

STIP Public Meeting, Round 1
State of Hawaii Department of Transportation Highways Division
Kauai District Office Conference Room
May 10, 2007
6:00 pm – 7:35 pm

- JoAnn Yukimura: Concerned about the outdated long-range plan (LRP), which was last done in 1997. Much has changed since then. The STIP is required to go by the LRP. She would like to see FHWA funds used for transit, not just roadway projects. She is thankful that high-occupancy vehicles (HOV) are considered in the design phase. However, she is also concerned that HOV lanes will fill up faster than lane utilized by single-occupancy vehicles. She suggests changing HOV requirement from two to three occupants. She feels that the notification of the meeting is too short. She suggests having a feature article with meeting information on the front page of the newspaper or personalize the ad to attract more attendees. Steve Kyono should call Ron Riley three mornings prior to announce the meeting. She would like a bikepath on Haleko Road.
 - Brennon Morioka: The Policy Committee will have enough time to review the request for proposal, which will go out at the end of May. RTAP is based on a formula calculated by FTA. Highway-related transit projects would likely qualify for FHWA funds.
 - Steve Kyono: HOV is considered in the design phase. In the case of Kaumualii Widening, one of the two lanes will be HOV on the divided highway with median. A shoulder of the median will be utilized for police enforcement. Median plantings (grass and possibly trees) are considered in rural areas.
 - Brennon Morioka: HDOT is in the process of updating its Landscaping master plan, which considers less irrigation, low maintenance, and naturalizing aesthetics of the roadway. HDOT does not use evasive plants or introduce them to agricultural areas. HDOT sends out a press release, has meeting information on HDOT website, mail-outs, two newspaper ads, and email notice. In the past, efforts made door-to-door and flyers produced little attendees. A bikepath on Haleko Road would be a county initiative. If Haleko Road is classified as a collector, it would qualify for federal funds.
- Organizations can apply for safety funds during the annual call for projects.
- Hanapepe Bridge should be added to the historic bridge list. Anyone can apply to add the bridge to the list.
- KC12 (Northerly Leg of the Western Bypass) will not affect the tunnel of trees. Conceptual design looks at two lanes outside of the tunnel of trees and possibly adding another row of trees.
- LRP will look at the alternatives and improvements to Nawiliwili Road. Harbor Division is currently updating their master plan, which will look at Nawiliwili Harbor, ferry arrivals, Port Allen, and improvements for commercial and cruise ships.
- Cannot advance schedule for KS10 (Kuhio Highway Improvements) since currently awaiting on the EIS.
- The EA for the Short-term Wailua Bridge has looked at transit, which is considered in the no-build alternative. The draft EA will be published in January or February of 2008, at which there is still time to submit comments.
- Joann Yukimura: All highway funds should be used for multi-modal transportation and HDOT should advocate for this change. LRP should include factors such as fuel cost,

global warming, transit cost, household cost, etc. She insists that the old LRP set priorities.

- HDOT: LRP is fiscally constrained and developed by HDOT in a joint-effort with the County, in accordance with FHWA planning requirements. LRP will identify conditions and capacity needs in 2030 for a corridor, not how the needs will be met, or specific solutions for those needs, or set priorities. LRP addresses financing, which includes cost of a complete transit plan and all methods of funding. Cost-benefit analysis is also done. LRP is recommended to be updated every five years, however there is no specific timeline or requirement set. Global warming is not addressed in a land transportation plan, but is a component of a sustainability plan. A transit study conducted by the County, not the LRP, will determine if transit should become an option in a particular corridor, especially since the LRP does not produce ridership projections—a transit study does.
- HDOT and County integrate designs in a regional circulation plan as part of a development plan. Regional plans look at networks and interconnections with State and County networks.
- Mid-range plan is a 6-10 year outlook that is derived from the LRP. It develops priorities for CIP projects. HDOT currently does not have mid-range plan.