if it meets the desired service life and/or maintenance goals. Also, for the most part, these bridges are in a high corrosion environment and the federal government does not give funds for maintenance.
- ROW and CON has been deferred out of the 11-14 STIP for KS16, also known as the Kapaa Relief Route. ROD is anticipated to be issued late 2011 or early 2012.
- Public comment: ACROW bridges are not pretty. There are too many trusses.
- State and County totals on the constrained version of the 11-14 STIP will not likely change.
- KS12 – Hanalei Roads Committee finds it very disturbing that this project has been removed from the STIP. They have been working with HDOT to find a permanent solution that the community likes.
- Wainiha Bridges #2 & #3 are raised one foot higher than the original bridge, which makes visibility difficult unless it is night time.
- KS13 – At May 10 meeting, Hanalei Roads Committee mentioned that the project description should also include bridge “repair” and not just “replacement” because this bridge is on the national register.
- KS17 – Hanalei Roads Committee continues to look forward to working with HDOT to ensure that new and/or replacement guardrails are compatible with the rural environment and historic preservation principles of the community.
- There is a bigger problem in which there is a lack of funds, yet new communities are developed without the proper infrastructure. HDOT’s planning process incorporates other strategies to support urban areas, town centers and promote multi-modal transportation, in cooperation with County planning departments and department of public works.
- Although replacing the current fuel tax with the vehicle miles travel program may discourage people from buying fuel-efficient cars, it is based on fairness. It calculates how much taxes you owe based on how many miles traveled instead of fuel consumption. This revenue can help maintain and repair the wear and tear on State highways.

Upcountry Public Informational Meeting, Round 2

Draft FFY 2011-2014(+2) STIP

August 9, 2010

6:02 pm – 7:30 pm

13 attendees from the public

- MC21, 22, 23 – Design is too grandioso. Residents are in favor of certain improvements such as sidewalks, but are worried about the scale of the project. The way it is currently designed, it is begging for a traffic signal. Community met with Milton Arakawa, but has not received a response.
- MS11 – The current design for this project is an at-grade interchange, not an overpass. A 20-year projection, it does not warrant an overpass at this interchange.
- HDOT has an ARRA backup project to resurface Kula Highway (Route 37). Another resurfacing job is anticipated in two years.
- Some residents voiced their opinions about planning for a future multi-modal corridor and securing easements now before Maui becomes more urbanized. The STIP is a short-term planning document and transit is typically a County function. This multi-modal corridor should be discussed with County officials. This discussion can also be better addressed in the update processes for the Maui Regional Long Range Land Transportation Plan and the Hawaii Statewide Transportation Plan.
- HDOT Statewide Transportation Planning office is in charge of the Hawaii Statewide Transportation Plan.
- Public comment: Vision is a key component. Improvements to roads should also look at alternative shrubbery, such as edible plants for the public to take.
- Public comment: A bus route from Makawao to Haiku would be helpful.
- Public comment: A grand total line item for Maui would be helpful on the handout.
- MC2 is not recommended by the bicycle community.

Kihei Public Informational Meeting, Round 2

Draft FFY 2011-2014(+2) STIP

August 10, 2010

6:02 pm – 7:08 pm

5 attendees from the public

- Biggest barrier for bike paths/lanes is the tendency for government officials to concentrate mostly on taking care of the needs of motorists. However, over the last five years, HDOT has been changing and is looking at bike needs more and more. The second barrier is that bike facilities need to compete with limited funding resources. The Highways Modernization Plan could provide additional resources to take care of both the needs of motorists and bicyclists.
- Public comment: It was suggested that bike paths should be self-maintained. For example, the bike path on Mokulele Highway is starting to be covered with grass. Paths should also be wider to accommodate numerous and various users. It should also be kept at a cross-slope of 2% or less.
- A majority of the new projects added after the first round of public meetings are safety projects from the FFY 2008-2011 STIP that did not get funded in FFY 2010.
- Priorities are constantly changing so there is no set list of statewide priorities.
- When the new administration comes in, priorities will most likely not change. However, the Governor still has the power to release or not release funds for highway projects.
- The environmental process for large CIP projects can take 10-30 years to complete.
- All ARRA funds have been spent except for those of two Kauai projects. All ARRA funds must be spent by September 30.

Lahaina Public Informational Meeting, Round 2

Draft FFY 2011-2014(+2) STIP

August 11, 2010

6:05 pm – 7:11 pm

13 attendees from the public

- There are two pre-planned STIP amendments. One at the beginning of the federal fiscal year in November and one at the end in May.
- Project limits for Lahaina Bypass Phase 1C should extend a little more north to Kakaanaleo Street.
- Some residents were dissatisfied that the Kahului Airport Access Road had more funds allocated than the various phases of Lahaina Bypass. The Highway Modernization Plan could fund both major projects at the same time.
- Project manager for MS31 is no longer at the Highways Planning Branch, but a new project manager will soon be hired. The project is still in the alternatives analysis phase.
- Solar panels in the tunnel were stolen two or three years ago. The light inside the tunnel is for bicyclists, not motorists, and some say most bicyclists don't use this feature. There was a suggestion to paint the inside of the tunnel white and add reflectors on the road.
- Public comment: Honolua Bridge (MS5) floods often.
- A Councilmember says there is a street sweeper on Honokowai 6 nights at 12:30 am. The Councilmember would like someone to check who is funding this and perhaps save some money by having street cleaning done only twice a week.
- Public comment: Someone needs to talk to the contractors about putting warning signs out of the middle of the bike lane on Honoapiilani Highway. Another alternative is for bicyclists to use Front Street.
- Public comment: Crosswalks are completely faded by Foodland and the hardware store.

Kahului Public Informational Meeting, Round 2

Draft FFY 2011-2014(+2) STIP

August 12, 2010

6:09 pm – 6:50 pm

8 attendees from the public

- State and County officials work closely together when obligating funds.
- There is no documentation for statewide prioritization of STIP projects because priorities are constantly changing.
- Public comment: MC25 could adversely affect St. Anthony Junior and Senior School. Concerns have been raised to County Council regarding noise reduction during construction, right of way takings, loss of street parking for nearby graveyard and drop-offs and pick-ups.
- Survey results are disappointing but happy to see airport road still on the list. Lahaina Bypass is also important.
- Residents can show an islandwide consensus on priorities to help make the biggest impact to their portion of the STIP.