

- Wayne Cochran: MS5 does not need any bridge work done. The bridge should maintain its small size and HDOT should use the money for other roadway or bridge projects. Leave the bridge as is. Improving the bridge will help further development of agricultural lands. (3 similar comments- Pete Martin, Roz Baker, John Cardy.)
 - HDOT response: Bridge work is most likely due to a structural deficiency. HDOT has no intention of changing the character of the bridge. HDOT will get info to those interested in MS5.
- Jim Hentz: Is it possible to use the funds from the Honolua Bridge project for the traffic control center?
 - HDOT response: No.
- HDOT clarified the survey results and what the numbers symbolize.
- HDOT clarified that the projects are not listed in any priority, but rather alphabetically.
- Gordon Cockett: How does one receive or find information on a particular project? For example, MS7. He is mainly concerned about the realignment.
 - HDOT response: Contact Punchbowl or HWY-M office.
 - There are two separate projects that will become Lahaina Bypass. The first project from Keawe to Lahainaluna has already obtained a record of decision. It is currently in the design-build phase.
- Clarification on the environmental process.
 - HDOT needs to satisfy HRS 343 and NEPA. The first step is to scope (How do you envision the road? Must look at all alternatives, not just roads.). Then public input is solicited to find out how the community wants to solve the problem. Depending on the solution, the respective agency (HDOT, County) must take action
- Peggy Robertson: Concerned work done for MS24 has stopped.
 - HDOT response: It has not.
- JoAnne Johnson: How can the traffic control center get put onto the STIP? Freddie Cajigal says Maui needs this. Maui would like to be proactive and not have the same problems as Oahu. (Many similar sentiments by those attending.)
 - HDOT response: A traffic center is meaningless until the infrastructure is put in. It could cost approximately \$10 million to install high speed cable. The minor improvements produced by a traffic center are not as significant as compared to the cost. It is possible to do operational improvements. ITS is basically the last hope.
 - ITS would provide real-time data due to cameras. An individual could change traffic signals on command. Signage boards would provide variable messages.
 - It is possible to get a “pilot” ITS project on the STIP only if Maui intends to do it permanently.
 - County may begin the process of starting an ITS project. Only if federal funds are utilized, then it would need to be listed on the STIP.
- Concerns of replacing a controller:
 - If the County or private entity purchased the controller and gave it to HDOT, only an exemption form would need to be filled out.

- Hans Michel: The one-way Honolua Bridge is a safety issue.
- Jim Hentz: Is HDOT looking at Kahakaloa as a viable alternative for emergency transportation?
 - HDOT response: Much of that area is owned by the County. However, some portions are owned by HDOT. There are emergency plans with Maui Police Department in the event of an emergency, which includes a contraflow lane out from Lahaina to Wailuku.