

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 2011

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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 2010 (October 2009 - September 2010) for projects that had expenditures in Federal Fiscal Year 2011 (October 2010 – September 2011). Table 1 lists two stand alone bikeway projects and one project with bicycle improvements as part of the project scope. These projects include 9.2 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 started construction in November 2011 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 2011, 7 miles of the path have been completed. The Kuhio Highway Short Term Improvements Project that will include a shared bicycle and pedestrian lane on the Wailua Cane Haul Bridge is nearing completion of construction. The Kaunualii Highway Widening Project from Anonui Street to the vicinity of Lihue Mill Bridge is progressing in construction and is tentatively scheduled for completion in May 2012. 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. Phase I of the path from the Hawaii Railway Society Train Station to Wapio Point Access Road is in the final stages of design and plans on advertising for construction bids at the end of summer 2012. Design activities for Phase II from the Hawaii Railway Society Train Station to Lualualei Naval Access Road is moving forward. The retaining wall project on Kalaniana'ole Highway at Makapuu providing improved shoulders completed construction in August 2011. The Interstate Route H-1, Kapolei Interchange Complex, Phase 1 Project which includes bicycle facilities on Wakea Street opened to the public in November 2011. And the new North Kahana Stream Bridge with wider shoulders for bicycles is close to completing 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 and is on-going.

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, \$2,883,309 of federal funds were allocated to establishing bikeways statewide. This accounts for 2.80% 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	\$370,309	n/a	2.0
Lydgate to Kapaa Bicycle & Pedestrian Path	Kauai County	ROW	\$238,000	n/a	2.0
Nawiliwili to Ahukini Bicycle & Pedestrian Path	Kauai County	ROW	\$355,000	n/a	6.0
Honoapiilani Highway Realignment, Phase 1B-1 Lahainaluna Rd. to Hokiokio Pl.	Maui State	Con	\$1,920,000	\$480,000	1.2
<b>TOTAL BIKEWAY EXPENDITURES</b>			\$2,883,309	\$480,000	
<b>TOTAL ELIGIBLE FEDERAL FUNDS</b>			\$103,032,090		
<b>PERCENT BIKEWAY EXPENDITURES</b>			2.80%		
<b>COMBINED STATE AND FEDERAL EXPENDITURES</b>			\$3,363,309		

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