

Meeting with Fred Reyes, Hawai'i DOT - Kaua'i District

August 11, 2006

Participating:

HDOT: Fred Reyes

Charlier Associates: Jacob Riger, Jennifer Valentine

Notes:

- Fred was already relatively familiar with the project because he participated in the teleconference on July 31st with us and the Project Advisory Committee meeting on August 7th (see separate meeting logs), but he was interested in learning more about the public workshop held the previous evening. Jacob summarized the workshop objectives, group exercise, and outcomes. He noted that workshop results will be posted soon on the project website.
- Fred also mentioned a few projects he has been working on and explained his training and current role at HDOT.
- Jacob thanked Fred for the traffic counts HDOT recently provided. Fred mentioned that additional counts may be available on HDOT's website but that we should continue working with Goro Sulijoadikusumo.
- In response to a question from Fred about project funding and implementation, Jacob explained that several revenue streams will be considered, including impact fees. Jacob also explained the importance of creating a plan which can be implemented and the need for accurate unit project cost estimates for the plan and for a potential impact fee system. Fred suggested that Steve Kyono probably has more experience with impact fees, but that project cost information is available in state highway bid reports. He also noted that a trend of relying more on developers to design and build site-related infrastructure projects seems to be emerging.
- Fred explained the design and funding processes at HDOT, noting that non-state projects using federal funds go through HDOT for safety and design review.
- With Jacob noting that our plan's project recommendations will be non-state facilities, Fred said that Doug Haigh from the County Building Department would be a good contact for project cost information.
- There was also discussion about access management on state highways. Fred said that HDOT does require driveway permits be obtained by landowners before connecting to a state highway. He said HDOT allows one access per lot, with "enhancement" fees for additional access points, and that the spacing/access management parameters conform to AASHTO.



- Jacob then asked Fred if HDOT had any other information that might be useful for our project, such as level of service or roadway conditions data.
- Fred mentioned two HDOT departments that might have pertinent information - "Highway P" and "Highway T." Highway P should have level of service data, while the traffic engineers in Highway T do more analysis with the data. Alvin Takeshita, head of Traffic Safety and Engineering, would be a good contact in Highway T.
- Fred introduced Jacob and Jennifer to other HDOT staff and showed them two software/internet tools. Fred gave Jacob contact information for Mandli, the company that offers the Roadview Explorer program which is a video inventory of major roadways supported by technical data.

