

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
JANUARY 2010

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REPORT TO THE LEGISLATURE
OF THE STATE OF HAWAII

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SECTION 264-18 HAWAII REVISED STATUTES

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 2008 (October 2007 - September 2008) for projects that had expenditures in Federal Fiscal Year 2009 (October 2008 - September 2009). Table 1 lists one stand alone bikeway project and two additional projects that included bicycle improvements as part of the project scope. These projects include 2.3 miles of new bicycle facilities.

The Lydgate Park to Kapaa Bicycle and Pedestrian Path currently under design is part of a proposed 20 mile Lihue to Anahola coastal shared use path on the island of Kauai. The Kapaa to Kealia shared use path finished construction in June 2009 and planning activities are on-going for the Nawiliwil to Ahukini, Ahukini to Lydgate Park, and Kealia to Ahahola sections. As of November 2009, 7 miles of the path have been completed. The Kuhio Highway Short Term Improvements Project that will include a shared bicycle and pedestrian lane for the Wailua Cane Haul Bridge started construction in July 2009. Also, soon to begin construction is the Kaumualii Highway Widening Project from Anonui Street to the vicinity of Lihue Mill Bridge. This project contains facilities for bicyclists and pedestrians.

In addition to the shared use paths being developed on Kauai, the Leeward Bikeway and North South Road projects 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. Design activities are on-going for Phase I of the path from the Hawaii Railway Society Train Station to Wapio Point Access Road. Shared use paths and shoulders will also be developed along the new North South Road in Kapolei. The section from the H-1 Freeway to Farrington Highway opened to the public in October 2009 and construction continues on the Farrington Highway to Kapolei Parkway segment. The Interstate Route H-1, Kapolei Interchange Complex, Phase 1 Project that includes adding bicycle lanes to Wakea Street started construction in July 2009. And wider shoulders are planned for the retaining wall project on Kalanianaʻole Highway at Makapuu that commenced construction in November 2009.

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 is on-going for Phase 1A from the future Keawe Street Extension to Lahainaluna Road. Design is being finalized for Phase 1B-1, from Lahainaluna Road to Hokiokio Place.

Although no construction projects with bicycle related scope have begun for Hawaii Island, there are several projects in the planning stages: Queen Kaahumanu Widening—Phase 2, Kealakehe Parkway Extension, and the Keaau Paho Shoulder Lane Conversion. Although these projects may provide bicycle facilities, it is too soon to determine the exact scope of the projects.

As noted by Table 1: Bikeway Projects and Expenditures, \$3,083,300 of federal funds were allocated to establishing bikeways statewide. This accounts for 3.63% 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-Kapaa Bicycle & Pedestrian Path	Kauai County	Des	\$652,400	n/a	2.0
Lydgate-Kapaa Bicycle & Pedestrian Path	Kauai County	ROW	\$218,900	n/a	2.0
Kaumualii Highway Widening Anonui Street to Vicinity of Lihue Mill Bridge	Kauai State	Con	\$1,760,000	\$440,000	1.8
Kalanianaʻole Highway Retaining Wall at Makapuu	Oahu State	Con	\$452,000	\$113,000	0.5
TOTAL BIKEWAY EXPENDITURES			\$3,083,300	\$553,000	
TOTAL ELIGIBLE FEDERAL FUNDS			\$84,841,000		
PERCENT BIKEWAY EXPENDITURES			3.63%		
COMBINED STATE AND FEDERAL EXPENDITURES			\$3,636,300		

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