U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION **RECORD OF PUBLIC MEETING**		
DATE: December 9, 2014 6:00 pm to 8:00 pm	**MEETING HELD ON:** Project to Replace Wainiha Temporary Bridges	**DIVISION:** CFLHD
LOCATION: Hanalei Elementary School	**MEETING HELD BY:** FHWA-CFLHD and HDOT	**PROJECT NO.:** HI STP SR560(1)
IN COMPANY WITH: See Below		

ATTENDEES

Federal Highway Administration (FHWA), Central Federal Lands Division (CFLHD)
Ed Hammontree, Hawaii Program Director
Mike Will, Hawaii Program Engineering Manager
Nicole Winterton, Environmental Lead

Hawaii Department of Transportation (HDOT) Highways Division, Kauai District
Ray McCormick, District Engineer
Fred Reyes, District Civil Engineer
Donald Smith, District Design Engineer

Ku'iwalu Consulting
Dawn N.S. Chang, Facilitator
Jessica Kaui Fu

Public/Agency Attendees
See attached sign-in sheet.

MEETING MINUTES

A. Introductions

1) Dawn Chang introduced herself as the facilitator and the purpose of the meeting. The meeting purpose is to introduce FHWA-CFLHD as a new partner in the project as well as to solicit input from the public on key issues and factors that are important to be considered in the project. Ms. Chang also reviewed meeting logistics with the group.
2) Ms. Chang introduced Ray McCormick of HDOT and Ed Hammontree, Mike Will, and Nicole Winterton of FHWA-CFLHD. She also introduced Jessica Kaui Fu who assisted with note taking.

B. Presentation (see attached)

1) An introduction to the CFLHD partnership and project was provided by Ray McCormick, HDOT Kauai District Engineer.
2) An introduction to the CFLHD Program of Projects and partnership with HDOT was

provided by Ed Hammontree, FHWA-CFLHD Program Director.

3) An overview of CFLHD and the agency's role in the project was provided by Mike Will, FHWA-CFLHD Program and Project Manager.
4) An overview of the environmental process, as well as a description of the input from the public the project team is seeking, was provided by Nicole Winterton, FHWA-CFLHD Environmental Lead.

C. Public Input Shared Verbally at the Meeting

1) Polly Phillips- Is there already an engineering company working for the state? Are we starting the process all over again? She thought that there would already be a proposed bridge at this point and is concerned that the progress made thus was not going to be taken into consideration. Would like to see an easy access to a proposal where community to directly comment on and give feedback.
   a) The project team clarified that an Engineering Design Report was prepared and will be incorporated into the project. The project isn't starting over, rather building off of the past work done.
   b) A follow-up question was posed if the report could be posted on the website. HDOT indicated that it could be; therefore CFLHD and HDOT stated they would post it so it is available for viewing.

2) Barbara Robeson- Shared background information on the Hanalei Roads Committee (HRC) and their efforts to preserve the unique one-lane bridges from Hanalei to Ha'ena. A Historic Roadway Corridor Plan was developed that stated the one-lane bridges should be preserved. The HRC developed the nomination so the road is now listed on the National Register of Historic Places. The Engineering Design Report was developed over a period of 7 years. Feedback in this process was that the 1) Railings should have a historical design and be shorter than the ones on the current temporary bridge; 2) timber decking should be considered; the part of the bridge that people drive on/over should be wooden or designed so that you hear the thumping sound; 3) Bridge 2 and 3 should be just slightly straightened to slightly improve alignment; 4) Width is a big issue. Width has been discussed and compromised, discussed and compromised. 5) Is there a height requirement for the rails of the bridges? Height of rail affects visibility from view of driver's seat.

3) Unidentified speaker - Visibility – Oncoming cars cannot be seen or are very hard to see. Visibility- Height. Color is an important consideration – short and white on the old bridges vs. tall and silver for temporary bridges.

4) Louise Sausen- Wants the bridges to look the way it used to (even if you cut it and paint it white). The residents of Ha'ena, those who drive to and from daily or frequently are experiencing stress on the roads because of tourists. The amount of them that are driving to Ha'ena and crossing the bridges has dramatically increased. Tourists need to understand one lane bridges and how to cross them respectfully. Suggests a no visitor crossing day. The closure when the temporary bridges were placed was a welcomed change.

5) Robin Drapkin- Visibility due to plant growth inhibiting drivers from seeing oncoming traffic. Even when foliage is trimmed it's hard to see. Signaling options should be considered because common courtesy doesn't always happen. Concerned about safety. Signaling should be considered so you don't guess who or what is on the other side.

6) Louise Sausen- Scott Robeson donates his time and services and cleans bridge corridors from Hanalei to Ha'ena. Maintenance of the bridges themselves and surrounding areas doesn't seem to be done very well by DOT. Overgrown plants block views of traffic.

7) Stephanie Tombrello- Has been caught in between the Wainiha double bridges more often than before. The danger of having to squeeze on the side to let opposing cars pass because cars from opposite ends of the bridge are trying to cross at the same time. Safety. Locals respect crossing protocol and tourists are unaware of them. Visibility - There seems to be more conflict with the temporary bridges, perhaps the height and color. Old bridges were lower and rails were lower.

8) Sam Lee, Kaua'i Fire Fighter- A lot of travelers drive the road and don't attend meetings. Concern about how decisions on width will be made. Possibility of 2-lanes, a bike lane, widening. A survey was done with State Parks and on a summer day 10,000 plus people are crossing daily. Many safety concerns. Ingress and egress are a major problem. Possibilities of hardening the structure to withstand tsunami (evacuation in emergency). Impact of amount of users. Safety in emergencies (rescues, fires, natural disasters) is a concern. Weight constraints in particular for emergency vehicles, for large scale disasters the largest emergency vehicles designed to fight large fire cannot cross the bridges. Design- can't see people walking. Awful fighting and road rage occurs between drivers. Volumes of traffic need to be considered. Limits of the area, and how much the bridges can hold needs to be considered. Suggests an emergency response plan be developed and included with bridge development plans.

9) Frank Rothschild - Concerned that the history of efforts to preserve the one lane bridges of the north shore will repeat. Will we have to fight again the same battles that the bridge committee has been for the past 30-40 years?

10) Polly Phillips- Residents are frustrated with the number of tourists in the area. The North Shore of Kaua'i is very special. People love to visit this unique place because of its beauty and the experience they get going there. We don't want that to change. Ha'ena is a simple place, that's why it's special.

11) Louise Sausen - "He moku he wa'a, he wa'a he moku." -Literally the island is a canoe and the canoe is an island. Moku means island and is also a Hawaiian term for land division. A figurative comparison of a canoes carrying capacity and sea faring abilities to an islands capacity of inhabitants with proper use of natural resources available. The size of this place is not going to change just like the size of the canoe is going to stay the same, its capacity does not change. Impacts felt by residents, my heart is broken because her lifestyle has been forced to change. Others should change to fit this lifestyle.

12) Carl Imparato- Maintain the character of the bridge and character of the community, its historic nature. Visual impacts need to be minimized. Railings on the side, bridge width of 10-11 feet. Honolulu office has been coming up with inconsistent excuses to widen the bridge like an increase to 16 feet wide because it must be able to fit two wheelchairs side by side, widening should be based on legitimate functionality. Plans should take into account the Ha'ena State Park Master Plan, the proposal to shuttle tourists in and out of Ha'ena. Consider the efforts of the Ha'ena Based Community Subsistence Area designation. Be open to many solutions and alternatives.

13) Brian Hennessy- Pace- Keep cars moving slowly. The more open the bridge and roadway, the faster people tend to drive. Wants people to go slow to be safe. Keeping things narrow creates restriction for speed.

14) Evelyn de Buhr- Have lived in Ha'ena for 18 years and the one lane bridges are important entry points; the way they make people stop and be aware of others is a ritual that you get to experience. It is deeply a part of what Ha'ena is.

15) Scott Robeson- Beauty, culture, life style... The one lane bridges are a big part of that. We don't want things to become big or multilane. Recognizes the fact that the bridges need to accommodate safety vehicles but suggests that the county buy safety vehicles that fit the bridge and that no high rises be built. Bridge should accommodate 100 year flood. Wainiha means wild water. The trees and debris that are washed down and get stuck under the bridge are a concern. Flow of the river should be considered. The bridges need to be safe for general use. Visibility is an issue- the sides of the bridges affect visibility. The bridges should also be lower. Strength for safety. Wide enough for a car and a pedestrian. "If you don't want to slow down, why did you come to the north shore?" Maintain historic size, people come here for the small rural size. A two lane bridge will change the character of the North Shore. Visibility- the transition between 2 and 3 creates an artificial visibility problem so you have conflict in the middles. The North Shore has ambiance; bridges shouldn't be jarring. Maintain the historic lanes, sound. You can't see oncoming traffic and how many other cars are waiting on the other side, only who comes first. Make sure traffic remains slow and calm.

16) Chris Tombrello – This area should be a UNESCO world heritage site.

17) Beau Abbot(?) – Safety on the sides of the road is a concern. There is a national plan with people figuring out how to slow and calm traffic.

18) Nicole Winterton (CFL) – In response to a question on whether Waioli, Waipa, and Waikoko were included in the project, Nicole responded that we are also studying those locations for environmental resources for temporary impacts related to needing to temporarily accommodate construction equipment.

19) Louise Sausen – Temporary bridges are wider that the originals. Because of width, the bridges don't align and makes the "S" turn worse.

20) Unidentified comment - Sign that says "Courtesy 5-7 cars" isn't always in agreement with common courtesy practice. The number often confuses tourists and they are wondering if they are the eighth car or get hostile when then see more than 7 cross as they expect it is there turn. Suggesting to change sign, that the sign say "common courtesy" only or something that encourages local protocol like "no rush, live aloha".

21) Unidentified speaker - When will bridges be constructed? 15, 10, 5 years? Concerns about traffic and construction. Liked that the team shared their experiences and previous projects because they would like this project be treated similarly, with the respect that would be given constructing a bridge in a national park.

22) Billy Kinney- Concerned about the Wainiha River and the Wainiha estuary. The river mouth is famous in Hawaiian history because of the way it changes the shores of Wainiha and the wildlife that depend on the estuary to survive. An example are all the native species of 'o'opu who travel to the very tops of the waterfalls in the back of Wainiha valley and travel

all the way to the ocean by getting carried down with the big heavy rains to spawn/reproduce. The river under these bridges are the reason for the place name WAI NIHA – the unique characteristics of the place, the land, the waters, the culture all need to be protected. Most importantly clarification to us with effects on river and all of its resources needs to be addressed.

APPROVED FOR DISTRIBUTION

2-23-15

J. Michael Will
Project Manager

Date

DISTRIBUTION:

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