



FARRINGTON HIGHWAY CORRIDOR STUDY

Virtual Q&A Session 1 – Aina Meetings Round 2, Wai‘anae to Mākaha

Time: 10:00am – 11:00am

Date: Wednesday, May 6, 2020

Event Description

This virtual Q&A session was part of the second round of ‘Āina meetings for the Hawai‘i State Department of Transportation (HDOT) Farrington Highway Corridor Study. It is an accompaniment to the virtual open house for Aina Meeting 2, which is focused on gathering input on preliminary solutions. The Q&A provides an opportunity for people to ask questions of the project team that relate to the posted online open house materials.

The project team shared a brief presentation of what has been done so far for the project, facilitated a group question and answer session, and provided information on how the community can continue to participate and provide input for the project.

Agenda

- Welcome & Introductions
- Slideshow Presentation
- Participant Q&A Session
- Debrief and Wrap-up

Project Team Attendees:

HDOT: Ken Tatsuguchi, Pat Tom, Shelly Kunishige, Jill Tanabe, Pua Aiu

SSFM: Sue LeBrun, Jared Chang, Melissa May, Matt Fernandez, Carlos Kelton, Vera Tong

Community Participants:

- Alyson Hiapo (resident)
- Kiana Otsuka, OMPO
- Paula Ann Burgess-Tauala (lifetime Wai‘anae resident)
- Russell Hogan (Mākaha resident, Uber driver)
- Keahi Renaud
- Dierdre Maika (Mā‘ili resident)
- Joseph Lapilio



Q&A Session Notes

Q: When will the 5th lane be extended through Nānākuli?

A: We have recommended it and are evaluating it for feasibility now. Counts will be taken next month using Oceanit.

A (HDOT): Funding timing will affect the timing of the project. Planned to use rental surcharge to pay for it, but now that revenues are going down, that may affect the timing for construction.

Comment: Good, Nānākuli is the bottleneck.

Comment: We also have problems with illegal left-hand turns. This cause backups and are dangerous. The fifth lane would help alleviate this.

Q: Are there any discussions on developing the mix-use path along the railroad tracks? This would assist with safety and provide alternative means of transportation along the westside and get people exercising.

A: Yes, the solutions for Safety proposes a shared-use path extending through Nānākuli as well as segments in Maili. Recommendations are to put in bike lanes and sidewalks as well. In Nānākuli, recommendations to upgrade and widen the sidewalk. Need to evaluate the lighting for night time pedestrians.

Comment: Good. We need them in 'Ewa too.

Q: Do you see a second access financially feasible in the future? We are the only area locked in.

- A: It's a very high priority for the community. It can be done with persistent planning, agency cooperation. Should be started now. Highly valued item for the community. Second priority for short and long term. Long term outlook and relentless planning, something that can be done. Will take lots of cooperation with several agencies and the community, it is something that can be done.

A (HDOT): HDOT's current focus is on system preservation. To expand capacity, we would need additional funding over and above current sources as well as a lot of coordination.

Comment: Roads generally comes with development and we have little of that so....

Comment: I assume long term is 40 years.

Q: What is your current funding (current and projected)?

A (HDOT): HDOT Highways gets \$150M in Federal funding every year, which is distributed statewide. A second access project could be \$0.5B. State funds are used for lots of the maintenance projects - \$80-100M, but this is for maintenance not new capital projects.

Q: Was the \$32M appropriation (2019) directed only for this corridor study?



A (HDOT): It was directed toward the 5th lane, not this corridor study.

Q: So if we have about 50,000 people on the westside, does most of our money go to our roads?

A (HDOT): When it comes to project selection, it is based on data and needs. Not necessarily based on population.

Q: So how does Farrington on westside stack up to other roads around the island in regards to need?

A (HDOT): There are different kinds of needs – system preservation, roadway, safety, congestion, etc. The HDOT Highways Program has a mapping tool that shows different factors (road condition, travel counts, bridge condition, fatal crashes, etc.) Every roadway in the state has needs. All congested. All need maintenance and repair. System preservation is critical. Lots of shoreline issues going on. All needs are very similar across the state.

De-Brief (What We Heard)

The project team recorded the following takeaways from the discussion and shared them with the group at the end:

- Need for 5th lane extension to address Nānākuli bottleneck; also will help alleviate illegal left turns
- Desire for more shared-use paths for walking and biking
- Agreement that the bridge in Nānākuli should be used for pedestrians
- Support for center turn lanes
- Need for second access
- Questions regarding funding available for projects on the Westside

Participants confirmed that the de-brief was a good summary that reflected their views.