

STIP Public Meeting, Round 2
Waimea Civic Center
August 7, 2007
6:00 pm – 7:10 pm

- Mike Price:
 - Appreciates HS17 and HS18 were not removed from the draft STIP. He would like these projects to be made a safety priority, as indicated from the 200 responses received. Kawaihae Road has no truck ramps, is used by high-risk drivers, and has low sight distance.
 - He is unsure if the remark “intent of the ‘low’ votes here is to fund HS17/18 before HS19 is funded” in the survey is true. The community supports all three projects. The concern is that the Waiaka Stream Bridge would be built in the present situation where there is a lot of congestion at the three-way intersection. The community has addressed in the past that if HDOT will improve or reconstruct the bridge and provide an adequate bypass so that there is traffic flow, most people in the community would support the Waiaka bridge project. Unfortunately the project has moved out a year or so in funding due to 93 votes, which maybe a misrepresentation. Priority was for the Kawaihae Bypass to solve the regional problem. Although the bridge is just as important, it does not seem to have as much “bang-for-the-buck” than the bypass.
 - HDOT response: These concerns will be part of the discussion during the amendment process. Having a bypass/detour bridge or road for the bridge replacement that meets minimum traffic safety requirements is a part of the project development. HDOT tries to reduce impacts during construction as much as possible.
- Clem Lam:
 - HC11 Waimea Trails and Greenways has design and construction funds in FFY 2009. He is concerned that if the design funds are not available for FFY 2008, the drawings for construction in FFY 2009 will not be done.
 - HDOT response: The environmental phase for this project was not quite ready when HDOT last met with Hawaii County. Design is scheduled for FFY 2009. HDOT will check with Hawaii County on the schedule. Per a project status meeting 8/6/07, James Komata was comfortable with the FFY 2009 schedule. Clem could also check with James Komata from Parks and Recreation.
 - HS1 Akone-Pule Highway Bicycle Improvements was deferred to FFY 2013. What happened to that?
 - HDOT response: This is one of many bicycle projects. HDOT is spending close to \$30 million on bike projects statewide over the next six years which is a significant investment over what the department has spent in the past.
- Representative Cindy Evans:
 - If safety improvements on Mamalahoa Hwy was funded in FFY 2007, it will not appear on the STIP. HDOT is completing design on the S-curves safety improvements. Reconstruction and maintenance on Mamalahoa has already been funded.
 - Federal funds for the intersection on Kawaihae Road and Mamalahoa Highway would come from HSIP (Hawaii Safety Improvement Program). This project is currently using all State funds for design. The project may show up on the STIP a year from now if it uses Federal funds.

- Do you need to put in a request to use Safe Routes To School (SRTS) money?
 - HDOT response: Funds are appropriated as a lump sum. HDOT lists this program in the Statewide section of the STIP. HDOT has met with stakeholders/organizations who are preparing their grant proposals. HDOT will look into using SRTS funds for Waimea Trails and Greenways. However, SRTS must be the sole purpose of the project in order to receive SRTS funds. The trail is within a one-mile radius of the school.
- Person would like to see Waimea Trails and Greenways be constructed. This project started 14 years ago. An off-road trail would be safer for children who walk to school since shoulders are narrow and trucks pass through every 15-20 seconds.
 - HDOT response: HDOT is supportive of pedestrian and bicycle facilities. The message has been hammered home. HDOT is a true supporter of multi-modal transportation systems. Residents/Supporters are encouraged to talk to councilpersons and department heads as to what the community priorities should be.
- Jim Lutter: Was State money was used for the Kauai Bikepath? How long was that project on the list before it actually got started?
 - County general funds, not State highway funds, were used for local match. Lydgate to Kapaa bike trail also has a long history. It has similarly been deferred. The bikepath system along Kuhio Highway was one of the County's highest priority. Unless there is that kind of political priorities supporting it, HDOT will not dictate to the Counties how to spend the money. HDOT recommends supporters to engage elected and government officials.
 - Jim can quote that "It was reported that the County was comfortable with the schedule in our last project status meeting." The project will be ready to advertise in September 2008. A great deal of the project is funded with County funds so it is possible that the County is funding the design. They are also still working on environmental permits. However, there was no County representation at the meeting to confirm or dispute this.
- Sharon Warner: The importance of Kawaihae Bypass is safety. It has the most extreme, dangerous driving circumstances, which include speeding, disregard for solid lines, passing on corners, among other things.
 - HDOT response: Points are very well taken. One of the purpose or needs of this project is safety improvements.
- Gunner Mench: Police Department feels they cannot adequately patrol Kawaihae Road because there are no safe pulloffs.
- Queen Kaahumanu and Kawaihae intersection improvements are not on the STIP. Rep. Evans was just inquiring about this project. Crews are going out to scope the project next month. It is in the project development stage where we look at the needs, ROW requirements, and utility relocations. Next we will develop a general cost estimate for construction. Then we enter design phase in which a warrant study needs to be done. HDOT does not expect design phase to take long. Land acquisition and utility relocation may take longer.
- Akone-Pule / Kawaihae Intersection Project is funded by the State only. Is it possible to use any unused Federal funds for this project? Stan was present when the issues were discussed earlier. HDOT will take a look at the issues.
- HS26 Kealakehe Parkway is in the design phase now. The intent is to take it up to Kealakaa where the County is doing their own extension. There will be a connection from Palani to Kealakehe in some fashion, if not directly through Kealakaa so people

don't have to go down to Queen Kaahumanu to get to Kealahou to get to the high school. This will provide circulation and access from the Mauka side to get to HS.

- There is currently busing for workers from East Hawaii down Kawaihae Road to the various hotels. There is no circulation between Waikoloa, Waimea, Kawaihae. There needs to be a shuttle bus within Waimea town. A district bus service four times a day will help get cars and fatigued drivers off the road. Is it possible to get earmarks for funds for areas like ours to get shuttle service? How is the \$620,000 spent in the FTA program, and please explain the FTA program.
 - HDOT response: The STIP is a pass-through for FTA funds. Cities with a population greater than 500,000 get funds directly from FTA. Populations under 500,000 receive FTA funds through the STIP. These amounts are fixed and FTA develops it through a formula. HDOT has no say in the formula. Money is used for purchasing buses and maintenance. We just distribute the funds. Concerns can be voiced to your congressional delegation and FTA. Congresswoman Hirono, who sits on the Transportation Committee, will conduct a meeting on August 12 at 2:00 at the Senior Center.
- What kind of improvements will take place at Kawaihae Pier 4?
 - HDOT response: The STIP is a pass-through for Harbors Division that uses ferry discretionary funds for improvements to piers that will service ferry systems. Improvements may include upgrading the pier in order to service ferry systems. Improving Pier 4 was a part of Harbor's Kawaihae Master plan to maximize utilization of the larger pier area. Pier 4 is one location that is being considered for the Superferry.
 - Do improvements include boundary lines? DLNR is taking care of south basin. There have been boundary disputes between DOT and DLNR. DOT is cutting into DLNR's boundary so DLNR will make boundary lines. Will the boundary lines require extra funding?
 - HDOT response: Almost certain monies are specifically or limited to direct pier improvements.
- It seems that the funding for the trails and greenways project will cover only the first phase. Request for funds for subsequent phases would come from the County. Also, improvements for the pier still need to be made whether the Superferry goes to Pier 4 or not.
- What can be done to advance Kawaihae Road Bypass?
 - HDOT response: In order to program monies in a specific year, there needs to be a fair level of assurance that the project is ready to go in that phase. The next phase of this project is design. We cannot appropriate or start design until there is a ROD from the EIS. We are still in the EIS phase. A ROD is expected from FHWA in late 2008, which is FFY 2009. There's nothing HDOT can basically do to advance the project.
 - There are concerns that this bypass is not a safety issue and it needs to compete with other projects.
 - HDOT response: When it is competing with other projects, it would take a higher priority than many of the other projects. These are general descriptions, not the official description. The official purpose and need as designated in the EIS says that one of the reasons is, is that it is a safety issue.
- HC8 Lindsey Road Bridge. Has any there been any discussion on mitigating traffic problems through town while the bridge is torn out and replaced?

- HDOT response: All construction projects need to have traffic control plans and detour routes. The County may not be done with its traffic control plans since the project is over two years out. Once the County develops traffic control plans, then discussions can occur. The schedule shown is what Hawaii County has provided to HDOT.
- Waiaka Stream Bridge is terribly deficient.
- HDOT response: Is functionally obsolete but not structurally deficient. Functionally obsolete means it does not meet current federal standards in terms of lane widths, shoulder widths, pedestrian/bike access, etc., but it can handle the weight. Only 8% of our bridges are structurally deficient, compared to the national average of 14%. When a bridge becomes structurally deficient, HDOT would begin to restrict weights and types of vehicles that cross. Typically old, historic bridges are rated structurally deficient. Waiaka Bridge is not structurally deficient.
- State-only funded projects do not go through the same public participation that the STIP goes through. State-funded projects go through the legislature.
- HS17. What is the status?
 - HDOT response: We are currently working on the EIS. The consultant will issue the prep notice for the EIS and complete the alternatives analysis. The ROD is expected by end of 2008. Phasing will be determined at the end of the EIS process, but we are expecting four different phases.