

DEPARTMENT OF TRANSPORTATION'S
REPORT TO LEGISLATURE
OF
THE STATE OF HAWAII
REQUIRED UNDER
SECTION 264-18 HAWAII REVISED STATUTES

**ANNUAL REPORT: "BIKEWAY PROJECTS AND
EXPENDITURES"
FROM
ACT 222
SESSION LAWS OF HAWAII 1995**

STATE OF HAWAII
DEPARTMENT OF TRANSPORTATION
DECEMBER 2010

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Annual report to the Hawaii Legislature on bikeway projects and expenditures

Introduction:

Section 264-18 Hawaii Revised Statutes requires the Department of Transportation to report annually on their bikeway projects and expenditures. In addition, at least two percent of eligible federal funds shall be expended for bikeway projects.

There are three basic forms of bicycle facilities: shared use paths, bicycle lanes, and signed shared roadways. Shared use paths create facilities for bicyclists and pedestrians that are separated from the motor vehicle roadway. They are intended for use by non-motorized vehicles with the exception of emergency vehicles, maintenance vehicles, and motorized wheelchairs. Bicycle lanes designate a section of roadway for use by bicyclists through signage, striping, and/or pavement markings. On signed shared roadways, a street or highway designated as a preferred bicycle route, bicyclists either share the motor vehicle lane or travel on the shoulder.

Bikeway Projects and Expenditures:

A summary of bikeway projects and expenditures is illustrated below in Table 1: Bikeway Projects and Expenditures. The amounts shown are federal and state funds obligated in Federal Fiscal Year 2009 (October 2008 - September 2009) for projects that had expenditures in Federal Fiscal Year 2010 (October 2009 – September 2010). Table 1 lists two stand alone bikeway projects and one project with bicycle improvements as part of the project scope. These projects include 8.2 miles of new bicycle facilities.

The Lydgate Park to Kapaa Bicycle and Pedestrian Path is part of a proposed 20 mile Lihue to Anahola coastal shared use path on the island of Kauai. Phase A from Kuamoo Road to Papaloa Road advertised for construction bids in November 2010 and the design for Phase B from the Waipouli Drainage Canal to Lihi Park is proceeding. Planning activities continue for the Nawiliwil to Ahukini, Ahukini to Lydgate Park, and Kealia to Ahahola sections. As of November 2010, 7 miles of the path have been completed. Construction is on-going for the Kuhio Highway Short Term Improvements Project that will include a shared bicycle and pedestrian lane on the Wailua Cane Haul Bridge and is tentatively scheduled for completion in June 2011. The Kaumualii Highway Widening Project from Anonui Street to the vicinity of Lihue Mill Bridge is moving forward in construction. This project will also contain facilities for bicyclists and pedestrians.

In addition to the shared use paths being developed on Kauai, the Leeward Bikeway on Oahu will feature similar accommodations for bicyclists and pedestrians. The 13 mile Leeward Bikeway will begin at Waipio Point Access Road and end at Lualualei Naval Road. It will be a key component in the development of an east – west bicycle commuter network. The design for Phase I of the path from the Hawaii Railway Society Train Station to Waipio Point Access Road is in the final stages and design activities for Phase II from the Hawaii Railway Society Train Station to Lualualei Naval Access Road are just beginning. The construction of bicycle lanes on Wakea Street is progressing as part of the Interstate Route H-1, Kapolei Interchange Complex, Phase 1 Project. This project is scheduled for completion in the summer of 2011. The new North Kahana Stream Bridge started construction at the ending of 2009 and will include wider shoulders for bicycles. Also providing improved shoulders is the retaining wall project on Kalaniana'ole Highway at Makapuu. This project is nearing completion of construction.

The upcoming Kahului Airport Access Road Project in Kahului, Maui is in the planning stages. Although bicycle facilities are planned, the exact scope of improvements is yet to be determined. The Honoapiilani Highway Realignment Project (Laihana Bypass) will provide bicycle facilities and construction continues for Phase 1A from the future Keawe Street Extension to Lahainaluna Road. Phase 1B-1, from Lahainaluna Road to Hokiokio Place started construction in October 2010.

On the Island of Hawaii, design is on-going for the Queen Kaahumanu Widening—Phase 2, and the Keaau Paho Shoulder Lane Conversion projects. Both projects will provide shoulders for bicycle use. The Kealakehe Parkway Extension is in the planning stage and it is too soon to determine the exact scope of the project.

As noted by Table 1: Bikeway Projects and Expenditures, \$2,842,080 of federal funds were allocated to establishing bikeways statewide. This accounts for 2.67% of federal money eligible for bikeway expenditures. The Hawaii Department of Transportation exceeds the requirement of spending two percent of federal eligible funds on bikeway projects.

Table 1: Bikeway Projects and Expenditures

Project	Island	Phase*	Federal funds obligated	State highway funds	Miles
Lydgate to Kapaa Bicycle & Pedestrian Path	Kauai County	Des	\$363,080	n/a	2.0
Nawiliwili to Ahukini Bicycle & Pedestrian Path	Kauai County	Des	\$79,000	n/a	6.0
Kamehameha Highway North Kahana Stream Bridge Replacement	Oahu State	Con	\$2,400,000	\$600,000	0.2
TOTAL BIKEWAY EXPENDITURES			\$2,842,080	\$600,000	
TOTAL ELIGIBLE FEDERAL FUNDS			\$106,287,000		
PERCENT BIKEWAY EXPENDITURES			2.67%		
COMBINED STATE AND FEDERAL EXPENDITURES			\$3,442,080		

*Pln - Planning, ROW - Rights of Way, Des - Design, Con - Construction