

Appendix B: Agency Consultation and Public Comments

Appendix B-1: Agency Consultation on the Draft EA

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United States Department of the Interior

U.S. GEOLOGICAL SURVEY
Pacific Islands Water Science Center
677 Ala Moana Blvd., Suite 415
Honolulu, Hawai'i 96813
Phone: (808) 587-2400/Fax: (808) 587-2401



July 9, 2010

Mr. Ken Tatsuguchi
Head Planning Engineer
State of Hawaii
Department of Transportation
869 Punchbowl Street
Honolulu, Hawaii 96813

HIGHWAYS DIVISION
PLANNING BRANCH

10 JUL 13 PZ:33

RECEIVED
STATE DEPARTMENT
OF TRANSPORTATION

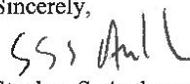
Dear Mr. Tatsuguchi:

Subject: Kea'au-Pāhoa Road Improvements, Project No. STP-0130(27), Environmental Assessment

Thank you for forwarding the subject Environmental Assessment for review and comment by the staff of the U.S. Geological Survey Pacific Islands Water Science Center. We regret however, that due to prior commitments and lack of available staff, we are unable to review this document.

We appreciate the opportunity to participate in the review process.

Sincerely,


Stephen S. Anthony
Center Director



99 Aupuni Street
Suite 202
Hilo, Hawaii 96720
Phone: (808) 933-2727
Fax: (866) 887-8885
www.ssfm.com

May 26, 2010

SSFM 2002_155.000

Mr. Gordon Tribble
Center District
U.S. Department of the Interior
677 Ala Moana Boulevard, Suite 415
Honolulu, HI 96850

U.S. GEOLOGICAL SURVEY
PIWSC
HONOLULU, HAWAII

JUN 15 2010

RECEIVED

Dear Mr. Tribble:

Subject: Kea'au-Pāhoa Road Improvements, Project No. STP-0130(27)
Environmental Assessment

The State of Hawai'i, Department of Transportation (HDOT) is proposing improvements along approximately 9.5 miles of Kea'au-Pāhoa Road (State Route 130), from the terminus of the existing four-lane Kea'au Bypass to Pāhoa-Kapoho Road.

Enclosed with this letter is a CD-ROM(s) containing the Draft Environmental Assessment (Draft EA) prepared for this project. The Draft EA has been prepared pursuant to the National Environmental Policy Act (NEPA) and the Hawai'i Revised Statutes (HRS), Chapter 343, and Hawai'i Administrative Rules (HAR), Title 11, Chapter 200, Department of Health. This document has been publicized in the Hawai'i Department of Health's Office of Environmental Quality Control (OEQC) *Environmental Notice* of May 23rd, 2010.

Five alternatives, including a No-Build Alternative, a Transportation Systems Management (TSM) Alternative, and three Build Alternatives are considered in the Draft EA. No decision has been made about a Preferred Alternative for the Proposed Action at this time.

Hard copies of the document and/or additional CD-ROMs will be provided upon request to Douglas Zang at SSFM International's Hilo office, dzang@ssfm.com, 808-933-2727.

The Draft EA is also available for review:

- In hard copy and CD-ROM form at public libraries in Kea'au, Pāhoa, Hilo, Mountain View and the University of Hawai'i at Hilo
- For download at OEQC's EA-EIS library: <http://oeqc.doh.hawaii.gov/default.aspx>
- From the project's website, <http://www.keaau-pahoa.com>



Kea'au-Pāhoa Road Improvements Project
Draft Environmental Assessment

Page 2

May 26, 2010

Comments on this project may be submitted by July 23, 2010 to:

Ken Tatsuguchi, Head Planning Engineer
Hawai'i Department of Transportation
869 Punchbowl Street
Honolulu, HI 96813
(808) 587-1830
ken.tatsuguchi@hawaii.gov

A public hearing for this project has been scheduled for June 29, 2010 at the Kea'au Elementary School Cafeteria beginning with open house viewing of displays at 5:30 PM and a formal presentation at 6:30 PM.

Thanks for your interest in this important project.

Sincerely yours,

SSFM INTERNATIONAL, INC.

A handwritten signature in cursive script that reads 'Cheryl D. Soon'.

Cheryl D. Soon, FAICP
Planning Director
email: csoon@ssfm.com



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Suite 202
Hilo, Hawaii 96720
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Fax: (866) 887-8885
www.ssfm.com

March 2011

SSFM 2002_155.000

Stephen Anthony
US Department of the Interior
US Geological Survey
Pacific Island Water Science Center
677 Ala Moana Boulevard
Honolulu, HI 96850

Dear Mr. Anthony:

Subject: Keaau-Pahoa Road Improvements
Project No. STP-0130(27)
Comments on Draft Environmental Assessment

Thank you for your letter dated July 9, 2010, noting that you cannot comment on the Draft Environmental Assessment (EA) for this project because of staff commitments and shortages.

We sincerely appreciate your continued interest in this project.

Sincerely,

SSFM INTERNATIONAL, INC.

A handwritten signature in cursive script that reads "Cheryl D. Soon".

Cheryl D. Soon, FAICP
Project Manager
email: csoon@ssfm.com

cc: Ken Tatsuguchi, Hawaii Department of Transportation

LINDA LINGLE
GOVERNOR



KATHRYN S. MATAYOSHI
INTERIM SUPERINTENDENT

STATE OF HAWAII
DEPARTMENT OF EDUCATION
P.O. BOX 2360
HONOLULU, HAWAII 96804

RECEIVED
June 16, 2010
SSFM INTERNATIONAL, INC.

OFFICE OF SCHOOL FACILITIES AND SUPPORT SERVICES

June 16, 2010

TO: Mr. Ken Tatsuguchi, Head Planning Engineer
Department of Transportation

FROM: Duane Y. Kashiwai, Public Works Administrator
Facilities Development Branch *DYK*

SUBJECT: Draft Environmental Assessment for the Proposed
Keaau-Pahoa Road Improvements, Project No. STP-0130(27)

The Department of Education has reviewed the Draft Environmental Assessment for the proposed Keaau-Pahoa Road improvements.

The project area begins a short distance away from Keaau Elementary and Keaau High and ends a short distance away from Pahoa Elementary and Pahoa High and Intermediate. Schools are a significant generator of traffic during key periods of the school day. We ask that the analysis of the proposed project include the patterns of school-related traffic. We also would like to know what impact construction will have on school-related traffic.

If you have any questions, please contact Jeremy Kwock of the Facilities Development Branch at 377-8301.

DYK:JK:jmb

c: Mary Correa, CAS, Kau/Keaau/Pahoa Complex Areas
Cheryl D. Soon, Planning Director, SSFM

AN AFFIRMATIVE ACTION AND EQUAL OPPORTUNITY EMPLOYER



99 Aupuni Street
Suite 202
Hilo, Hawaii 96720
Phone: (808) 933-2727
Fax: (866) 887-8885
www.ssfm.com

March 2011

SSFM 2002_155.000

Duane Y. Kashiwai
State of Hawaii Department of Education
P.O. Box 2360
Honolulu, HI 96804

Dear Mr. Kashiwai:

Subject: Keaau-Pahoa Road Improvements
Project No. STP-0130(27)
Comments on Draft Environmental Assessment

Thank you for your comments dated June 16, 2010, providing comments on the Draft Environmental Assessment (EA) for this project.

You commented on the proximity of the corridor to schools in Keaau and Pahoa and because schools are a significant generator of traffic, you asked that school-related traffic be analyzed as well as the effects of construction on that traffic.

The traffic counts and analyses that were performed for this project considered peak hour traffic, some of which are school-related traffic. The trip generation effort that determined predicted future traffic levels on this project considered all types of trips, including home-to-work, home-to-school, etc. The model is not detailed enough to break out specific school-related traffic at any given location.

None of the schools mentioned have direct access onto the area to be reconstructed on Keaau-Pahoa Road, nor will access routes to the schools be changed. Therefore, there should be no direct impacts on traffic entering or exiting the schools themselves, and no direct impacts on your internal circulation at the school sites.

There may be localized delays in construction zones, though efforts will be made to maintain traffic capacity throughout the construction period. Therefore, there may be minor levels of delay through the construction zone experienced by school-related traffic traveling at such hours. The Hawaii Department of Transportation (HDOT) will work to keep the public informed during construction as much as possible to minimize disruption to the community, including school traffic.



Keaau-Pahoa Road Improvements
Page 2

March 2011

We sincerely appreciate your continued interest in this project.

Sincerely,

SSFM INTERNATIONAL, INC.

A handwritten signature in black ink that reads 'Cheryl D. Soon'.

Cheryl D. Soon, FAICP
Project Manager
email: csoon@ssfm.com

cc: Ken Tatsuguchi, Hawaii Department of Transportation

4/21 - PS Bab

LINDA LINGLE
GOVERNOR



RUSS K. SAITO
COMPTROLLER
SANDRA YAHIRO
DEPUTY COMPTROLLER

STATE OF HAWAII
DEPARTMENT OF ACCOUNTING AND GENERAL SERVICES
P.O. BOX 119, HONOLULU, HAWAII 96810-0119

(P)1186.0

JUN 17 2010

MEMORANDUM

TO: Mr. Ken Tatsuguchi, Head Planning Engineer
Department of Transportation

FROM: Ernest Y. W. Lau *eyw*
Public Works Administrator

SUBJECT: Kea'au-Pāhoa Road Improvements
Environmental Assessment
Project Number STP-0130(27)

HIGHWAYS DIVISION
PLANNING BRANCH

10 JUN 21 P 4:32

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STATE DEPARTMENT
OF TRANSPORTATION

Thank you for the opportunity to provide comments for the subject project. The proposed project does not impact any of the Department of Accounting and General Services' projects or existing facilities, and we have no comments to offer at this time.

If you have any questions regarding the above, please have your staff call Mr. David DePonte of the Planning Branch at 586-0492.

DD:mo
c: Mr. Jerry Watanabe, DAGS-HDO



99 Aupuni Street
Suite 202
Hilo, Hawaii 96720
Phone: (808) 933-2727
Fax: (866) 887-8885
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March 2011

SSFM 2002_155.000

Ernest Lau
State of Hawaii
Department of Accounting and General Services
P.O. Box 119
Honolulu, HI 96810

Dear Mr. Lau:

Subject: Keaau-Pahoa Road Improvements
Project No. STP-0130(27)
Comments on Draft Environmental Assessment

Thank you for your letter dated June 17, 2010, noting you have no comments on the Draft Environmental Assessment (EA) for this project.

Thank you for your review of the EA.

We sincerely appreciate your continued interest in this project.

Sincerely,

SSFM INTERNATIONAL, INC.

A handwritten signature in cursive script that reads "Cheryl D. Soon".

Cheryl D. Soon, FAICP
Project Manager
email: csoon@ssfm.com

cc: Ken Tatsuguchi, Hawaii Department of Transportation

LINDA LINGLE
GOVERNOR



6/14/10 PSI
KAREN SEDDON
EXECUTIVE DIRECTOR

STATE OF HAWAII
DEPARTMENT OF BUSINESS, ECONOMIC DEVELOPMENT AND TOURISM
HAWAII HOUSING FINANCE AND DEVELOPMENT CORPORATION
677 QUEEN STREET, SUITE 300
Honolulu, Hawaii 96813
FAX: (808) 587-0600

IN REPLY REFER TO:
10:PEO/89

June 14, 2010

Mr. Ken Tatsuguchi, Head Planning Engineer
Department of Transportation
869 Punchbowl Street
Honolulu, Hawaii 96813

Dear Mr. Tatsuguchi:

Re: Draft Environmental Assessment for the Proposed Kea'au-Pāhoa Road Improvements

Thank you for the opportunity to review the subject Draft Environmental Assessment.

We are supportive of the proposed road improvements which will, among other things, improve safety and mobility for Hawaii residents.

Sincerely,

A handwritten signature in blue ink that reads "Karen Seddon".

Karen Seddon
Executive Director

RECEIVED
STATE DEPARTMENT
OF TRANSPORTATION
10 JUN 16 P4:08
HIGHWAYS DIVISION
PLANNING BRANCH



99 Aupuni Street
Suite 202
Hilo, Hawaii 96720
Phone: (808) 933-2727
Fax: (866) 887-8885
www.ssfm.com

March 2011

SSFM 2002_155.000

Karen Seddon
Hawaii Housing Finance and Development
677 Queen Street, Suite 300
Honolulu, HI 96813

Dear Ms. Seddon:

Subject: Keaau-Pahoa Road Improvements
Project No. STP-0130(27)
Comments on Draft Environmental Assessment

Thank you for your letter dated June 14, 2010, noting you are supportive of this project based on your review of the Draft Environmental Assessment (EA).

Thank you for your review of the EA.

We sincerely appreciate your continued interest in this project.

Sincerely,

SSFM INTERNATIONAL, INC.

A handwritten signature in black ink that reads "Cheryl D. Soon".

Cheryl D. Soon, FAICP
Project Manager
email: csoon@ssfm.com

cc: Ken Tatsuguchi, Hawaii Department of Transportation



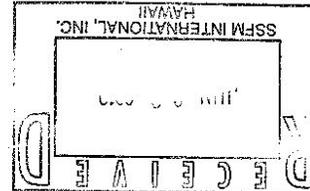
STATE OF HAWAII
DEPARTMENT OF HEALTH
SAFE DRINKING WATER BRANCH
919 Ala Moana Boulevard, Room 308
Honolulu, Hawaii 96814

CHIYOME L. FUKINO, M.D.
DIRECTOR OF HEALTH

In reply, please refer to:
File: SDWB

June 23, 2010

Ms. Cheryl D. Soon, FAICP
Planning Director
SSFM International
99 Aupuni Street, Suite 202
Hilo, Hawai'i 96720



Dear Ms. Soon:

SUBJECT: REPLY TO YOUR 5/26/2010 LETTER FOR COMMENTS REGARDING:
KEA'AU-PAHOA ROAD IMPROVEMENTS
PROJECT NO. STP-0130(27),
DRAFT ENVIRONMENTAL ASSESSMENT

Underground Injection Control (UIC)

Injection wells used for the subsurface disposal of wastewater, sewage effluent, return flow, or surface runoff are subject to environmental regulation and permitting under Hawai'i Administrative Rules, Title 11, Chapter 11-23, titled Underground Injection Control. The Department of Health's approval must be first obtained before any injection well construction commences. A UIC permit must be issued before any injection well operation occurs.

Authorization to use an injection well is granted when a UIC permit is issued to the injection well facility. The UIC permit contains discharge and operating limitations, monitoring and reporting requirements, and other facility management and operational conditions. A UIC permit application form is needed to apply for a UIC permit.

A UIC permit can have a valid duration of up to five years. Permit renewal is needed to keep an expiring permit valid for another term.

Questions about UIC may be directed to Chauncey Hew of the Safe Drinking Water Branch at (808)586-4258.

Sincerely,

STUART YAMADA, P.E., CHIEF
Safe Drinking Water Branch
Environmental Management Division

CH:nbp

c: DOH, Environmental Planning Office



99 Aupuni Street
Suite 202
Hilo, Hawaii 96720
Phone: (808) 933-2727
Fax: (866) 887-8885
www.ssfm.com

March 2011

SSFM 2002_155.000

Stuart Yamada
Hawaii Department of Health
919 Ala Moana Boulevard, Room 308
Honolulu, HI 96814

Dear Mr. Yamada:

Subject: Keaau-Pahoa Road Improvements
Project No. STP-0130(27)
Comments on Draft Environmental Assessment

Thank you for your letter dated June 23, 2010, providing comments on the Draft Environmental Assessment (EA) for this project.

Your comments regarding the need to address Underground Injection Control (UIC) have been noted. A UIC permit will be obtained if needed for this project.

We sincerely appreciate your continued interest in this project.

Sincerely,

SSFM INTERNATIONAL, INC.

A handwritten signature in cursive script that reads "Cheryl D. Soon".

Cheryl D. Soon, FAICP
Project Manager
email: csoon@ssfm.com

cc: Ken Tatsuguchi, Hawaii Department of Transportation

LINDA LINGLE
GOVERNOR OF HAWAII



STATE OF HAWAII
DEPARTMENT OF HEALTH
P. O. BOX 3378
HONOLULU, HAWAII 96801-3378

RECEIVED
STATE DEPARTMENT
OF TRANSPORTATION
WYOMIE L. FUKINO, M.D.
DIRECTOR OF HEALTH

'10 JUN 31 P4:41

In reply, please refer to:
File:

HIGHWAYS DIVISION
PLANNING BRANCH

June 29, 2010

TO: Mr. Ken Tatsuguchi
Head Planning Engineer
Hawai'i Department of Transportation

FROM: Russell S. Takata, Program Manager
Indoor and Radiological Health Branch 

SUBJECT: **Kea'au-Paho Road Improvements, Project No. STP-0130(27) –
Environmental Assessment**

Our comments should be printed as follows:

“Project activities shall comply with the Administrative Rules of the Department of Health:

- Chapter 11-46 Community Noise Control.

Should there be any questions, please contact me at 586-4701.



99 Aupuni Street
Suite 202
Hilo, Hawaii 96720
Phone: (808) 933-2727
Fax: (866) 887-8885
www.ssfm.com

March 2011

SSFM 2002_155.000

Russell Takata
State of Hawaii Department of Health
Indoor and Radiological Health Branch
P.O. Box 3378
Honolulu, HI 96801

Dear Mr. Takata:

Subject: Keaau-Pahoa Road Improvements
Project No. STP-0130(27)
Comments on Draft Environmental Assessment

Thank you for your letter dated June 29, 2010, providing comments on the Draft Environmental Assessment (EA) for this project.

Your comment regarding compliance with Chapter 11-46 has been noted. Community noise permits and/or variances are anticipated to be needed for project construction as noted in the EA, and the Hawaii Department of Transportation (HDOT) will comply with all applicable regulations.

We sincerely appreciate your continued interest in this project.

Sincerely,

SSFM INTERNATIONAL, INC.

A handwritten signature in black ink that reads "Cheryl D. Soon".

Cheryl D. Soon, FAICP
Project Manager
email: csoon@ssfm.com

cc: Ken Tatsuguchi, Hawaii Department of Transportation

LINDA LINGLE
GOVERNOR OF HAWAII



STATE OF HAWAII
DEPARTMENT OF HEALTH
P.O. Box 3378
HONOLULU, HAWAII 96801-3378

CHIYOME L. FUKINO, M.D.
DIRECTOR OF HEALTH

In reply, please refer to:

EPO-I-3202

July 1, 2010

Mr. Ken Tatsuguchi, Head Planning Engineer
Hawaii Department of Transportation
869 Punchbowl Street,
Honolulu, Hawaii 96813

HIGHWAYS DIVISION
PLANNING BRANCH

10 JUN 36 P 3 59

RECEIVED
STATE DEPARTMENT
OF TRANSPORTATION

Dear Mr. Tatsuguchi:

SUBJECT: Environmental Assessment for Kea'au-Pahoa Road Improvements,
Project No. STP-0130(27)

Thank you for allowing us to review and comment on the subject application. The application was routed to the various branches of the Environmental Health Administration. We have the following Indoor & Radiological Health Branch and General comments.

Indoor & Radiological Health Branch

“Project activities shall comply with the Administrative Rules of the Department of Health:

- Chapter 46 Community Noise Control

Should there be any questions, please contact Russell S. Takata, Environmental Health Program Manager, Indoor & Radiological Health Branch at 586-4701.”

General

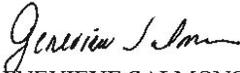
We strongly recommend that you review all of the Standard Comments on our website: www.hawaii.gov/health/environmental/env-planning/landuse/landuse.html. Any comments specifically applicable to this project should be adhered to. The same website also features a Healthy Community Design Smart Growth Checklist (Checklist). The Hawaii State Department of Health, Built Environment Working Group, recommends that State and county planning departments, developers, planners, engineers and other interested parties apply the healthy built

Mr. Ken Tatsuguchi
July 1, 2010
Page 2

environment principles in the Checklist whenever they plan or review new developments or redevelopments projects. We also ask you to share this list with others to increase community awareness on healthy community design.

If there are any questions about these comments please contact the Environmental Planning Office at 586-4337.

Sincerely,



GENEVIEVE SALMONSON, Acting Manager
Environmental Planning Office



99 Aupuni Street
Suite 202
Hilo, Hawaii 96720
Phone: (808) 933-2727
Fax: (866) 887-8885
www.ssfm.com

March 2011

SSFM 2002_155.000

Genevieve Salmonson
State of Hawaii Department of Health
Environmental Planning Office
869 Punchbowl Street
Honolulu, HI 96813

Dear Ms. Salmonson:

Subject: Keaau-Pahoa Road Improvements
Project No. STP-0130(27)
Comments on Draft Environmental Assessment

Thank you for your letter dated July 1, 2010, providing comments on the Draft Environmental Assessment (EA) for this project.

We have noted your comment regarding compliance with Chapter 11-46. Community noise permits and/or variances are anticipated to be needed for project construction as noted in the EA, and the Hawaii Department of Transportation (HDOT) will comply with all applicable regulations.

HDOT has reviewed the Department of Health's standard comments and ensured that any relevant comments have been addressed in the Final EA and FONSI.

The Preferred Alternative for the Keaau-Pahoa Road Improvements project will incorporate a number of the healthy built principles called for in the checklist referenced in your letter. It will improve conditions in the corridor for safe walking, bicycling, and provide defined bus stops that will encourage transit use. The project will be consistent with the Puna Community Development Plan, which seeks to provide community- and neighborhood-level centers, and multi-use districts. The project will increase accessibility and mobility choices for the community. Access management measures will help transition the street network into more of a grid system.

We sincerely appreciate your continued interest in this project.

Sincerely,

SSFM INTERNATIONAL, INC.

A handwritten signature in black ink that reads 'Cheryl D. Soon'.

Cheryl D. Soon, FAICP
Project Manager
email: csoon@ssfm.com

cc: Ken Tatsuguchi, Hawaii Department of Transportation

LINDA LINGLE
GOVERNOR OF HAWAII



LAURA R. THIELEN
CHAIRPERSON
BOARD OF LAND AND NATURAL RESOURCES
COMMISSION ON WATER RESOURCE MANAGEMENT



STATE OF HAWAII
DEPARTMENT OF LAND AND NATURAL RESOURCES
LAND DIVISION

POST OFFICE BOX 621
HONOLULU, HAWAII 96809

July 17, 2010

RECEIVED
STATE DEPARTMENT
OF TRANSPORTATION
10 JUL 26 P 3:39
HIGHWAYS DIVISION
PLANNING BRANCH

Department of Transportation
Highways Division
869 Punchbowl Street
Honolulu, Hawaii 96813

Attention: Mr. Ken Tatsuguchi, Head Planning Engineer

Ladies and Gentlemen:

Subject: Draft Environmental Assessment for Kea'au-Pahoa Road Improvements,
Project No. STP-0130(27)

Thank you for the opportunity to review and comment on the subject matter. The Department of Land and Natural Resources' (DLNR), Land Division distributed or made available a copy of your report pertaining to the subject matter to DLNR Divisions for their review and comment.

Other than the comments from Division of Aquatic Resources, Division of Forestry & Wildlife, Commission on Water Resource Management, Land Division – Hawaii District, the Department of Land and Natural Resources has no other comments to offer on the subject matter. Should you have any questions, please feel free to call our office at 587-0433. Thank you.

Sincerely,


fa Morris M. Atta
Acting Administrator

LINDA LINGLE
GOVERNOR OF HAWAII



LAURA H. THIELEN
CHAIRPERSON
BOARD OF LAND AND NATURAL RESOURCES
COMMISSION ON WATER RESOURCE MANAGEMENT

FOR
Seth



STATE OF HAWAII
DEPARTMENT OF LAND AND NATURAL RESOURCES
LAND DIVISION

POST OFFICE BOX 621
HONOLULU, HAWAII 96809

May 29, 2010

RECEIVED
LAND DIVISION
2010 JUN - 7 P 12:31
DEPT. OF LAND &
NATURAL RESOURCES
STATE OF HAWAII

MEMORANDUM

- TO: **DLNR Agencies:**
- Div. of Aquatic Resources
 - Div. of Boating & Ocean Recreation
 - Engineering Division
 - Div. of Forestry & Wildlife
 - Div. of State Parks
 - Commission on Water Resource Management
 - Office of Conservation & Coastal Lands
 - Land Division –Hawaii District
 - Historic Preservation

FROM: Charlene Unoki, Assistant Administrator *Charlene Unoki*

SUBJECT: Draft Environmental Assessment for the Kea'au-Pahoa Road Improvements,
Project No. STP-0130(27)

LOCATION: Island of Hawaii

APPLICANT: SSFM International on behalf of Department of Transportation

Transmitted for your review and comment on the above referenced document. We would appreciate your comments on this document. Please submit any comments by July 19, 2010.

If no response is received by this date, we will assume your agency has no comments. If you have any questions about this request, please contact my office at 587-0433. Thank you.

Attachments

- We have no objections.
- We have no comments.
- Comments are attached.

Signed: *[Signature]*

Date: 6/2/10

DAR 3125



LAURA H. THIELEN
CHAIRMAN
BOARD OF LAND AND NATURAL RESOURCES
COMMISSION ON WATER RESOURCE MANAGEMENT

STATE OF HAWAII
DEPARTMENT OF LAND AND NATURAL RESOURCES
LAND DIVISION

POST OFFICE BOX 621
HONOLULU, HAWAII 96809

May 29, 2010

2010 JUN 10 A 10:01

RECEIVED
LAND DIVISION
DLNR, HAWAII

MEMORANDUM

TO:

DLNR Agencies:

- Div. of Aquatic Resources
- Div. of Boating & Ocean Recreation
- Engineering Division
- Div. of Forestry & Wildlife
- Div. of State Parks
- Commission on Water Resource Management
- Office of Conservation & Coastal Lands
- Land Division -Hawaii District
- Historic Preservation



RECEIVED
LAND DIVISION
2010 JUN 14 A 11:33
DEPT. OF LAND & NATURAL RESOURCES
STATE OF HAWAII

FROM: Charlene Unoki, Assistant Administrator

SUBJECT: Draft Environmental Assessment for the Kea'au-Pāhoa Road Improvements, Project No. STP-0130(27)

LOCATION: Island of Hawaii

APPLICANT: SSFM International on behalf of Department of Transportation

Charlene Unoki

Transmitted for your review and comment on the above referenced document. We would appreciate your comments on this document. Please submit any comments by July 19, 2010.

If no response is received by this date, we will assume your agency has no comments. If you have any questions about this request, please contact my office at 587-0433. Thank you.

Attachments

- We have no objections.
- We have no comments.
- Comments are attached.

Signed: *[Signature]*

Date: 07 JUN 2010

LINDA LINGLE
GOVERNOR OF HAWAII





STATE OF HAWAII
DEPARTMENT OF LAND AND NATURAL RESOURCES
LAND DIVISION
POST OFFICE BOX 621
HONOLULU, HAWAII 96809

May 29, 2010

LAURA H. THIELEN
CHAIRPERSON
BOARD OF LAND AND NATURAL RESOURCES
COMMISSION ON WATER RESOURCE MANAGEMENT

RECEIVED
LAND DIVISION
2010 JUL -8 P 2:48
DEPT. OF LAND & NATURAL RESOURCES
STATE OF HAWAII

RECEIVED
COMMISSION ON WATER RESOURCE MANAGEMENT
2010 JUN -2 AM 8:57

MEMORANDUM

TO: **DLNR Agencies:**

- Div. of Aquatic Resources
- Div. of Boating & Ocean Recreation
- Engineering Division
- Div. of Forestry & Wildlife
- Div. of State Parks
- Commission on Water Resource Management
- Office of Conservation & Coastal Lands
- Land Division –Hawaii District
- Historic Preservation

FR:

FROM: Charlene Unoki, Assistant Administrator

SUBJECT: Draft Environmental Assessment for the Kea'au-Pahoa Road Improvements, Project No. STP-0130(27)

LOCATION: Island of Hawaii

APPLICANT: SSFM International on behalf of Department of Transportation

Transmitted for your review and comment on the above referenced document. We would appreciate your comments on this document. Please submit any comments by July 19, 2010.

If no response is received by this date, we will assume your agency has no comments. If you have any questions about this request, please contact my office at 587-0433. Thank you.

Attachments

() We have no objections.
 () We have no comments.
 (X) Comments are attached.

Signed: *Charlene Unoki*
 Date: 7-2-10

LINDA LINGLE
GOVERNOR OF HAWAII



LAURA H. THIELEN
CHAIRPERSON
WILLIAM D. BALFOUR, JR.
SUMNER ERDMAN
NEAL S. FUJIWARA
CHYOME I. FUKINO, M.D.
DONNA FAY K. KIYOSAKI, P.E.
LAWRENCE H. MIKE, M.D., J.D.

LENORE N. OHYE
ACTING DEPUTY DIRECTOR

STATE OF HAWAII
DEPARTMENT OF LAND AND NATURAL RESOURCES
COMMISSION ON WATER RESOURCE MANAGEMENT
P.O. BOX 621
HONOLULU, HAWAII 96809

July 1, 2010

REF: Keaau-Pahoa Road DEA

TO: Morris Atta, Administrator
Land Division

FROM: Lenore N. Ohye, Acting Deputy Director *Lenore N. Ohye*
Commission on Water Resource Management

SUBJECT: Draft Environmental Assessment for the Keaau-Pahoa road Improvements, Project No. STP-0130(27), Island of Hawaii

FILE NO.:

TMK NO.: (3)-1-5-various through (3)-1-6-various

Thank you for the opportunity to review the subject document. The Commission on Water Resource Management (CWRM) is the agency responsible for administering the State Water Code (Code). Under the Code, all waters of the State are held in trust for the benefit of the citizens of the State, therefore, all water use is subject to legally protected water rights. CWRM strongly promotes the efficient use of Hawaii's water resources through conservation measures and appropriate resource management. For more information, please refer to the State Water Code, Chapter 174C, Hawaii Revised Statutes, and Hawaii Administrative Rules, Chapters 13-167 to 13-171. These documents are available via the Internet at <http://www.hawaii.gov/dlnr/cwrn>.

Our comments related to water resources are checked off below.

- 1. We recommend coordination with the county to incorporate this project into the county's Water Use and Development Plan. Please contact the respective Planning Department and/or Department of Water Supply for further information.
- 2. We recommend coordination with the Engineering Division of the State Department of Land and Natural Resources to incorporate this project into the State Water Projects Plan.
- 3. We recommend coordination with the Hawaii Department of Agriculture (HDOA) to incorporate the reclassification of agricultural zoned land and the redistribution of agricultural resources into the State's Agricultural Water Use and Development Plan (AWUDP). Please contact the HDOA for more information.
- 4. We recommend that water efficient fixtures be installed and water efficient practices implemented throughout the development to reduce the increased demand on the area's freshwater resources. Reducing the water usage of a home or building may earn credit towards Leadership in Energy and Environmental Design (LEED) certification. More information on LEED certification is available at <http://www.usgbc.org/leed>. A listing of fixtures certified by the EPA as having high water efficiency can be found at <http://www.epa.gov/watersense/pp/index.htm>.

DRF-IA 06/19/2008

Morris Atta, Administrator
Page 2
July 1, 2010

- 5. We recommend the use of best management practices (BMP) for stormwater management to minimize the impact of the project to the existing area's hydrology while maintaining on-site infiltration and preventing polluted runoff from storm events. Stormwater management BMPs may earn credit toward LEED certification. More information on stormwater BMPs can be found at <http://hawaii.gov/dbed/czm/initiative/lid.php>.
- 6. We recommend the use of alternative water sources, wherever practicable.
- 7. There may be the potential for ground or surface water degradation/contamination and recommend that approvals for this project be conditioned upon a review by the State Department of Health and the developer's acceptance of any resulting requirements related to water quality.

Permits required by CWRM:

Additional information and forms are available at http://hawaii.gov/dlnr/cwr/resources_permits.htm.

- 8. The proposed water supply source for the project is located in a designated water management area, and a Water Use Permit is required prior to use of water.
- 9. A Well Construction Permit(s) is (are) required any well construction work begins.
- 10. A Pump Installation Permit(s) is (are) required before ground water is developed as a source of supply for the project.
- 11. There is (are) well(s) located on or adjacent to this project. If wells are not planned to be used and will be affected by any new construction, they must be properly abandoned and sealed. A permit for well abandonment must be obtained.
- 12. Ground water withdrawals from this project may affect streamflows, which may require an instream flow standard amendment.
- 13. A Stream Channel Alteration Permit(s) is (are) required before any alteration(s) can be made to the bed and/or banks of a stream channel.
- 14. A Stream Diversion Works Permit(s) is (are) required before any stream diversion works is (are) constructed or altered.
- 15. A Petition to Amend the Interim Instream Flow Standard is required for any new or expanded diversion(s) of surface water.
- 16. The planned source of water for this project has not been identified in this report. Therefore, we cannot determine what permits or petitions are required from our office, or whether there are potential impacts to water resources.
- OTHER:

If there are any questions, please contact Robert Chong at 587-0266.

DRF-IA 06/19/2008

LINDA LINGLE
GOVERNOR OF HAWAII



LAURA H. THEILEN
CHAIRPERSON
BOARD OF LAND AND NATURAL RESOURCES
COMMISSION ON WATER RESOURCE MANAGEMENT



STATE OF HAWAII
DEPARTMENT OF LAND AND NATURAL RESOURCES
LAND DIVISION

POST OFFICE BOX 621
HONOLULU, HAWAII 96809

May 29, 2010

RECEIVED
LAND DIVISION
STATE OF HAWAII
2010 JUN -2 A 10:15

RECEIVED
LAND DIVISION
2010 JUL 12 A 11:48
DEPT. OF LAND &
NATURAL RESOURCES
STATE OF HAWAII

MEMORANDUM

- TO: **DLNR Agencies:**
- Div. of Aquatic Resources
 - Div. of Boating & Ocean Recreation
 - Engineering Division
 - Div. of Forestry & Wildlife
 - Div. of State Parks
 - Commission on Water Resource Management
 - Office of Conservation & Coastal Lands
 - Land Division - Hawaii District
 - Historic Preservation

FROM: Charlene Unoki, Assistant Administrator *Charlene*

SUBJECT: Draft Environmental Assessment for the Kea'au-Pāhoa Road Improvements, Project No. STP-0130(27)

LOCATION: Island of Hawaii

APPLICANT: SSFM International on behalf of Department of Transportation

Transmitted for your review and comment on the above referenced document. We would appreciate your comments on this document. Please submit any comments by July 19, 2010.

If no response is received by this date, we will assume your agency has no comments. If you have any questions about this request, please contact my office at 587-0433. Thank you.

Attachments

- We have no objections.
- We have no comments.
- Comments are attached.

Signed: *[Signature]*
Date: 7.8.10



99 Aupuni Street
Suite 202
Hilo, Hawaii 96720
Phone: (808) 933-2727
Fax: (866) 887-8885
www.ssfm.com

March 2011

SSFM 2002_155.000

Mr. Morris Atta
Hawaii Department of Land and Natural Resources
Land Division
P.O. Box 621
Honolulu, HI 96809

Dear Mr. Atta:

Subject: Keaau-Pahoa Road Improvements
Project No. STP-0130(27)
Comments on Draft Environmental Assessment

Thank you for your letter dated June 4, 2010, providing comments on the Draft Environmental Assessment (EA) for this project from various divisions within the Hawaii Department of Land and Natural Resources.

We note that the Land Division, Division of Forestry and Wildlife, Division of Aquatic Resources, and Hawaii District Land Division have no comments at this time.

In response to the Commission on Water Resource Management, the Draft EA acknowledges in Section 4.17.2.3 that a Stream Channel Alteration Permit (SCAP) may be needed to address impacts to an unnamed intermittent stream north of Shower Drive. HDOT will obtain a SCAP if needed as part of this project.

We sincerely appreciate your continued interest in this project.

Sincerely,

SSFM INTERNATIONAL, INC.

A handwritten signature in cursive script that reads 'Cheryl D. Soon'.

Cheryl D. Soon, FAICP
Project Manager
email: cssoon@ssfm.com

cc: Ken Tatsuguchi, Hawaii Department of Transportation

LINDA LINGLE
GOVERNOR OF HAWAII



STATE OF HAWAII
DEPARTMENT OF LAND AND NATURAL RESOURCES

POST OFFICE BOX 621
HONOLULU, HAWAII 96809

LAURA L. THELEN
CHAIRPERSON
BOARD OF LAND AND NATURAL RESOURCES
COMMISSION ON WATER RESOURCE MANAGEMENT

RUSSELL Y. TSUJI
FIRST DEPUTY

LINDORE N. OYUK
DEPUTY DIRECTOR - WATER

AGRICULTURE RESOURCES
PLANNING AND POLICY DEVELOPMENT
BUREAU OF CONSERVANCIES
COMMISSION ON WATER RESOURCE MANAGEMENT
CONSERVATION AND COASTAL LANDS
CONSERVATION AND RECREATION DEVELOPMENT
ENGINEERING
FORESTRY AND WILDLIFE
HISTORIC PRESERVATION
KAIHOLOAWA ISLAND RESERVE COMMISSION
LAND
STATE PARKS

July 30, 2010

Mr. Abraham Wong, Division Administrator
Federal Highway Administration
P.O. Box 50206
Honolulu, Hawai'i 96950

LOG NO: 2010.1075
DOC NO: 1007TD29
Archaeology

Dear Mr. Wong:

**SUBJECT: National Historic Preservation Act (NHPA) and Chapter 6E-8 Review –
Draft EA for Kea'au-Pāhoā Road Improvements, Project No. STP-0130 (27)
Kea'au to Waiakahiula Ahupua'a, Puna District, Island of Hawai'i
TMK: (3) 1-5 various & 1-6 various**

Thank you for the opportunity to comment on the Draft Environmental Assessment (DEA) for proposed improvements to the Kea'au-Pāhoā Road between the Kea'au Bypass and the Pāhoā-Kapoho Road in Puna (approximately 9.5 miles). The improvements are being proposed by the Federal Highway Administration and the State of Hawai'i Department of Transportation; the DEA was prepared pursuant to the National Environmental Protection Act (NEPA) and HRS Chapter 343. Applicable historic preservation regulations are noted above.

Alternatives

The DEA considers five alternative improvement options;

1. No-build, which includes the shoulder lane conversion project [STP-130 (28)];
2. Transportation system management, which includes a number of potential intersection improvements, alterations/improvements to access roads in affected subdivisions, and transit service improvements;
3. Widen to four-lane divided highway between the Kea'au Bypass and Ainaloa Blvd., with safety improvements between Ainaloa Blvd. and Pāhoā-Kapoho Road;
4. Widen to four-lane divided highway between the Kea'au Bypass and Pāhoā-Kapoho Road;
5. Widen to six-lane divided highway between the Kea'au Bypass and Paradise Drive, and a four-lane divided highway between Paradise Drive and Kahakai Blvd.

Information in the DEA concerning historic properties located within the area of potential effect (APE) is taken from the *Draft Archaeological Inventory Survey Report for the Kea'au-Pāhoā Road Widening Project, Kea'au Ahupua'a to Waiakahiula Ahupua'a, Puna District, Hawai'i Island, TMK [3] 1-5 (various plats and parcels) and 1-6 (various plats and parcels)*, Wilkinson et al., January 2010. The project area as defined for the surface pedestrian survey was 200 feet wide and 9.5 miles long, centered on the existing road right-of-way, which currently varies from 80 to 100 feet wide. According to the DEA, the maximum proposed right-of-way width (alternative 5) would be 132 feet. It therefore appears that the survey corridor was of sufficient width to include the maximum APE for the new road. We have reviewed the report and find that it meets the Secretary of Interior's *Standards for Identification and Standards for Evaluation*. It also contains information as specified in Hawaii Administrative Rule §13-276 regarding inventory survey reports.

Mr. Abraham Wong
July 30, 2010
Page 2

We note that alternative 2 as described in Wilkinson et al. does not include the proposed alterations/improvements to access roads that are included in the DEA. The survey corridor for this study included both sides of the Kea'au-Pāhoa Road, but did not include the sides of other potential road widening or new road corridors as shown in Figure 2.1 of the DEA. Four new roads and improvements to three roads are proposed. If these new roads and improvements are further considered, we recommend that the APE for these various roads be identified more specifically and an inventory survey be completed of any areas that are not currently developed as roadways.

Historic Properties

Section 3.9 of the DEA describes two historic properties that were identified within or near the APE; a 1930s-era historic bridge (SIHP Site 50-10-44-26874), and the Sacred Heart Church and cemetery, a contributing feature of the Pāhoa Historic Commercial District (SIHP Site 50-10-55-7388). Site 26874 is within the APE and is proposed for demolition; the Sacred Heart Church is near the APE as currently identified.

- The Site 26874 Waipahoehoe Stream bridge was identified during an inventory survey for the shoulder lane conversion project (Haun & Henry 2008). Our office reviewed the documentation for the bridge found in Haun & Henry 2008, as part of the Section 106 consultation for the lane conversion project. In a letter to Wilson Okamoto dated March 22, 2010, we concurred with the recommendation in the report that sufficient documentation has been completed and no further documentation or preservation was needed in order to obtain a no adverse effect determination (*Log 2010.0630, Doc 1003RS19*).
- The Sacred Heart Church and Cemetery is currently outside of the APE. We concur with the measures recommended in Wilkinson et al. 2010 regarding interim protection of the church grounds and cemetery. This includes installation of orange construction fencing or similar barrier along the APE boundary in the vicinity of the church to ensure that all work is contained.

Mitigation Measures

Section 4.9 of the DEA describes recommended mitigation measures for Site 26874; and recommended measures to ensure the protection of Sacred Heart Church and cemetery, as well as any historic properties that might be encountered during project construction. These follow Wilkinson et al. 2010 and include:

1. HABS/HAER documentation of the Site 26874 bridge;
2. Installation of protective fencing along the APE in the vicinity of Sacred Heart Church grounds;
3. Archaeological monitoring during construction in the southern portion of the project area where there is a potential for encountering lava tubes.

As indicated in the first bullet above, we have previously determined that sufficient documentation has been completed for the Waipahoehoe Bridge for a determination of no adverse effect. If the HABS/HAER documentation has already been completed, we would like to receive a copy; otherwise it is not necessary to complete this documentation prior to the demolition of the bridge.

We concur with recommendations 2 and 3. Measures as specified in item 2 can be included in an archaeological monitoring plan that specifies the location of the protective buffer fencing at Sacred Heart church; locations and extent of areas to be monitored; and contains information as prescribed in Hawaii Administrative Rule §13-279-4. We request that the monitoring plan be submitted for review and approval prior to submittal of any permits for ground alteration in connection with this undertaking.

We concur with the conclusion that **no historic properties will be adversely affected** by alternatives 1 and 3-5 as described in the DEA, with the understanding that measures 2 and 3 as indicated above are implemented. We also request that if alternative 2 is implemented, an archaeological inventory survey be conducted of any undeveloped lands that were not included in the current archaeological inventory survey. After we have had an opportunity to review and comment on such report, we will be able to provide comments regarding alternative 2 as it pertains to new access road construction and improvements.

Mr. Abraham Wong
July 30, 2010
Page 3

Please contact Theresa Donham at (808) 933-7653 or Theresa.K.Donham@hawaii.gov if you have any questions regarding this letter.

Aloha



Theresa K. Donham
Acting Archaeology Branch Chief and Deputy SHPO
State Historic Preservation Division

cc: Ken Tatsuguchi, Head Planning Engineer
Hawai'i Department of Transportation
869 Punchbowl Street
Honolulu, HI 96813

Cheryl D. Soon, FAICP
Planning Director, SSFM International
csoon@ssfm.com

Charlene Unoki, Assistant Administrator
Land Division
Department of Land and Natural Resources
Charlene.E.Unoki@hawaii.gov



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Suite 202
Hilo, Hawaii 96720
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Fax: (866) 887-8885
www.ssfm.com

March 2011

SSFM 2002_155.000

Theresa Donham
Hawaii Department of Land and Natural Resources
State Historic Preservation Division
P.O. Box 621
Honolulu, HI 96809

Dear Ms. Donham:

Subject: Keaau-Pahoa Road Improvements
Project No. STP-0130(27)
Comments on Draft Environmental Assessment

Thank you for your letter dated July 30, 2010 to the Federal Highway Administration's Abe Wong, providing comments on the Draft Environmental Assessment (EA) for this project.

We have noted your comments about the project's description, length, status under NEPA/Chapter 343, and the description of the five alternatives. The Hawaii Department of Transportation has selected Alternative 4 (four lanes for the entire corridor) as the Preferred Alternative.

We recognize your determination that the survey corridor was of adequate width to cover the Area of Potential Effect (APE) and that the report meets the Secretary of Interior's standards.

Your comments are noted about the analysis of Alternative 2 and the access management concepts not having received archaeological assessment. The access management concepts are included as part of the Preferred Alternative 4 and the other Build Alternatives (3 and 5) as well as TSM Alternative 2. An archaeological assessment considering the Area of Potential Effect of these access roads and an inventory survey of areas not currently developed as roadways has been performed for the Final EA and submitted to your office.

We have noted your comments that the Section 106 consultation determination provided sufficient documentation for the Waipahoe Stream Bridge and that no further documentation or preservation was needed for a no adverse effect determination.

Your comments are noted about the Sacred Heart Church and Cemetery being outside the APE and that SHPD concurs with protection measures suggested.

We acknowledge your comments that HABS/HAER documentation is not needed for the Waipahoe Stream Bridge.



Keaau-Pahoa Road Improvements
Page 2

March 2011

We have noted that SHPD concurs with recommended protective fencing at the cemetery/church grounds and archaeological monitoring for lava tubes.

Per SHPD comments, the Hawaii Department of Transportation (HDOT) will submit a monitoring plan for review and approval as requested by SHPD prior to any ground alteration.

Your comments are noted about SHPD's overall conclusions that no historic properties will be adversely affected pending an archaeological survey of the access management roadways. As noted above, this archaeological analysis was performed for the Final EA and further coordination took place with SHPD regarding these roadways.

We sincerely appreciate your continued interest in this project.

Sincerely,

SSFM INTERNATIONAL, INC.

A handwritten signature in black ink that reads 'Cheryl D. Soon'.

Cheryl D. Soon, FAICP
Project Manager
email: csoon@ssfm.com

cc: Ken Tatsuguchi, Hawaii Department of Transportation



LINDA LINGLE
GOVERNOR OF HAWAII

RECEIVED
STATE DEPARTMENT
OF TRANSPORTATION

'10 AUG -4 P4:25



STATE OF HAWAII
DEPARTMENT OF LAND AND NATURAL RESOURCES

HIGHWAYS DIVISION
PLANNING BRANCH

STATE HISTORIC PRESERVATION DIVISION
601 KAMOKILA BOULEVARD, ROOM 555
KAPOLEI, HAWAII 96707

August 2, 2010

Ken Tatsuguchi, Head Planning Engineer
Hawai'i Department of Transportation
869 Punchbowl Street
Honolulu, Hawai'i 96813

LOG NO: 2010.2562
DOC NO: 1008AJ01

LAURA H. THIELEN
CHAIRPERSON
BOARD OF LAND AND NATURAL RESOURCES
COMMISSION ON WATER RESOURCE MANAGEMENT

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FIRST DEPUTY

KEN C. KAWAHARA
DEPUTY DIRECTOR - WATER

AQUATIC RESOURCES
BOATING AND OCEAN RECREATION
BUREAU OF CONVEYANCES
COMMISSION ON WATER RESOURCE MANAGEMENT
CONSERVATION AND COASTAL LANDS
CONSERVATION AND RESOURCES ENFORCEMENT
ENGINEERING
FORESTRY AND WILDLIFE
HISTORIC PRESERVATION
KAHOOLAWE ISLAND RESERVE COMMISSION
LAND
STATE PARKS

Dear Mr. Tatsuguchi:

Subject: **Chapter 6E-43 Historic Preservation Review –
Review of the Draft Environmental Assessment (DEA) for 9.5 Mile Keaau to Pāhoa Road (State
Route 130). Various Ahupua'a, Puna District, Island of Hawai'i.
TMK (3) 1-5 var. through (3) 1-6 var.**

Thank you for the opportunity to review the prepared Draft Environmental Assessment (DEA) for the Keaau-Pāhoa Road improvement and more particularly Project No. STP-130(27). The following are recommendations as it relates to the cultural impact study that will assess potential impacts by this proposed development in the Keaau-Pāhoa Ahupua'a:

1. The Puna area has significant underground Burial Caves system that runs mauka to makai. Two of these many significant cave systems are the Kazumura and the Johns Martin cave system.
2. There is a risk of na iwi (the bones) being discovered while improvements are being made to the Keaau-Pāhoa Roadway and the department recommends that archaeological monitoring during the grubbing, digging, and other ground disturbances. There should be separate comments from SHPD's archaeology branch for the project's report.
3. All Inadvertent Discoveries will be the jurisdiction of the State Historic Preservation Division (SHPD) under Hawai'i Administrative Rules (HAR) 13-300-40. However, if the project receives federal funding it should go through the Section 106 process.
4. Please contact the following organizations and/or persons who may be knowledgeable of the area:
 - The Kanakaole Foundation and/or Ms. Ulunui Kanakaole Garmon
 - Mr. Rocky Jensen, Native Hawaiian artist
 - Ms. Dutchie Kapu-Saffery (Hawaii Island Burials Council)
 - Mr. Keoni Alvarez (Waikahaheke Ahupua'a)
 - Mr. Bucky Leslie (HIBC and descendant of people from Maku'u)
 - Ms. Nicole Lui (Descendant of people from Maku'u),
 - The Kanaka Council - Mr. Palikapu Dedman
5. You may want to refer to the Bureau of Conveyances for the history of the land ownership, the Hawai'i State Archives land files that may have historical context of how the land use, as well the Bishop Museum database and Ulukau.org and the SHPD Library to see if any other previous studies have been done. This will also alert you to other Hawaiian families associated with the project area through the LCA records.

Any questions, please contact Mr. Analu Kameeiamoku Josephides, SHPD Cultural Historian at 808-933-7652.

Sincerely,

Phyllis Coochie Cayan
History and Culture Branch Chief



99 Aupuni Street
Suite 202
Hilo, Hawaii 96720
Phone: (808) 933-2727
Fax: (866) 887-8885
www.ssfm.com

March 2011

SSFM 2002_155.000

Phyllis Coochie Cayan
Hawaii Department of Land and Natural Resources
State Historic Preservation Division
601 Kamokila Boulevard, Room 555
Kapolei, HI 96707

Dear Ms. Cayan:

Subject: Keaau-Pahoa Road Improvements
Project No. STP-0130(27)
Comments on Draft Environmental Assessment

Thank you for your letter dated August 2, 2010, providing comments on the Draft Environmental Assessment (EA) for this project.

Thank you for reviewing the Draft EA and for recommendations on performing a Cultural Impact Assessment (CIA). It should be noted that a CIA was already performed for this project, and was provided in Appendix K of the Draft EA. In addition, an Archaeological Inventory Survey (AIS) was also performed and provided in Appendix J of the EA.

We have noted your comment regarding the underground cave systems that underlie the area. The CIA and AIS performed for this project both discussed these geological features at length and considered impacts and mitigation on lava tube caves, both those that are known, and inadvertent discoveries during construction.

Your comment regarding iwi kupuna is noted. Both the CIA and AIS consider the potential for encountering bones. Archaeological monitoring has been proposed as a mitigation measure in both studies.

We acknowledge your comment regarding inadvertent discoveries and the need to comply with HAR 13-300-40 and Section 106 of the National Historic Preservation Act. Federal funding is expected on this project and the Section 106 process has been followed and will continue. The AIS has been submitted to SHPD for review and the Federal Highway Administration (FHWA) will complete the Section 106 process with SHPD upon SHPD's final concurrence of the findings of the updated report.

You suggested several organizations and persons to interview as part of the CIA process. The CIA included a rigorous effort to identify and invite potential participants to the study. As part of the CIA, an attempt was made to contact every group or name listed here.



Keaau-Pahoa Road Improvements
Page 2

March 2011

Your comments suggested a number of reference sources to consult during the CIA process. As part of the CIA, an extensive range of sources of archival data were consulted, including those you cited.

We sincerely appreciate your continued interest in this project.

Sincerely,

SSFM INTERNATIONAL, INC.

A handwritten signature in black ink that reads 'Cheryl D. Soon'.

Cheryl D. Soon, FAICP
Project Manager
email: csoon@ssfm.com

cc: Ken Tatsuguchi, Hawaii Department of Transportation

LINDA LINGLE
GOVERNOR
STATE OF HAWAII



KAULANA H. PARK
CHAIRMAN
HAWAIIAN HOMES COMMISSION
ANITA S. WONG
DEPUTY TO THE CHAIRMAN
ROBERT J. HALL
EXECUTIVE ASSISTANT

STATE OF HAWAII
DEPARTMENT OF HAWAIIAN HOME LANDS
P.O. BOX 1879
HONOLULU, HAWAII 96805

July 22, 2010

RECEIVED
STATE DEPARTMENT
OF TRANSPORTATION
10 JUL 29 P 2:58
HIGHWAYS DIVISION
PLANNING BRANCH

Mr. Ken Tatsuguchi, Head Planning Engineer
Hawai'i Department of Transportation
869 Punchbowl Street
Honolulu, HI 96813

Subject: Kea'au-Pāhoa Road Improvements
Project No. STP-0130(27)
Environmental Assessment

Aloha Mr. Tatsuguchi,

Thank you for the opportunity to provide comments on the Draft Environmental Assessment (DEA) for the HDOT proposed improvements along 9.5 miles of Kea'au-Pāhoa Road from the terminus of the existing four-lane Kea'au Bypass to Pāhoa-Kapoho Road.

The Department of Hawaiian Home Lands (DHHL) owns 2,105 acres of land within the region, 1,605 acres that abut the Kea'au-Pāhoa Road. In April 2008, the Hawaiian Homes Commission approved the Maku'u Regional Plan that highlights existing and proposed developments on both DHHL and non-DHHL lands.

As adjacent landowners, engaging in our own planning process, it is our responsibility to participate and plan appropriately for the larger region. In addition, it is our priority to ensure that DHHL's plans are as consistent as possible with other plans in the area.

We generally support the proposed project, and after reviewing the DEA offer the following comments:

1. In the Maku'u Regional Plan (April 2008) one of the priority projects was "Kea'au-Pāhoa Road Widening & Maku'u

Mr. Ken Tatsuguchi
July 22, 2010
Page 2

Intersection Improvements." This project is consistent with the proposed project and also proposes that coordination occur to ensure that there are proper alignments and improvements to the intersection where the Maku'u Farmers Market is located (approximately 9 acres licensed to Maku'u Farmers Association). Please be sure that the details of this DHHL priority project are included in the EA. A copy of the Maku'u Regional Plan can be downloaded at this website: <http://hawaii.gov/dhhl/publications/regional-plans/hawai-i-regional-plans>.

2. The Maku'u Farm Lots (127 five-acre lots) agriculture subdivision is situated near the project area. Please consider the potential impacts of construction, noise, odors, vibrations, and traffic congestion that will result from the proposed project. We recommend that the contractor take photos to document existing conditions.
3. Please consult with the Maku'u Farmers Association who may have programs that will be directly affected by the proposed project (i.e. Maku'u Farmers Market).
4. If use of Hawaiian home lands is required for the project, please contact our Land Management Division at 620-9450 to request use and access.

We thank you for the opportunity to comment on the project. We will continue, as an adjacent landowner, to do what we can to assist in your planning efforts. If you have any questions, please contact Kaleo Manuel at our Planning Office at 620-9485.

Aloha and mahalo,



Kaulana H.R. Park, Chairman
Hawaiian Homes Commission

Enclosures

Cc: Paula Kekahuna, President
Maku'u Farmers Association



99 Aupuni Street
Suite 202
Hilo, Hawaii 96720
Phone: (808) 933-2727
Fax: (866) 887-8885
www.ssfm.com

March 2011

SSFM 2002_155.000

Kaulana Park
Hawaiian Homes Commission
Department of Hawaiian Homelands
P.O. Box 1879
Honolulu, HI 96805

Dear Mr. Park:

Subject: Keaau-Pahoa Road Improvements
Project No. STP-0130(27)
Comments on Draft Environmental Assessment

Thank you for your letter dated July 22, 2010, providing comments on the Draft Environmental Assessment (EA) for this project.

Thank you for reviewing the Draft EA. We have noted your comments about Department of Hawaiian Homelands (DHHL) holdings and the Maku'u Regional Plan, which was consulted as part of the Draft EA's discussion of consistency with other planning efforts.

Your comments noted that Keaau-Pahoa Road Improvements and improvements to the entrance to the Makuu Farmer's Market are a priority project in the Makuu Regional Plan. Sections 3.1.4 and 4.1.1.10 of the Draft EA acknowledged the Maku'u Regional Plan, and discussed the improvements to the access for the Makuu Farmer's Market as a priority project as noted in the comment. The future designs of this intersection will be constructed to current standards to ensure safe operations.

We note your comments regarding the Makuu Farm Lots subdivision, which was discussed in Section 3.1.4 of the Draft EA. Existing conditions and anticipated impacts of the kinds noted (construction, noise, air quality, etc.) have been assessed in the Draft EA for those properties that have already been developed.

You requested we confer with the Makuu Farmer's Association. Ms. Paula Kekahuna of the Makuu Farmers Association served on the Keaau-Pahoa Road Advisory Group (KPAG) and participated in a number of the KPAG meetings. Ms. Kekahuna and the Makuu Farmers Association have also been sent the EA and kept apprised of the process.

We acknowledge your comments regarding coordinating with DHHL's Land Management Division on use of Hawaiian Homelands. The Hawaii Department of Transportation (HDOT)



Keaau-Pahoa Road Improvements
Page 2

March 2011

thanks DHHL for their cooperation and will be actively coordinating with DHHL on any issues that affect Hawaiian Homelands or DHHL planning efforts.

We sincerely appreciate your continued interest in this project.

Sincerely,

SSFM INTERNATIONAL, INC.

A handwritten signature in black ink that reads "Cheryl D. Soon".

Cheryl D. Soon, FAICP
Project Manager
email: csoon@ssfm.com

cc: Ken Tatsuguchi, Hawaii Department of Transportation

LINDA LINGLE
GOVERNOR



LILLIAN B. KOLLER
DIRECTOR

HENRY OLIVA
DEPUTY DIRECTOR

STATE OF HAWAII
DEPARTMENT OF HUMAN SERVICES
Benefit, Employment & Support Services Division
820 Millilani Street, Suite 606
Honolulu, Hawaii 96813

July 30, 2010

Mr. Ken Tatsuguchi, Head Planning Engineer
Hawaii Department of Transportation
869 Punchbowl Street
Honolulu, Hawaii 96813

Dear Mr. Tatsuguchi:

Thank you for your letter dated May 26, 2010, that informs the Department of the Draft Environmental Assessment (Draft EA) prepared for improvements along approximately 9.5 miles of Kea'au-Pahoa Road (State Route 130), from the terminus of the existing four-lane Kea'au Bypass to Pahoa-Kapoho Road. The Director of the Department of Human Services (DHS) has forwarded your letter to me for a response.

After a review of the proposed project, we do not have any comments or recommendations to approve the project. We foresee, however, a similar impact on the families' travel route to any child care services in the community that is similar to students' travel route to access schools in the Kea'au and Pahoa Complex or Kamehameha Schools - East Hawaii campus.

If you have any questions or need further information, please contact Ms. Kathy Ochikubo, Child Care Program Specialist, at (808) 586-7058.

Sincerely,

Pankaj Bhanot
Division Administrator

HIGHWAYS DIVISION
PLANNING BRANCH

10 AUG -4 AM 12:22

RECEIVED
STATE DEPARTMENT
OF TRANSPORTATION

C: Lillian B. Koller, DHS Director



99 Aupuni Street
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Phone: (808) 933-2727
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March 2011

SSFM 2002_155.000

Ms. Patricia McManaman, Interim Director
State of Hawaii Department of Human Services,
Benefit, Employment and Support Services
820 Mililani Street, Suite 606
Honolulu, HI 96813

Dear Ms. McManaman:

Subject: Keaau-Pahoa Road Improvements
Project No. STP-0130(27)
Comments on Draft Environmental Assessment

Thank you for your letter from Pankaj Bhanot dated July 30, 2010, which noted that you have no formal comments or recommendations to approve the project.

Your letter noted potential impacts on travel to access child care services similar to school access. The project is anticipated to provide improved safety and mobility for travel to regional schools or child care services overall. There may be localized short-term impacts during construction, but the Hawaii Department of Transportation (HDOT) will keep the public informed to ensure minimal disruption to the community.

We sincerely appreciate your continued interest in this project.

Sincerely,

SSFM INTERNATIONAL, INC.

A handwritten signature in cursive script that reads "Cheryl D. Soon".

Cheryl D. Soon, FAICP
Project Manager
email: csoon@ssfm.com

cc: Ken Tatsuguchi, Hawaii Department of Transportation

William P. Kenoi
Mayor



Darryl J. Oliveira
Fire Chief

Glen P. I. Honda
Deputy Fire Chief

County of Hawai'i
HAWAI'I FIRE DEPARTMENT
25 Aupuni Street • Suite 2501 • Hilo, Hawai'i 96720
(808) 932-2900 • Fax (808) 932-2928

June 7, 2010

Mr. Ken Tatsuguchi
State of Hawai'i
Department of Transportation
869 Punchbowl St
Honolulu, HI 96813

SUBJECT: ENVIRONMENTAL ASSESSMENT
KEA'AU-PAHOA ROAD IMPROVEMENTS, PROJECT NO. STP-0130 (27)

We have no comments to offer at this time in reference to the above-mentioned Environmental Assessment.


DARRYL OLIVEIRA
Fire Chief

GA:lpc

HIGHWAYS DIVISION
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10 JUN 10 P2:47

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March 2011

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Chief Darryl Oliveira
Hawaii Fire Department
25 Aupuni Street, Suite 2501
Hilo, HI 96720

Dear Chief Oliveira:

Subject: Keaau-Pahoa Road Improvements
Project No. STP-0130(27)
Comments on Draft Environmental Assessment

Thank you for your letter dated June 7, 2010, noting you have no comments on the Draft Environmental Assessment (EA) for this project.

Thank you for your review of the EA. For your information, Alternative 4 (widening to four lanes for the entire corridor) was selected as the Preferred Alternative.

We sincerely appreciate your continued interest in this project.

Sincerely,

SSFM INTERNATIONAL, INC.

A handwritten signature in cursive script that reads "Cheryl D. Soon".

Cheryl D. Soon, FAICP
Project Manager
email: csoon@ssfm.com

cc: Ken Tatsuguchi, Hawaii Department of Transportation

William P. Kenoi
Mayor



Harry S. Kubojiri
Police Chief

Paul K. Ferreira
Deputy Police Chief

County of Hawaii

POLICE DEPARTMENT
349 Kapiolani Street • Hilo, Hawaii 96720-3998
(808) 935-3311 • Fax (808) 961-8865

June 8, 2010

Mr. Ken Tatsuguchi
Head Planning Engineer
Hawai'i Department of Transportation
869 Punchbowl Street
Honolulu, HI 96813

Dear Mr. Tatsuguchi:

**SUBJECT: KEA'AU-PAHOA ROAD IMPROVEMENTS
PROJECT NO. STP-0130(27)
ENVIRONMENTAL ASSESSMENT**

Staff, upon reviewing the CD-ROM containing the Draft Environmental Assessment of proposed improvements along the 9.5 mile stretch of Route 130 extending from the existing four-lane Kea'au Bypass to the Pahoia-Kapoho Road, has no concerns with this project.

Any of the Build Alternatives identified by numbering of Build 3-Build 5 would be a vast improvement of the current conditions of the Keaau-Pahoia "minor arterial rural highway." These improvements would result in a safer, more efficient road through this rapidly developing area of the Puna District.

If you have any questions, please contact Captain Samuel Jelsma, Puna District Commander, at 966-5835.

Sincerely,


DEREK D. PACHECO
ASSISTANT POLICE CHIEF
AREA I OPERATIONS BUREAU

HIGHWAYS DIVISION
PLANNING BRANCH

SJ:lli

10 JUN 10 P 2:47

xc: Cheryl D. Soon, FAICP

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March 2011

SSFM 2002_155.000

Assistant Chief Derek D. Pacheco
Hawaii Police Department
349 Kapiolani Street
Hilo, HI 96720

Dear Assistant Chief Pacheco:

Subject: Keaau-Pahoa Road Improvements
Project No. STP-0130(27)
Comments on Draft Environmental Assessment

Thank you for your letter dated June 8, 2010, providing comments on the Draft Environmental Assessment (EA) for this project.

Thank you for your review of the EA. Your comment was noted about support for Alternatives 3, 4, or 5. Alternative 4 (widening to four lanes for the entire corridor) was selected as the Preferred Alternative.

We sincerely appreciate your continued interest in this project.

Sincerely,

SSFM INTERNATIONAL, INC.

A handwritten signature in black ink that reads "Cheryl D. Soon".

Cheryl D. Soon, FAICP
Project Manager
email: csoon@ssfm.com

cc: Ken Tatsuguchi, Hawaii Department of Transportation



William P. Kenoi
Mayor

William T. Takaba
Managing Director

Lono A. Tyson
Director

Ivan M. Torigoe
Deputy Director

County of Hawai'i
DEPARTMENT OF ENVIRONMENTAL MANAGEMENT
25 Aupuni Street • Hilo, Hawai'i 96720
(808) 961-8083 • Fax (808) 961-8086
http://co.hawaii.hi.us/directory/dir_envmng.htm

June 29, 2010

Hawai'i Department of Transportation
869 Punchbowl Street
Honolulu, HI 96813

Attention: Ken Tatsuguchi, Head Planning Engineer

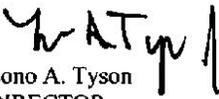
RE: Kea'au-Pāhoa Road Improvements
Project No. STP-0130(27)
Environmental Assessment

Dear Mr. Tatsuguchi,

Our department has no comments to offer on this project.

Thank you for allowing us to review and comment on this project.

Best Regards and Aloha,


Lono A. Tyson
DIRECTOR

12648R

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May 26, 2010

SSFM 2002_155.000

Mr. Lono Tyson, Director
Department of Environmental Management
County of Hawai'i
25 Aupuni Street
Hilo, HI 96720

Dear Mr. Tyson:

Subject: Kea'au-Pāhoa Road Improvements, Project No. STP-0130(27) - Environmental Assessment

The State of Hawai'i, Department of Transportation (HDOT) is proposing improvements along approximately 9.5 miles of Kea'au-Pāhoa Road (State Route 130), from the terminus of the existing four-lane Kea'au Bypass to Pāhoa-Kapoho Road.

Enclosed with this letter is a CD-ROM(s) containing the Draft Environmental Assessment (Draft EA) prepared for this project. The Draft EA has been prepared pursuant to the National Environmental Policy Act (NEPA) and the Hawai'i Revised Statutes (IIRS), Chapter 343, and Hawai'i Administrative Rules (HAR), Title 11, Chapter 200, Department of Health. This document has been publicized in the Hawai'i Department of Health's Office of Environmental Quality Control (OEQC) *Environmental Notice* of May 23rd, 2010.

Five alternatives, including a No-Build Alternative, a Transportation Systems Management (TSM) Alternative, and three Build Alternatives are considered in the Draft EA. No decision has been made about a Preferred Alternative for the Proposed Action at this time.

Hard copies of the document and/or additional CD-ROMs will be provided upon request to Douglas Zang at SSFM International's Hilo office, dzang@ssfm.com, 808-933-2727.

The Draft EA is also available for review:

- In hard copy and CD-ROM form at public libraries in Kea'au, Pāhoa, Hilo, Mountain View and the University of Hawai'i at Hilo
- For download at OEQC's EA-EIS library: <http://oeqc.doh.hawaii.gov/default.aspx>
- From the project's website, <http://www.keaau-pahoa.com>

Comments on this project may be submitted by July 23, 2010 to:

Ken Tatsuguchi, Head Planning Engineer
Hawai'i Department of Transportation
869 Punchbowl Street
Honolulu, HI 96813
(808) 587-1830
ken.tatsuguchi@hawaii.gov

A public hearing for this project has been scheduled for June 29, 2010 at the Kea'au Elementary School Cafeteria beginning with open house viewing of displays at 5:30 PM and a formal presentation at 6:30 PM.

Thanks for your interest in this important project.

Sincerely yours,

SSFM INTERNATIONAL, INC.

Cheryl D. Soon, FAICP
Planning Director
email: csoon@ssfm.com



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March 2011

SSFM 2002_155.000

Frank J. DeMarco
County of Hawaii
Department of Environmental Management
25 Aupuni Street
Hilo, HI 96720

Dear Mr. DeMarco:

Subject: Keaau-Pahoa Road Improvements
Project No. STP-0130(27)
Comments on Draft Environmental Assessment

Thank you for the letter from former director Lono Tyson dated June 29, 2010, noting your department has no comments on the Draft Environmental Assessment (EA) for this project.

Thank you for your review of the EA.

We sincerely appreciate your continued interest in this project.

Sincerely,

SSFM INTERNATIONAL, INC.

A handwritten signature in cursive script that reads "Cheryl D. Soon".

Cheryl D. Soon, FAICP
Project Manager
email: csoon@ssfm.com

cc: Ken Tatsuguchi, Hawaii Department of Transportation



DEPARTMENT OF WATER SUPPLY • COUNTY OF HAWAII
345 KEKŪANAŌ'A STREET, SUITE 20 • HILO, HAWAII 96720
TELEPHONE (808) 961-8050 • FAX (808) 961-8657

DR. 0889

July 26, 2010

Mr. Brennon Morioka, Director
State of Hawai'i
Department of Transportation
869 Punchbowl Street
Honolulu, HI 96813

07-28-10 A09:28 OUT 578 mg

DIRECTOR'S OFFICE
DEPT. OF
TRANSPORTATION
2010 JUL 27 P 12:09

**DRAFT ENVIRONMENTAL ASSESSMENT
KEA'AU-PĀHOA ROAD IMPROVEMENTS
TAX MAP KEY 1-5 AND 1-6**

We have reviewed the subject Draft Environmental Assessment (DEA) and have the following comments.

1. The Department will not require that the existing water mains within the proposed project areas be relocated outside of the travel lanes. As noted in the DEA, the existing fire hydrants, service laterals, and meter boxes may need to be extended outside of the travel ways, depending on the improvement alternative that is chosen.
2. The existing valve, air relief, cleanout, and meter boxes located within newly paved areas may need to be raised to match the new finished grade.
3. The contractor/applicant shall be responsible and bear all costs for the relocation and/or modification of any water system facilities located within the proposed improvement areas.
4. Construction plans for the proposed improvements, prepared by a professional engineer licensed in the State of Hawai'i, must be submitted for review and approval prior to the start of construction.

If you have any questions, please contact Mr. Finn McCall of our Water Resources and Planning Branch at (808) 961-8070, extension 255.

Sincerely yours,


Milton D. Pavao, P.E.
Manager

FM:dfg
copy - SSFM International

HIGHWAYS DIVISION
PLANNING BRANCH

10 AUG -3 18:45

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March 2011

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Milton Pavao
County of Hawaii
Department of Water Supply
345 Kekuanaoa Street, Suite 20
Hilo, HI 96720

Dear Mr. Pavao:

Subject: Keaau-Pahoa Road Improvements
Project No. STP-0130(27)
Comments on Draft Environmental Assessment

Thank you for your letter dated July 26, 2010, providing comments on the Draft Environmental Assessment (EA) for this project.

We have noted your comment that existing water mains do not need to be relocated from outside the travel lanes, and that other Department of Water Supply (DWS) equipment may need to be extended outside the travel ways.

We have noted your comment that some DWS equipment will need to be raised to the finished grade.

We acknowledge your comment that the Hawaii Department of Transportation (HDOT) as project sponsor will bear the cost and responsibility for relocation and/or modification of DWS facilities. HDOT will coordinate with DWS during final design and construction to ensure that the proposed action does not create undue inconvenience to DWS customers and that the future configuration of facilities meets the needs of DWS.

Your comments stated the need for construction plans to be prepared by a licensed engineer and that they would be reviewed and approved by DWS. HDOT will coordinate with DWS during design and construction and submit plans for review and approval as requested.



Keaau-Pahoa Road Improvements
Page 2

March 2011

We sincerely appreciate your continued interest in this project.

Sincerely,

SSFM INTERNATIONAL, INC.

A handwritten signature in black ink that reads "Cheryl D. Soon".

Cheryl D. Soon, FAICP
Project Manager
email: csoon@ssfm.com

cc: Ken Tatsuguchi, Hawaii Department of Transportation

William P. Kenoi
Mayor



BJ Leithead Todd
Director

Margaret K. Masunaga
Deputy

County of Hawai'i

PLANNING DEPARTMENT

Aupuni Center • 101 Pauahi Street, Suite 3 • Hilo, Hawai'i 96720
Phone (808) 961-8288 • Fax (808) 961-8742

August 5, 2010

Mr. Ken Tatsuguchi, Head Planning Engineer
Hawai'i Department of Transportation
869 Punchbowl Street
Honolulu, HI 96813

RECEIVED
STATE DEPARTMENT
OF TRANSPORTATION
10 AUG 10 P 4:41
HIGHWAYS DIVISION
PLANNING BRANCH

Dear Mr. Tatsuguchi:

Subject: Draft Environmental Assessment (DEA)
Applicant: State of Hawaii, Department of Transportation, Highways Division
Project: Kea'au-Pāhoa Road Improvements, Kea'au Bypass to Pāhoa-Kapoho Road, Project No. STP-0130(27)
Location: Puna District, Island of Hawai'i

We are in receipt of your letter dated May 23, 2010, transmitting the Draft Environmental Assessment (DEA) for the subject project. We appreciate the opportunity to review the DEA and offer the following comments for consideration:

- **Section 1.1.2 Project Purpose** (p 1-5, 1st bullet, Support Future Land Use Objectives), states that the Puna Regional Circulation Plan (PCRP) was adopted in 2005. This was a study that was never formally adopted.
- **Section 1.1.2.1 Safety** (p.1-5, 2nd Paragraph) discusses the lack of gaps in traffic during peak travel times. Please be aware that left turn movements are also very dangerous during off-peak hours, where gaps may be available, due to the rate of speed (including excessive speed) on the subject roadway.
- **Section 2.2 Alternative 2 – TSM Alternative** (p. 2-2) should provide some discussion or analysis of the impacts on safety, mobility, and timeline for implementation compared to the “build alternatives.” Additionally, this section notes that *any* of the elements of the TSM *could* be incorporated into Build Alternatives 3-5. However, the project summary indicates that Build Alternatives 3-5 *would* incorporate the TSM improvements and language in the sections

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Mr. Ken Tatsuguchi, Head Planning Engineer
Hawai'i Department of Transportation
Page 2
August 5, 2010

describing Build Alternatives 3-5 indicate that only the *access management* measures from the TSM would be incorporated. Please clear up this discrepancy in the FEA.

- **Section 2.2.1** (p. 2-2) references an analysis of roundabouts in Section 4.2.3: Roundabouts and the resulting viability of a roundabout at Kahakai Boulevard in 2038 based on traffic volumes. The meaning of this reference relative to this section is unclear.
- **Section 2.2.2, Table 2-2: Turn Lane Additions or Lengthening Under TSM Alternative** (p. 2-3) indicates that the traffic control prescribed for the Kaloli Drive intersection is a new signal. However, in the first bullet on p. 2-4 indicates that a roundabout is an option as well. Please adjust table 2-2 to reflect this.
- **Section 2.2.6 Land use Strategies Identified in the PCDP** (p. 2-9) references a village and town center build out assessment by Colliers Monroe Friedlander Consulting. It is unclear how that analysis defines terms like "Limited owner user development, small commercial". In addition, some of the analysis is inaccurate. For example, the Orchidland Neighborhood Village Center area already contains small commercial developments. Please make a copy of the Colliers Monroe Friedlander Consulting report available to the Hawai'i County Planning Department for our review.
- **Section 2.4.3 Roundabouts** (p. 2-24) states that, "*HDOT guidelines state that multilane roundabouts will not be considered due to safety concerns.*" Given the benefits of roundabout relative to signalized intersections indicated at the beginning of the section, please provide a discussion/analysis of the safety concerns and please provide evidence that a signalized, multi-lane intersection is safer than a multi-lane roundabout.
- **Section 2.6 Alternatives Considered but not Analyzed** (pp. 2-25 through 2-27) lists several alternatives not considered and reasons why. Please provide some insight as to decision making process for determining that these alternatives were not worthy of further analysis.
- **Section 3.2.3 Corridor-Wide Delay** (p. 3-26) describes an analysis of the overall performance of the corridor in addressing the problem of delay in the corridor.

Mr. Ken Tatsuguchi, Head Planning Engineer
Hawai'i Department of Transportation
Page 3
August 5, 2010

The analysis uses the assumption that signals have been implemented in place of roundabouts. We would like to see what the relative delay performance would be if roundabouts were used.

- **Section 4.3.1.3 Feelings About Project Alternatives** (pp. 4-59 through 4-60) only discusses SIA interviewees' opinions on Build Alternatives 3-5, but does not talk about their opinion of the TSM alternative. Was this not part of the scope of the SIA? If that information is available, please provide it in the FEA.
- Table 4-41: Summary of Impacts and Mitigation (pp. 4-149) under TSM Alt. fails to acknowledge that some increase in capacity should be expected with the proposed intersection improvements (traffic signals or roundabouts) and the access management strategies discussed in Section 2.2.3. Also, the bullet item indicating that the TSM Alt. "*(w)ill not change access to properties along highway and will not reduce accidents from turning movements*" is not supported by improvements proposed under this alternative.

Thank you for the opportunity to comment on this DEA. Should you have questions, please feel welcome to contact Christian Kay of my staff at (808) 961-8136.

Sincerely,



BJ LEITHEAD TODD
Planning Director

CRK:cs

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March 2011

SSFM 2002_155.000

Bobby Jean Leithead-Todd
County of Hawaii Planning Department
101 Pauahi Street, Suite 3
Hilo, HI 96720

Dear Ms. Leithead-Todd:

Subject: Keaau-Pahoa Road Improvements
Project No. STP-0130(27)
Comments on Draft Environmental Assessment

Thank you for your letter dated August 5, 2010, providing comments on the Draft Environmental Assessment (EA) for this project.

You noted that the Puna Regional Circulation Plan (PRCP) was never formally adopted in 2005. Clarification will be made in the Final EA in locations where the PRCP date is cited in the text.

We acknowledge your comment about a lack of gaps for safe traffic operations during peak hours and dangerous left turns during off peak hours. The installation of traffic control at major intersections (such as signals or roundabouts) will assist with existing traffic problems such as the lack of gaps and difficult left turns.

Your comments requested increased discussion of the impacts of the TSM Alternative in Chapter 2 of the Final EA. The discussions in Chapter 2 of the Draft EA focus on the description of the alternatives, not an analysis of their impacts or how they perform, which is covered subsequently in Section 4.2: Traffic and Transportation. The safety effect of all alternatives, including the Transportation Systems Management (TSM) Alternative, is discussed in Section 4.2.5: Safety. The mobility of all alternatives, specifically Level of Service, is discussed at length in Section 4.2.1: Roadway Level of Service (LOS) Between Intersections, in Section 4.2.2: Intersection LOS, and in Section 4.2.3: Roundabouts. These extensive discussions would not be easily summarized in Chapter 2. To address this request, a reference has been added to Section 2.2 of the Final EA to direct the reader to those sections.

The general estimated timeline for the Alternatives has been added to the Final EA in Chapter 2. Implementation of TSM measures would be possible within an estimated 5 year timeline, and this will be added to the relevant section of the Final EA. This is in comparison to a general timeline of approximately 10 years ± for completion of the Build Alternatives.

Your comments asked for clarification of whether TSM improvements are part of the Build Alternatives. All the TSM Improvements listed on page 2-2 of the Draft EA will be implemented under the Preferred Alternative 4 as well as the other Build Alternatives 3 and 5. Text will be clarified as requested to make these points clear.



March 2011

In your comments, it is not clear what the County is referencing as unclear in Section 2.2.1. The intention of the reference is to inform the reader that while roundabouts have been considered in the Draft EA, by the year 2038, a single-lane roundabout could accommodate traffic volumes only at Kahakai Boulevard; all other locations would have traffic volumes that are too high. However, as part of the Preferred Alternative, the Hawaii Department of Transportation (HDOT) is currently pursuing the short term provision of a roundabout at Old Pahoa Road, Kahakai Boulevard, and Ainaloa Boulevard in interim years with the caveat that by later stages of construction, they may require further modification to a conventional signal, or they could be converted a multi-lane roundabout if HDOT changes their policy in the intervening time.

We recognize your comment about inconsistent descriptions of traffic control at Kaloli Drive. Text in what was Section 2.2.2 and Table 2-2 of the Draft EA was updated in the Final EA to address this comment.

Your comments asked for clarification of a build-out assessment performed for the Draft EA. The “limited owner user development, small commercial” designation is a term identifying small commercial buildings that are typically built for a single business entity. The construction is primarily for use by the owner of the building and any additional space that may be leased/rented to an outside entity is considered an auxiliary use for the site. This text is clarified in the Final EA.

The table on Page 2-10 of the Draft EA is a broad based general view of the markets in the area. In the case of the Orchidland development area, while there are existing developments in that location, this table is trying to assess future development market demand. The table has been updated for clarity. As per the County’s request, the assessment report will be provided.

Your comments asked for clarification on the subject of HDOT’s roundabout policy and a statement asserting that safety issues drive the decision at this time for not pursuing multi-lane roundabouts. The HDOT Modern Roundabouts Policy Guideline (dated 12/18/08) states that “until the agency and motorist gain greater experience, it is the policy of the department to generally limit consideration to modern single-lane roundabouts only. While modern multi-lane roundabouts can accommodate high volumes of traffic, there are inherent operational and design complexities with modern multi-lane roundabouts.” The text cited will be corrected in the Final EA as described here, and not attribute the policy to safety concerns.

The comments requested description of the justification for eliminating alternatives. Text will be added to the beginning of the Draft EA’s Section 2.6 that clarifies that a universe of alternatives were discussed at meetings of the Keaau-Pahoa Road Advisory Group (KPAG) and at Public Informational Meetings (PIMs). This universe of alternatives was then analyzed and some were consolidated and carried forward whereas others were not carried forward. All decisions to retain or eliminate alternatives from consideration came from KPAG and PIM input and/or from professional engineering judgment on the part of HDOT and its consultants. All of the rejected alternatives discussed in this section were discussed at KPAG meetings and public information meetings.



Keaau-Pahoa Road Improvements
Page 3

March 2011

We have noted your question about the discussion of system-wide delay in the Draft EA and how it would compare between use of traffic signals and use of roundabouts. This is a fairly simplified analysis that is meant more as a comparative discussion of the performance of alternatives overall. As the text notes, reductions in delay are primarily based on the number of through lanes in the corridor. It should be noted that only one location (Kahakai Boulevard) could accommodate year 2038 traffic with a roundabout under Alternatives 2 or 3, and therefore, it would have a relatively minor contribution to altering the overall level of delay in the corridor. As part of the Preferred Alternative, HDOT is currently pursuing the short term provision of a roundabout at Old Pahoa Road, Kahakai Boulevard, and Ainaloa Boulevard in interim years with the caveat that by later stages of construction, they may require further modification to a conventional signal, or they could be converted a multi-lane roundabout if HDOT changes their policy in the intervening time.

Your letter asks if interviewees in the Social Impact Assessment (SIA) were afforded the opportunity to comment on the TSM Alternative. All five alternatives were presented to interviewees in the SIA. No input was received by the interviewers on the TSM Alternative; all comments focused on the Build Alternatives.

Your last comment notes that the summary table does not acknowledge capacity improvements from roundabouts. "Capacity" as described here is referring to the number of through lanes of traffic. Intersection capacity will be improved as noted. The phrase "no increased capacity" has been clarified in the Final EA to reflect this.

You also ask about access and crashes from turning movements under the TSM Alternative as covered in the summary table. The TSM Alternative will generally not change any access to properties along the highway as there will be no medians installed throughout the corridor except in the immediate proximity of intersections. This has been clarified in the Final EA. The point about crashes from turning movements will also be clarified; the intent of this phrase was to indicate that left turns to and from properties will not be limited. We concur that turning movement safety will be improved at intersections themselves.

We sincerely appreciate your continued interest in this project.

Sincerely,

SSFM INTERNATIONAL, INC.

A handwritten signature in black ink that reads "Cheryl D. Soon".

Cheryl D. Soon, FAICP
Project Manager
email: csoon@ssfm.com

cc: Ken Tatsuguchi, Hawaii Department of Transportation

Appendix B-2: Citizen Comments and Responses on the Draft EA

As noted in **Chapter 7: PUBLIC INVOLVEMENT**, notification on the availability of the Draft EA was provided in the May 23rd *Environmental Notice* published by the Office of Environmental Quality Control (OEQC). Information about the Draft EA's availability, how to comment, and the public hearing were made in the Hawai'i Tribune Herald, West Hawai'i Today, and Big Island Weekly.

The Draft EA was made available for public review in a number of forms, including hard copies, electronic copies (on CD) and public download accessible from the project website and the OEQC website. Hard copies were made available at all area libraries and were also provided upon request. A total of 32 hard copies and 140 CD copies were distributed. Emails were also distributed to 24 interested parties.

A public review and comment period was offered with the release of the Draft EA, and ran from May 23, 2010 through July 23, 2010. Comments were accepted during this period and are found in the section that follows.

THIS PAGE INTENTIONALLY LEFT BLANK.

From: Elizabeth Weatherford

To: Cheryl Soon;

cc: Heather Forester;

Subject: Comment on KPAG

Date: Wednesday, April 14, 2010 2:12:11 PM

Aloha Cheryl--thank you for your time just now is talking with me about the HPP meeting and other things. Here is the email I had been writing. Best regards, esw

Greetings Cheryl, I want to make a comment and would like for it to be entered as a formal comment please. May I count on you to put it in the record of the project? If you can not, please let me know how I may do that, but here it is: I wish to withdraw support I expressed for accessory lanes at intersections as part of the TSM (Second Alternative), because I now see these lanes as actually generating more dangerous situations by creating more line-of-sight interferences. Most of the interferences are to the disadvantage of left-turning vehicles, which have lanes of traffic to cross at stop-controlled intersections. Instead I wish to reaffirm the position that extensive and reliably documented experience in many US states and other places shows that the best intersection treatment available for many and possibly most intersections is modern roundabout design, and that this far safer and cheaper treatment must receive acknowledgment and genuine consideration.

That's it.

I hope to see genuine analyses for RABs at these intersections, and if the analysis is genuine, there must be RABs.

I further think the speed limit should be reduced in accordance with the FHWA guidelines for Highway Functional Classification System (according to which it should really not be a high-speed road) and the road's functional role in the community and in the County.

Here's why I changed my mind on this matter.

Earlier in the KPAG process, I wrote and stated that I supported the 'improvement' of intersections with the addition of various lanes, specifically, right turn-off lanes and right-turn acceleration (onto 130) lanes, and left turn lanes off of Hwy 130, and possibly pocket lanes. This comment was made in support of the 2nd Alternative, Transportation Systems Management (TSM) Alternative. Since the time when I took that position, I have had several month's more experience on these roads, and began to question whether that was right after all. I began observing more carefully--especially after observing two near crashes at the top of Maku'u between a bus pulling over to let out a passenger and a vehicle attempting to turn right out of Maku'u (this happened twice), and after nearly colliding at Ainaloa, ourselves traveling South on Hwy 130, with a car turning out onto 130 which we couldn't see, and the driver couldn't see us because of a truck in the right turn off lane. There was also a vehicle in the pocket lane (facing North), which we would have hit if we had tried to avoid the first vehicle. In addition, a

good friend had a crash at the Maku'u intersection with damages and trauma to both drivers and vehicles.

After those incidents, I made for myself a graphic of Maku'u x hwy 130 to map out the interferences in line-of-sight for drivers attempting to turn left and I became more convinced that the lanes hinder rather than help. For a vehicle turning left, the driver's view is obstructed on the right by right turn lane vehicles because they are free to move up and out as their opening comes; on the front right again by left-turn (off of the highway) vehicles, the more so if stacked; and on the left by vehicles, especially large ones, going North and turning right down onto Maku'u drive and this obstruction is exacerbated by the curve in the road south of this intersection. Line-of-sight is also blocked for drivers turning left off of the highway onto Maku'u, when vehicles are stacked in the pocket lane (this is exacerbated by the curve of the road), and interference also exists for drivers in the pocket lane, who can't see in their mirrors to turn out into their lane when cars are stacked in the left-turn off of the highway.

This is a lot of interference.

In a roundabout, drivers in a have only to look in one direction, and their progress is impeded only by offside vehicles coming in one direction. There are so many reasons to put in RABs. It is a real disappointment to see what was written in the Okamoto EA for the shoulder conversion project about the intersection at Shower Drive. I look forward to seeing better in the SSFM EA!!

Thank you for your work,

A hui hou, esw

--

Elizabeth Weatherford

Kea'au, Hawai'i



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Hilo, Hawaii 96720
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Fax: (866) 887-8885
www.ssfm.com

March 2011

SSFM 2002_155.000

Elizabeth Weatherford
P.O. Box 2017
Keaau, HI 96749

Dear Ms. Weatherford:

Subject: Keaau-Pahoa Road Improvements
Project No. STP-0130(27)
Comments on Draft Environmental Assessment

Thank you for your email dated April 14, 2010, providing comments on the Draft Environmental Assessment (EA) for this project.

Your message withdrew support for turn lanes under the Transportation Systems Management (TSM) Alternative. Please note, if turn lanes are not provided as a refuge area for turning vehicles under the TSM Alternative, it will result in potential collisions from conflicting vehicles. Design of all intersections, regardless of whether they are served by stop signs, traffic signals, or roundabouts, will have sight lines that meet current standards and ensure safe operations with adequate sight distances.

We acknowledge your comment regarding studying roundabouts. The EA has analyzed roundabouts at all locations where they are feasible under current Hawaii State Department of Transportation (HDOT) policy.

In response to a comment you made about functional classifications and speeds, the functional classification of any road is determined through an objective analysis of the trip lengths, access needs, traffic volumes, and surrounding land use. HDOT and FHWA have stated that the current functional classification of the road is correct. The speed limits that are proposed for the future facility reflect the functional class.

We acknowledge your comments regarding accidents and line-of-sight concerns. Through this project, HDOT is working to address the safety concerns you noted about your own driving experience and your good friend's crash. At both Ainaloa Boulevard and Makuu Drive, signalization or roundabouts at those intersections would address these concerns. As noted above, the sight lines and geometrics of the intersections will be improved regardless of the type of traffic control provided.



Keaau-Pahoa Road Improvements
Page 2

March 2011

We recognize your support of roundabouts and the virtues they offer. The decision to use roundabouts versus signals considers traffic operations as well as other adverse and beneficial impacts.

We sincerely appreciate your continued interest in this project.

Sincerely,

SSFM INTERNATIONAL, INC.

A handwritten signature in black ink that reads "Cheryl D. Soon".

Cheryl D. Soon, FAICP
Project Manager
email: csoon@ssfm.com

cc: Ken Tatsuguchi, Hawaii Department of Transportation

From: Don Hendrickson[SMTP:DOM1@HAWAII.RR.COM]

Sent: Thursday, May 20, 2010 12:27:15 PM

To: Keaau-pahoa

Subject: Kea-au-Pahoa Highway 130

Auto forwarded by a Rule

ATTN: Ms. Dina Lau, P.E.

Thank you for the opportunity to express some concerns. I live in Hawaiian Parks (Hawaiian Beaches). I have lived here 22+ years and have agonized over the inadequate infrastructure to Puna. Please consider the following comments:

1. Kahakai Boulevard should have a traffic light. Kahakai should be extended across Highway 130 to connect with the road into Pahoia (as it did before the Pahoia bypass).
2. If one is headed toward Kapoho on Highway 130, the right lane should be reopened to allow access to the Pahoia Market Place without the "right turn", "right turn", "left turn" to get into the area. If one could just exit Highway 130 and make a right turn into the Pahoia Market Place, traffic would be easier. There is a bottleneck to exit the Pahoia Market Place as Aloha Gas Station is in the way. If the Highway 130 turn off cut into the Pahoia Market Place between the Aloha Station and the buildings on the Hilo Side of the market place...traffic would be easier. It will continue to be difficult to access the Pahoia Market Place from Pahoia, Hawaiian Beaches or any place south of that. A dedicated "entrance" and dedicated "exit" needs to be established, so people will know how to proceed.
3. Please, please take out all the left turn onto the highway. People that take that opportunity to make a left turn onto Highway 130 frequently believe that gives them right of way and many, many near accidents occur. Let people wait to access the highway until it's safe or put in a traffic light. Left turn lanes and right turn lanes are terrific, but not pull into the center of the road and obscure oncoming traffic and then pull out in front of on-coming vehicles.
4. I saved 4 to the last as four lane is the only satisfactory solution to this great problem. Anything less is just a bandage and will be obsolete before it is completed. I trust you understand this means from the Keaau Animal Control to the light at the Kapoho end of Pahoia.
5. The shoulder lane on Highway 130 is open only from 6 to 8 a.m. Why not open it now all the time. If it is safe to drive from 6 to 8, it is safe to drive 24 X 7. As it is now, it is just an opportunity for the police to cite drivers at a fine of \$92 for using the shoulder lane to access the dump in Keaau.
6. Railroad needs to be extended from Hilo to Pohoiki...whatever it takes. This is a great winner for Paradise Park, Hawaiian Beaches, Nanawali and all who live in that part of Puna.
7. If a new road from the traffic light in Kea'au were to connect with Komohana, it would provide a quick access for emergency vehicles to the Hospital. It would cut down much of the traffic on the main highway.

The population of Puna is only going to increase tremendously. Take action now. I hope you are aware that if Madam Pele were to cross Highway 130 all the people in lower Puna would have to be evacuated.

I eagerly await your comments.

Mahalo nui loa!

Don Hendrickson

15-2717 North Au Street

Pahoa, HI 96778-9628

808-965-9630



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March 2011

SSFM 2002_155.000

Don Hendrickson
15-2717 North Au Street
Pahoa, HI 96778

Dear Mr. Hendrickson:

Subject: Keaau-Pahoa Road Improvements
Project No. STP-0130(27)
Comments on Draft Environmental Assessment

Thank you for your email dated May 20, 2010, providing comments on the Draft Environmental Assessment (EA) for this project.

Your comment about traffic control at Kahakai Boulevard has been noted. The Hawaii Department of Transportation (HDOT) is proposing a roundabout at Kahakai Boulevard for the interim period as part of the Preferred Alternative, and some form of traffic control (roundabout or signal) will ultimately be provided at this location. The Kahakai Boulevard intersection will provide full access in the future.

You commented about reopening direct access from the highway to the Pahoa Market Place shopping center (Malama Market). HDOT will consider the option to reopen access to the Pahoa Market Place in final design, pending an assessment of its feasibility from the engineering and traffic standpoints.

You commented about removing all left turns in the corridor for safety. Signals or roundabouts at intersections in the corridor will greatly improve safety, and intersections will be designed to have safe sight lines and geometrics. In the Preferred Alternative, which will have a four-lane cross-section, there will be a median that does not permit left turns except at traffic-controlled intersections, so many driveways will have their access changed to a right-in-right-out configuration. Therefore, many left turn movements will be eliminated by the project, and those that remain will be controlled for safety.

We acknowledge your comment supporting Alternative 4 (four lanes entire length). This was selected as the Preferred Alternative.

You commented that the shoulder between Shower Drive and the Keaau Bypass should be opened all hours, not just during the 6 AM to 8 AM period. The Shoulder Lane Conversion project will improve traffic capacity in this area by creating a full-use lane for all hours heading



Keaau-Pahoa Road Improvements
Page 2

March 2011

towards Keaau. If the shoulder was open today for use at all hours, it would preclude any use by pedestrians or bicycles, which today cannot use this area during the 6 AM to 8 AM hours.

You requested that Railroad Avenue be extended from Hilo to Pohoiki. The Puna Makai Alternative Route (PMAR) project is planned for future study by the County of Hawaii. It is not a part of this project. None of the alternatives on this project would preclude construction of PMAR in the future by the county.

We acknowledge your request for a new road between Keaau and Komohana Street in Hilo. The route you suggest is beyond the scope of this project.

We acknowledge your comments about Puna's population growth and the need for being able to accommodate evacuations.

We sincerely appreciate your continued interest in this project.

Sincerely,

SSFM INTERNATIONAL, INC.

A handwritten signature in black ink that reads 'Cheryl D. Soon'.

Cheryl D. Soon, FAICP
Project Manager
email: csoon@ssfm.com

cc: Ken Tatsuguchi, Hawaii Department of Transportation

From: Elizabeth Weatherford [mailto:elizweatherford@gmail.com]

Sent: Saturday, May 29, 2010 12:05 AM

To: Cheryl Soon

Subject: typo in EA?

Aloha Cheryl,

Thank you for your note. We enjoyed having you, and you still are owed your chocolate-banana-coconut balls.

Looking at your table on crash data, table 3.11, I think there would be a type maybe at the totals column for the first intersection--should it be 51 instead of 31?

I think I saw something else I wanted to ask about but maybe I'll come across it later. I appreciate these data being here--very much.

Take care,

esw

-- Elizabeth Weatherford Kea'au, Hawai'i



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March 2011

SSFM 2002_155.000

Elizabeth Weatherford
P.O. Box 2017
Keaau, HI 96749

Dear Ms. Weatherford:

Subject: Keaau-Pahoa Road Improvements
Project No. STP-0130(27)
Comments on Draft Environmental Assessment

Thank you for your email dated May 29, 2010, providing comments on the Draft Environmental Assessment (EA) for this project.

Your email asked if there was an error in Table 3.11 of the Draft EA, specifically, if the total number of crashes in the total for the first row (Kahakai Boulevard) should read 51, not 31.

The crashes in the first row of Table 3.11 of the EA (Kahakai Boulevard intersection) do add up to 31. The reason Kahakai Boulevard has the highest crash rate, yet fewer total crashes than at Ainaloa Boulevard (in the next row of the table) is that the traffic volume is lower at Kahakai Boulevard. The rate is crashes per million vehicles entering the intersection, so the rate at Kahakai is higher because the ratio of crashes to traffic volumes is higher.

We sincerely appreciate your continued interest in this project.

Sincerely,

SSFM INTERNATIONAL, INC.

A handwritten signature in cursive script that reads 'Cheryl D. Soon'.

Cheryl D. Soon, FAICP
Project Manager
email: csoon@ssfm.com

cc: Ken Tatsuguchi, Hawaii Department of Transportation

From: Jennifer_Perry/HILOH/HIDOE@notes.k12.hi.us
[mailto:Jennifer_Perry/HILOH/HIDOE@notes.k12.hi.us]

Sent: Monday, May 24, 2010 9:49 AM

To: Heather Forester

Cc: David_Christensen/HILOH/HIDOE@notes.k12.hi.us

Subject: Fw: Pahoia By-pass speed limit change

Heather,

David is a teacher at Hilo High who lives in Kapoho. He is responding to my letter regarding the speed limit change for the Pahoia By-pass.

----- Forwarded by Jennifer Perry/HILOH/HIDOE on 05/24/2010 09:40 AM -----

David Christensen/HILOH/HIDOE

05/24/2010 08:01 AM

To: Jennifer Perry/HILOH/HIDOE@HIDOE

Cc:

Subject Re: Pahoia By-pass speed limit change

We don't need another stop light on the Pahoia road or reduce the speed limit. It will take us an hour and a half to get to school. What we need is another lane and smarter drivers. I'm not sure how you can fix the latter. Just my input from a tax-paying citizen.



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March 2011

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David Christensen
Comment sent by email
David_Christensen/HILOH/HIDOE@notes.k12.hi.us

Dear Mr. Christensen:

Subject: Keaau-Pahoa Road Improvements
Project No. STP-0130(27)
Comments on Draft Environmental Assessment

Thank you for your comments received by email from Jennifer Perry on May 24, 2010 regarding the Draft Environmental Assessment (EA) for this project. You expressed concerns about adding traffic signals, reducing speed limits, and noted that additional lanes were needed.

We have noted your comments about traffic signals and speed limits and your support for adding an additional lane (Alternative 4). Alternative 4 was selected as the Preferred Alternative.

We sincerely appreciate your continued interest in this project.

Sincerely,

SSFM INTERNATIONAL, INC.

A handwritten signature in black ink that reads 'Cheryl D. Soon'.

Cheryl D. Soon, FAICP
Project Manager
email: csoon@ssfm.com

cc: Ken Tatsuguchi, Hawaii Department of Transportation
Jennifer Perry

From: mike lewis[SMTP:MSLEWIS5@HAWAIIANTEL.NET]

Sent: Thursday, June 17, 2010 12:05:37 PM

To: Keaau-pahoa

Subject: road improvements

Auto forwarded by a Rule

Aloha,

Please consider the 4 lane option without the traffic circles. Can you imagine all the traffic accidents caused by trucks with wide loads and long trailers . Traffic circles might work in residential areas but are a liability in heavy traffic. Also How about opening Railroad ave. as an alternate to relieve traffic on hwy 130 . I have heard that it ALREADY has an 80 foot right of way. Even with a 25 mile per hour speed limit it would greatly improve traffic flow. Thank You ,
Michael Lewis



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March 2011

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Michael Lewis
Comment sent by email
MSLEWIS5@HAWAIIANTEL.NET

Dear Mr. Lewis:

Subject: Keaau-Pahoa Road Improvements
Project No. STP-0130(27)
Comments on Draft Environmental Assessment

Thank you for your email dated June 17, 2010, providing comments on the Draft Environmental Assessment (EA) for this project.

Your comment in support of Alternative 4 (widening to four lanes for the entire corridor) and against use of roundabouts because of truck use has been noted. Regardless of whether signals or roundabouts are implemented at any given intersection, the design will accommodate vehicles of all sizes. Alternative 4 was selected as the Preferred Alternative.

Your comment about support for improving Railroad Avenue is noted. The Puna Makai Alternative Route (PMAR) is planned for future study by the County of Hawaii. It is not a part of this project. None of the alternatives on the Keaau-Pahoa Road Improvements project would preclude construction of PMAR in the future by the county.

We sincerely appreciate your continued interest in this project.

Sincerely,

SSFM INTERNATIONAL, INC.

A handwritten signature in cursive script that reads 'Cheryl D. Soon'.

Cheryl D. Soon, FAICP
Project Manager
email: csoon@ssfm.com

cc: Ken Tatsuguchi, Hawaii Department of Transportation

From: John Scanlon <john@alohashack.net> 06/29/2010 10:16 PM

To: ken.tatsuguchi@hawaii.gov

cc:

Subject: Hwy. 130 widening alternative.

Dear Sir,

A modern high tech train on the existing old railroad right of way from Hilo to Kalapana is a cleaner way to reduce oil dependency and can be recharged at the steam generating electricity plant in Kalapana. Or the train could be run on electricity.

Mahalo,

John Scanlon, Puna, Hawai'i.



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www.ssfm.com

March 2011

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John Scanlon
Comment sent by email
john@alohashack.net

Dear Mr. Scanlon:

Subject: Keaau-Pahoa Road Improvements
Project No. STP-0130(27)
Comments on Draft Environmental Assessment

Thank you for your email dated June 29, 2010, providing comments on the Draft Environmental Assessment (EA) for this project.

We have noted your comment supporting rail transportation from Hilo to Kalapana. While rail might help to address the needs of some travelers, it would not address the primary purpose and need of this project, which is to improve existing safety deficiencies along Keaau-Pahoa Road. A rail solution is beyond the scope of this project. The Hawaii Department of Transportation (HDOT) encourages you to make your support of rail known during its long-range planning efforts.

We sincerely appreciate your continued interest in this project.

Sincerely,

SSFM INTERNATIONAL, INC.

A handwritten signature in black ink that reads "Cheryl D. Soon".

Cheryl D. Soon, FAICP
Project Manager
email: cssoon@ssfm.com

cc: Ken Tatsuguchi, Hawaii Department of Transportation

From: "Sherri Carden" <sherric@maui.net> 06/30/2010 02:22 PM

To: <ken.tatsuguchi@hawaii.gov>

cc:

Subject: keaau pahoa road input

Aloha,

I would like to request that there be a left turn lane coming from Orchidland drive onto the highway, it could be done by repainting.

Also, locations where there are busstops need to have crosswalks with flashing lights and slower highway speed

Mahalo,

Sherri Carden

(808) 982-7252



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March 2011

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Sherri Carden
Comment received by email
sherric@maui.net

Dear Ms. Carden:

Subject: Keaau-Pahoa Road Improvements
Project No. STP-0130(27)
Comments on Draft Environmental Assessment

Thank you for your email dated June 30, 2010, providing comments on the Draft Environmental Assessment (EA) for this project.

We have noted your comment about the need for improvements to Orchidland Drive, specifically by repainting a left turn lane onto Keaau-Pahoa Road. The Keaau-Pahoa Road Improvements covered in this Environmental Assessment are long term improvements. The Preferred Alternative includes a signal at this location along with access management improvements; both would provide improved traffic operations.

In the short term, as part of "Quick Fix" improvements, the Hawaii State Department of Transportation (HDOT) is pursuing funds from the Highway Safety Improvements program to install left turn acceleration lanes at Orchidland Drive. A request will be made to the District to investigate whether a left-turn lane could be restriped in this location in the short term.

You requested crosswalks, flashing lights, and slower highway speeds near bus stops. All bus stops as proposed at this time will be located in close proximity to traffic-controlled intersections, and will have crosswalks to serve pedestrians that cross the highway. Provision of other features such as flashing lights will be considered as appropriate, based on HDOT's experience with them in other locations. Speed limits are determined based on traffic conditions and other uses of the highway, including transit, pedestrians, and bicycles.



Keaau-Pahoa Road Improvements
Page 2

March 2011

We sincerely appreciate your continued interest in this project.

Sincerely,

SSFM INTERNATIONAL, INC.

A handwritten signature in black ink that reads "Cheryl D. Soon".

Cheryl D. Soon, FAICP
Project Manager
email: csoon@ssfm.com

cc: Ken Tatsuguchi, Hawaii Department of Transportation



KEA'AU-PĀHOA ROAD IMPROVEMENTS PROJECT

Project No. STP-0130(27)

Department of Transportation

State of Hawaii

RECEIVED
STATE DEPARTMENT
OF TRANSPORTATION

'10 JUN 32 P1:42

FORMAL WRITTEN TESTIMONY

Kea'au Elementary School - June 29, 2010

HIGHWAYS DIVISION
PLANNING BRANCH

Name: Ceol (Erica) Johnson Date: 6-29-2010
 Representing: _____
 Mailing Address: 15-119 Kuna St. Pahoia HI 96778
 Physical Address: same
 Subdivision: Hawaiian Shores Rec. Estates
 Email Address: abzudiving@msn.com

Comments:
 I have been most in favor of Option 2 - minimal changes with Roundabouts at intersections. I can now see that minimal won't work even if a Pana Makai Road is built. So I would like to support the option with 4 lanes to Ainaloa Blvd. and 2 lanes from there to Pahoia. This change is with the addition of the side roads that minimize the access points onto Hwy 130. I still would like to see roundabouts whenever the state is willing to try multi-lane roundabouts. Hawaiian Paradise Park dumps too many cars on the road (Hwy 130) to not design for their excess of population. My other solution would be to keep to the option 2

Please attach additional pages as needed. Thank you for your comments, which will be addressed in the Final Environmental Assessment.

COMMENT DEADLINE: JULY 23, 2010

see pg 2

MAIL TO:

Mr. Ken Tatsuguchi
 Planning Branch, Highways Division
 Department of Transportation
 State of Hawai'i
 869 Punchbowl Street, 3rd Floor
 Honolulu, Hawai'i 96813
Ken.Tatsuguchi@hawaii.gov
 (808) 587-1787
www.keaau-pahoia.com/

EMAIL TO:

FAX TO:

OR VISIT:

pg 2

with a plan to build a raised highway with limited access over the current 130 roadway. This would allow the many driveways to turn onto a slower moving road while the through-cars can continue unimpeded at a faster speed. On the surface this does not comply with the Puna Development Plan goal of maintaining a rural community. However, I'm sure you get many complaints about not being able to go faster into town.

This raised road may be an acceptable solution in 2030 or whenever the next planning segment occurs. Hawaii DOT has experience in this option on Mimitz Hwy by the Honolulu Airport, so you can't plead non-familiarity as you are with roundabouts. Even with a 4 lane road under the raised road it might be a long range plan, especially if you design for mass transit to have stops on the lower road and then use the higher road.

In limited space, and state property in this area is limited, it is important to consider going up. If you build the 4 lane roadway with a wide enough center portion, the center can be used in the future for the raised roadway supports, and can be access for mass transit. At the point the raised road is considered

it will be time to develop the other
2 lanes, probably as far as Heilani
Estates.

The plans given at the Public
Hearing were not particularly creative
except the work showing closing
some accesses to Hwy 130. That was
the best work shown to the community.

Thank you for your work. I'm glad
you are required to come, as it gives
us time to get used to the ideas
needed for change.

Carol Erica Johnson
15-119 Kuna St.
Pahoa, HI 96778



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March 2011

SSFM 2002_155.000

Carol Johnson
15-119 Kuna Street
Pahoa, HI 96778

Dear Ms. Johnson:

Subject: Keaau-Pahoa Road Improvements
Project No. STP-0130(27)
Comments on Draft Environmental Assessment

Thank you for your written testimony submitted from the June 29, 2010 public hearing, providing comments on the Draft Environmental Assessment (EA) for this project.

We have noted your comment about the preference for Alternative 3 (four lanes to Ainaloa Boulevard). Alternative 4 (four lanes for the entire corridor) was selected as the Preferred Alternative.

You also suggested to keep the Transportation Systems Management (TSM) Alternative as a "local access" road with an elevated limited-access highway over the existing roadway. This project has undergone a Context Sensitive Solutions process, and as part of this process, a wide cross-section of the community convened regularly as part of the Keaau-Pahoa Road Advisory Group (KPAG). KPAG sought to generate alternatives for study that were consistent with the community's needs, context, and values. An elevated highway of the kind suggested in your comments was not proposed by the community as part of this process.

We have also noted your comment regarding support of access closures.

We sincerely appreciate your continued interest in this project.

Sincerely,

SSFM INTERNATIONAL, INC.

A handwritten signature in black ink that reads 'Cheryl D. Soon'.

Cheryl D. Soon, FAICP
Project Manager
email: csoon@ssfm.com

cc: Ken Tatsuguchi, Hawaii Department of Transportation



KEA'AU-PĀHOA ROAD IMPROVEMENTS PROJECT
Project No. STP-0130(27)
Department of Transportation
State of Hawaii

Also a public testifier
Jh

FORMAL WRITTEN TESTIMONY
Kea'au Elementary School - June 29, 2010

Name: Gail Clarke-938.2933 Date: 6-29-2010
Representing: Arts & Science Center (SOIC3) + HAAS PCS
Mailing Address: ~~He 3311099~~ PO BOX 2091, Pāhoa HI 96778
Physical Address: 15-2060 Meleha Ave - HPP
Subdivision: HPP
Email Address: clarkegail@gmail.com

Comments: ① pg 3-56-57 Ed. Facilities

please visit BOE / Charter School Website to locate Charter Schools on the project corridor
① Hawaii Academy of Arts & Science 440 students in lower Puna - ~225 on campus at Homestead Rd/old P.O. Rd off the Pāhoa bypass
② Nawahi / old Henry O. near Keaau...

not sure where this goes ② pg 4-65 4.3.4.2 Ed Facilities
A letter was submitted to SDOT / B. Morioka requesting signage indicating a school at the Pāhoa bypass / PO Rd intersection -

Please attach additional pages as needed. Thank you for your comments, which will be addressed in the Final Environmental Assessment.
COMMENT DEADLINE: JULY 23, 2010

MAIL TO: ③ What is 'Nanawale' Rd? where is the Post office Rd / Bypass intersection addressed?
the rarely used 'cow track'??
what accidents were counted?
Mr. Ken Tatsuguchi
Planning Branch, Highways Division
Department of Transportation
State of Hawai'i
869 Punchbowl Street, 3rd Floor
Honolulu, Hawai'i 96813
Ken.Tatsuguchi@hawaii.gov
(808) 587-1787
www.keaau-pahoa.com/

EMAIL TO:
FAX TO:
OR VISIT: * I see on large maps that PO Rd is labeled
Nanawale this Rd - where does this name appear in official records??
It needs to be at least labeled - most of us use it vs. the Malama intersection



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Gail Clarke
P.O. Box 2091
Pahoa, HI 96778

Dear Ms. Clark:

Subject: Keaau-Pahoa Road Improvements
Project No. STP-0130(27)
Comments on Draft Environmental Assessment

Thank you for your comment dated June 29, 2010, providing comments on the Draft Environmental Assessment (EA) for this project.

You noted information on charter schools was missing from the Draft EA. This has been added to the final EA.

We have noted your comment regarding your letter to former Hawaii Department of Transportation director Brennon Morioka asking for a sign indicating a school near the Hawaii Academy of Arts and Sciences.

You asked about the nomenclature of several local roads. We regret any confusion in labeling of roads. A number of roads in this area have no signs, and they often go by multiple names based on the source of the information. For example, while the road in question in one of your comments is listed as "Post Office Road" (Ready Mapbook of East Hawaii), it is also listed as both "Homestead Road" and "Kauhale Road" (Google Maps), "Nanawale Homestead Road" (Yahoo Maps), and "Homestead Road" (Bing Maps). Similar confusion can be produced by addresses listing "Old Pahoa Road", "Pahoa Village Road", "Government Road", etc. The County of Hawaii tax records do refer to the road you referred to as Post Office Road with that name.

To retain consistency with earlier documents and appendices, we will retain the name Nanawale Homestead Road but will add the name "Post Office Road" in parentheses throughout the main body of the EA document.



Keaau-Pahoa Road Improvements
Page 2

March 2011

We sincerely appreciate your continued interest in this project.

Sincerely,

SSFM INTERNATIONAL, INC.

A handwritten signature in black ink that reads "Cheryl D. Soon".

Cheryl D. Soon, FAICP
Project Manager
email: csoon@ssfm.com

cc: Ken Tatsuguchi, Hawaii Department of Transportation



Joyce
7/14/2010
DIR 0853

7/14/2010

Joyce Alberta Folena
Gregory Todd Smith
Post Office Box 2046
Pāhoa, Hawai'i 96776*2046
To

Refer
Environmental Assessment
Keaau Pāhoa Road Improvements Project
#STP 0130 27
May 2010

Abraham Wong Division Administrator
Federal Highways Administration
Post Office Box 50206
Honolulu, HI 96950
Telephone 808 541 2700

and
Brennon Morioka Director of Transportation
State of Hawaii Department of Transportation
869 Punchbowl street
Honolulu, HI 96813

2010 JUL 19 P 2:50
DIRECTOR'S OFFICE
DEPT OF
TRANSPORTATION

Dear Sirs,

Alternative 4 is the most efficient and agreeable answer to the traffic problems of Highway 130 between Keaau and Pāhoa stoplight at the corner of Pāhoa School, Pāhoa Village Road and Highway 130, the South end of Pāhoa Town.

We would like to see Roundabouts at all of the Intersections considered for Signal Lights. We understand your DOT policy of using only Single Lane Roundabouts and, when proven viable and useable by the Public, then graduating to Multi Lane Roundabouts; in these Intersections, Double Lane Roundabouts. A suggestion to you is to provide Single Lane Roundabouts wherever needed and appropriate with enough room to then change these Single Lane Roundabouts to Double Lane Roundabouts where the Highway is then improved from two lanes to four lanes of Traffic. A four way Intersection at Kahakai Boulevard and Highway 130, where traffic from Hawaiian Beaches meets Highway 130, is a perfect place to do just these improvements with first a Single Lane Roundabout graduated to a Double Lane Roundabout later in time.

Gregory T. Smith
Joyce Alberta Folena
GREGORY T. SMITH JOYCE ALBERTA FOLENA



Base of 40 pages

7/14/2010

Joyce Alberta Folena
Gregory Todd Smith
To
Abraham Wong Division Administrator
Federal Highways Administration
and
Brennon Morioka
Director State of Hawaii Department of Transportation

Refer
Environmental Assessment
Keaau Pāhoa Road Improvement Project

Orchidland Intersection is indeed in need of improvements now. We would prefer to see a Roundabout there and have listened to the many comments of some of our Community Members to the affirmative here. A Double Lane Roundabout is the only type of Roundabout that would be appropriate at Orchidland Intersection; *ALSO THE SHOWER DRIVE INTERSECTION WOULD BE A PERFECT ROUNDABOUT PLACEMENT.*

Roundabouts are proven to be more efficient in handling increased numbers of vehicular traffic and are cheaper to maintain over a period of time. As far as the maintenance of foliage in the center island of a Roundabout is concerned, there are many types of plants that are cheap to maintain.

In our Pāhoa Area we have very deep concerns about the now in time extremely dangerous traffic conditions at Mile Post 10 Intersection where Pāhoa Village Road meets Highway 130 to the left and the extension of Highway 130, the Pāhoa Bypass to the right. This Intersection is now one of the Five Most Dangerous Intersections in the State of Hawaii. We are also concerned about the Intersection of the frontage road to Pāhoa Village Marketplace, the home of many businesses such as Malama Market, being the scene of many traffic incidents. This Intersection is Old Keaau/Pāhoa Road Meeting Pāhoa Village Road Extension, and is in very close proximity to Mile Post 10 Intersection. We also have Woodland Center opening soon, perhaps in November of 2010, with the need

[Signature]
Gregory T. Smith

[Signature]
Joyce Alberta Folena
JOYCE ALBERTA FOLENA



*Joseph
8/4/2010*

7/14/2010

Joyce Alberta Folena
Gregory Todd Smith
to
Abraham Wong Division Administrator
Federal Highways Administration
and
Brennon Morioka
Director State of Hawaii Department of Transportation

We are bringing all of these Roadways ^{DEFICIENCIES} to the attention of this Environmental Assessment as these traffic problems directly affect the already highly unstable condition of Mile Post 10 Intersection, of Pahoia Village Road meeting Highway 150.

The projected, far in the future, of Highway 150 Road Improvements in these areas of Pahoia are not going to alleviate the problems we are facing Now. We are in an Emergency Situation and need Emergency Assistance Now from Departments of Transportation State of Hawaii and Federal.

Pahoia is obviously growing faster than the, at present, Road Infrastructure can handle it. Telling our Community to wait for from 2013 to 2038 before we see the Road Improvements we need NOW is appalling. We, at the same time, are grateful for this Environmental Assessment in its content and we appreciate the effort it took to author this document. The availability to the Public is also greatly appreciated. All of the Public Meetings brought all of us together, Government and Private Sector to air our concerns.

Please do everything in your collective powers to assist us to have a safer Road Condition in our Pahoia Area and in the corridor of Keaau to Pahoia, and points North and South of these Towns. Thank you.
Gregory Todd Smith and Joyce Alberta Folena

Gregory T. Smith

*Joyce Alberta Folena
JOYCE ALBERTA FOLENA*



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March 2011

SSFM 2002_155.000

Joyce Alberta Folena
Gregory Todd Smith
P.O. Box 2046
Pahoa, HI 96778

Dear Ms. Folena and Mr. Smith:

Subject: Keaau-Pahoa Road Improvements
Project No. STP-0130(27)
Comments on Draft Environmental Assessment

Thank you for your letter dated July 14, 2010, providing comments on the Draft Environmental Assessment (EA) for this project.

We have noted your comment regarding preference for Alternative 4. Alternative 4 was selected as the Preferred Alternative.

We have noted your comment regarding support for roundabouts. As you acknowledged, current Hawaii Department of Transportation (HDOT) policy only allows single-lane roundabouts. Provision of single-lane roundabouts has been actively considered at locations where they could be implemented. Kahakai Boulevard is the only location modeled where a roundabout could accommodate 2038 traffic volumes. The Final EA notes that other locations have been suggested for roundabouts in interim years with the caveat that by later stages of construction, they may require further modification to a conventional signal, or they could be converted a multi-lane roundabout if HDOT changes their policy in the intervening time. HDOT is currently pursuing the short term provision of a roundabout at Old Pahoa Road, Kahakai Boulevard, and Ainaloa Boulevard.

You commented on the urgency for improvements at Orchidland Drive, and advocated for a roundabout there and at Shower Drive. The Orchidland Drive intersection is proposed for a signal under the Preferred Alternative. The Shower Drive intersection will be wider than two lanes in cross-section after completion of the Shoulders Conversion project, so this location is not considered feasible for a roundabout under the present roundabouts policy.

We have noted your comments about roundabouts handling increased traffic volumes, and ways to easily maintain and landscape the center island.

We have noted your comments about safety concerns around the Pahoa Village Road intersection and the Pahoa Village Marketplace access. The project will improve safety at all



March 2011

intersections through provision of traffic control and improved geometrics that will ensure better sight-lines for motorists.

You raised concerns with the opening of the Woodland Center development and the traffic generated from that site. HDOT worked with the developer to address concerns about the Woodland Center development's traffic in a project separate from this one that was constructed and paid for by the developer. In the time since your letter was written, the mauka leg of the Kahakai intersection was opened in a right-in-right-out configuration to serve traffic from Woodland Center customers. We have noted your comment about concerns that the Woodland Center stores were to open prior to these traffic improvements.

You identified the earlier problems associated with having only one access into and out of that site from Pāhoa Village Road. The intersection of Kahakai Boulevard and Old Pāhoa Road was improved by the Woodlands Center project to address this concern.

We have noted your comments about the steep side-slopes and absence of guardrails in the segment between the Kahakai Boulevard remnant and Pāhoa Village Road. In the final design, side slopes will likely be modified as needed for drainage, grading, and geometric purposes. If steep areas remain, guard rails will be included as warranted by standards from the American Association of State Highway Transportation Officials (AASHTO) and HDOT.

You commented that long-term improvements proposed as part of this project do not mitigate current problems. HDOT is pursuing a number of "quick-fix" initiatives to alleviate more urgent concerns. A roundabout at Old Pāhoa Road and Kahakai Boulevard and other quick fix improvements would be expected to address these concerns.

In noting the rapid growth of Pāhoa, you stated that making the community wait for improvements from 2013 to 2038 is objectionable. The estimated completion of project construction is 2018. 2038 is the "design year," which is calculated as 20 years after full project build-out, and is used for traffic modeling to ensure that the facility could adequately accommodate traffic volumes for this period after construction is completed. The Final EA has been clarified to explain the use of the year 2038 in the analyses based on your comment and those of others. The community has not been asked to wait until 2038 for improvements. Nonetheless, we acknowledge your urgency for necessary improvements.



Keaau-Pahoa Road Improvements
Page 3

March 2011

We have also noted your compliments regarding the content of the EA and the public outreach efforts. We sincerely appreciate your continued interest in this project.

Sincerely,

SSFM INTERNATIONAL, INC.

A handwritten signature in black ink that reads "Cheryl D. Soon".

Cheryl D. Soon, FAICP
Project Manager
email: csoon@ssfm.com

cc: Ken Tatsuguchi, Hawaii Department of Transportation

From: kirstie goin <kirstie.goin@gmail.com> 07/21/2010 11:53 AM

To: Ken.Tatsuguchi@hawaii.gov

Subject: Highway 130 improvement project

Dear Mr. Tatsuguchi:

I have several concerns about the proposed improvements on Highway 130 between Kea'au and Pahoia on the Big Island:

1) A bicycle is my only mode of transportation. I find it to be extremely practical, economical and enjoyable. However, along Highway 130 it is far from safe.

It is my understanding that the expansion of the shoulder lane [Pahoia-bound] for afternoon traffic allots only a 2-foot easement, despite the highway task force's recommendation for a 3-foot easement. Two feet is not enough room for safety for either bicycles or pedestrians. Remember, this is our only route between Kea'au and Pahoia.

Lt. Governor Duke Aiona stated on "Island Issues" that the Department of Transportation is committed to providing bicycle lanes on all new road projects. I would like to see this manifested.

2) Another major issue for our Puna community is the danger of crossing Highway 130 on foot to catch a Hele-On bus. From my subdivision, anyone who wants to ride the bus to Hilo must first cross the highway, but no pedestrian crossings are provided.

Expanding the highway to 4 or [God forbid!] 6 lanes would make crossing the highway either on bicycle or on foot virtually impossible. It would also completely divide Puna, separating the subdivisions above the highway from those below it.

My grandson would like to ride his bicycle to school, but there is no way we will allow him to cross the highway twice a day without lighted pedestrian crossings.

3) The STIP project proposes closing off many of the smaller feeder roads to left turns, requiring those who live in that area to make U-turns at major intersections. The only safe solution to this problem I can envision is to use roundabouts at each of those intersections where U-turns would be necessary. Again, safe provision for bicycles and pedestrians crossing the highway at or near these intersections are an absolute necessity.

I urge you to keep Highway 130 a 2-lane road, with bicycle lanes and adequate shoulders and crosswalks for pedestrians, preferably also with pull-outs for buses to pick up passengers.

The Puna community envisions a near future of basic services (and therefore jobs) provided locally, greatly decreasing traffic on Highway 130 as we become independent of Hilo. This is the future we are committed to working toward, as clearly expressed in the Puna Community Development Plan.

Mahalo for your consideration of our concerns.

Aloha,

Kirstie Goin



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Fax: (866) 887-8885
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March 2011

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Kirstie Goin
Comment received by email
kirstie.goin@gmail.com

Dear Ms. Goin:

Subject: Keaau-Pahoa Road Improvements
Project No. STP-0130(27)
Comments on Draft Environmental Assessment

Thank you for your email dated July 21, 2010, providing comments on the Draft Environmental Assessment (EA) for this project.

We have noted your concerns about being a bicyclist on Highway 130 and a two-foot clearance for bicycles in the Pahoa-bound shoulder lane as part of the Shoulder Lane Conversion project. That project is separate from the longer-term Keaau-Pahoa Road Improvements project covered in this EA. Your concerns will be passed on to the Shoulder Lane Conversion Project team.

You cited an interview with former Lt. Governor Aiona committing to providing bicycle lanes on all new highway projects, and registered your support of this commitment. The Keaau-Pahoa Road Improvements project, which will come after the Shoulder Lane Conversion project, will provide wider accommodations under the Preferred Alternative for pedestrians and bicycles. The four-lane cross-section will have a five-foot separated pedestrian area and an eight-foot combined shoulder/bikeway.

We have noted your comments about challenges in crossing the highway to access bus stops and your concerns about pedestrians crossing a four- or six-lane wide facility. The Proposed Alternative proposes safe bus pull-out areas at eight intersections, and these bus stops will be located next to crosswalks to facilitate safe pedestrian crossing. Most of them will also be located adjacent to a traffic-controlled intersection (either a roundabout or a traffic signal) which will also help pedestrians cross more safely by stopping traffic along the highway.

We have noted your additional concerns about pedestrian and bicycle crossings. Crosswalks will address this concern as noted above.

You raised a concern about a wider highway dividing Puna's subdivisions from each other. The EA discusses the project's effects on community cohesion, and the fact that to a degree, the existing highway traffic and development pattern already pose a barrier between the subdivisions on both sides of the highway, and this barrier will continue with a wider highway. However, this



Keaau-Pahoa Road Improvements
Page 2

March 2011

effect will be somewhat mitigated by the Preferred Alternative's proposed access management improvements, as new connections across Keaau-Pahoa Road would serve to improve the cohesion between subdivisions on both sides of the highway.

We acknowledge your comment about the need for safe pedestrian crossings, and that you do not let your grandson bicycle to school for this reason. Crosswalks will be provided at signalized intersections and roundabouts.

You suggested use of roundabouts as a way to facilitate U-turns that will increase from closure of left-turn movements with access management. Roundabouts have been considered at those locations where they could be implemented based on the Hawaii Department of Transportation's (HDOT) current roundabouts policy and based on their ability to accommodate traffic. In the Preferred Alternative, HDOT is currently pursuing the short term provision of a roundabout at Old Pahoa Road, Kahakai Boulevard, and Ainaloa Boulevard. The Final EA notes that these roundabouts would be constructed in interim years with the caveat that by later stages of construction they may require further modification to a conventional signal, or they could be converted to a multi-lane roundabout if HDOT changes their policy in the intervening time.

Regardless of whether a major intersection is served by a roundabout or a traffic signal, U-turns will be safely accommodated. In the case of a traffic signal, U-turns would be allowed during a left-turn-only phase.

You stated support for retaining a two-lane road with other improvements. This is essentially advocating for the TSM alternative, though most improvements under TSM would be limited to the area near intersections only. TSM would not make wide-scale improvements to shoulders as you suggested. Alternative 4 was selected as the Preferred Alternative, and while it is four lanes in width, it will make the shoulder, transit, and pedestrian improvements you supported.

Your comment about the future vision for Puna in the Puna Community Development Plan (PCDP) was also noted. This project is consistent with the PCDP.

We sincerely appreciate your continued interest in this project.

Sincerely,

SSFM INTERNATIONAL, INC.

A handwritten signature in black ink that reads 'Cheryl D. Soon'.

Cheryl D. Soon, FAICP
Project Manager
email: csoon@ssfm.com

cc: Ken Tatsuguchi, Hawaii Department of Transportation

From: James Weatherford [jamesweatherfordphd@gmail.com]

Sent: 07/23/2010 10:26 PM HST

To: Ken Tatsuguchi

Subject: Comment, DEA -- Keaau-Pahoa Road

Comment on the Draft Environmental Assessment for Keaau-Pahoa Road

Alternative 2, Traffic Systems Management, will require less time and less money to implement. Given the urgency of the situation at hazardous intersections along this road, an option that can be more quickly implemented has especial value. Furthermore, the fiscal reality for the foreseeable future is one of very limited public resources, so that a lower cost option is also particularly appealing.

Alternative 2, Traffic Systems Management, needs to be given serious and favorable consideration over the more expensive alternatives that can only be discussed in terms of a far-off distant date and uncertainty whether or not sufficient funding will ever be available.

James Weatherford

15-1888 6th Avenue (HPP)

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March 2011

SSFM 2002_155.000

James Weatherford
P.O. Box 2017
Keaau, HI 96749

Dear Dr. Weatherford:

Subject: Keaau-Pahoa Road Improvements
Project No. STP-0130(27)
Comments on Draft Environmental Assessment

Thank you for your email dated July 23, 2010, providing comments on the Draft Environmental Assessment (EA) for this project.

We have noted your comment in regard to the Transportation Systems Management (TSM) Alternative requiring less time and money to implement and your support for TSM.

The TSM Alternative has been given consideration on this project, but while it would provide some benefits to the community, it would not meet the overall purpose and need for the project as outlined in the Draft and Final EA. Alternative 4 was selected as the Preferred Alternative. Alternative 4 provides additional benefits of additional capacity between major intersections that is needed to address future traffic growth.

The Preferred Alternative includes elements of the TSM alternative, and these elements will be implemented first during project construction consistent with your comment that these improvements should be implemented quickly.

We sincerely appreciate your continued interest in this project.

Sincerely,

SSFM INTERNATIONAL, INC.

A handwritten signature in black ink that reads 'Cheryl D. Soon'.

Cheryl D. Soon, FAICP
Project Manager
email: csoon@ssfm.com

cc: Ken Tatsuguchi, Hawaii Department of Transportation

From: Elizabeth Weatherford [elizweatherford@gmail.com]

Sent: 07/23/2010 11:55 PM HST

To: Ken Tatsuguchi

Subject: Comment on the Draft EA for the Kea'au-Paho Road Improvement Project

The second alternative in SSFM's EA for the Kea'au-Paho Road Improvement Project, Transportation Systems Management, has the potential to provide the greatest benefits for the least cost, and should be Puna's choice for highway 130, in my opinion.

TSM can be expected to improve SAFETY, one of the main objectives of the project, and the highest priority of the community. Relative to the other alternatives, it will be low cost and can be completed quickly without extended disruption on the highway. TSM, while not building added lanes, can nevertheless also be expected to improve CAPACITY and LOS by reducing demand for travel-lane space (1 and 2 below) and potentially reducing delay (4):

1) Because it will provide for improved bus service by allowing for safe, well-marked bus shelters, it will reduce numbers of vehicles on the road, which—along with promised essential improvements in bus service--will have the equivalent effect as adding capacity.

2) Because it will improve connectivity between and among subdivisions, especially mauka of the highway, it will keep some vehicle travel between subdivisions off the highway, again reducing pressure for added capacity.

3) Because it reduces the speed limit, it will improve SAFE access onto the highway from side roads without drivers having to cut through, eg through HPP, and create congestion elsewhere (at the Shower Drive intersection).

4) Because it will, presumably, address safety and capacity at the intersections, where approximately 75% of the crashes occur, it can provide greater equity of access, safety, and reduction in costs to the public. Typically, well-designed roundabouts, in addition to their outstanding safety benefits and lifetime cost savings, also greatly increase intersection CAPACITY over traffic signals.

Currently, the 'improved' intersections, such as Ainaloa, Orchidland, and Maku'u, have frequent crashes. While the added lanes—acceleration and deceleration lanes, 'pocket' lanes, etc.-- at these intersections are regarded as 'improvements', they may well be contributing to the high rate of crashes because vehicles in these other lanes create line-of-sight interferences for drivers attempting any of the several possible maneuvers. The DOT has recognized the far greater safety and ease of right-in/right-out turnings—in practice, a roundabout is nothing but a configuration or right-in/right-outs.

For the TSM alternative in this EA to be complete, full analysis of the intersections, using a professionally recognized program such as SIDRA, carried out by someone experienced and competent in using this analytical tool, is essential.

SIDRA intersection software analysis is something that is available and necessary for a high standard of engineering professionalism, that the Hawaii DOT has not been doing (not, eg, on

the Shower Drive intersection). Due diligence in the 21st century requires doing an intersection analysis with reliable software. Please use engineers who are experienced and competent in using this program and carry out the absent intersection analyses.

Thank you for your work.

Elizabeth Weatherford

Kea'au Hawaii

--

Elizabeth Weatherford

Kea'au, Hawai'i



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March 2011

SSFM 2002_155.000

Elizabeth Weatherford
P.O. Box 2017
Keaau, HI 96749

Dear Ms. Weatherford:

Subject: Keaau-Pahoa Road Improvements
Project No. STP-0130(27)
Comments on Draft Environmental Assessment

Thank you for your email dated July 23, 2010, providing comments on the Draft Environmental Assessment (EA) for this project.

We have noted your comment supporting the Transportation Systems Management (TSM) Alternative. Alternative 4 was selected as the Preferred Alternative.

We recognize your comments that TSM will improve safety and that it is low cost. However, this safety improvement would essentially be limited to intersection areas where traffic control and other minor improvements are made. As the EA notes, based on a conservative assessment of crash reductions, there would be a 31 percent reduction of crashes in locations where travel lanes have been added and a 20 percent reduction in crashes in locations where shoulders have been added.

None of these benefits would be realized under the TSM Alternative, since only the Build Alternatives (including the Preferred Alternative) will improve shoulders and add additional lanes for passing outside of intersection areas.

Your comment is noted that TSM would provide minimal disruption.

We acknowledge your comments that TSM would provide some capacity benefits from improved availability of transit, improved connectivity, and safe access from side roads, and that TSM would have a 45 mph speed limit. However, traffic analyses determined that there still will be congestion in 2038 under the TSM alternative and that it would not fully address the purpose and need of the project. Furthermore, all of the benefits noted would also be realized under the Preferred Alternative, which does address the purpose and need.

We recognize your comments about the benefits of roundabouts, including safety and capacity. The Draft EA and accompanying traffic study considered roundabouts extensively in the locations where they could be implemented under current HDOT policy. As part of the Preferred



March 2011

Alternative, HDOT is currently pursuing the short term provision of a roundabout at Old Pahoa Road, Kahakai Boulevard, and Ainaloa Boulevard in interim years with the caveat that by later stages of construction, they may require further modification to a conventional signal, or they could be converted a multi-lane roundabout if HDOT changes their policy in the intervening time.

You cited concerns about poor sight lines at existing at-grade intersections. Design of all intersections, regardless of whether they are served by stop signs, traffic signals, or roundabouts, will have sight lines that ensure safe operations with adequate sight distances.

Your comments raised a concern that the analysis of the TSM Alternative and roundabouts was not complete, that reliable software (the SIDRA model) was needed, and that experienced engineers were needed to carry out “absent intersection analyses.” An extensive traffic analysis of all major intersections, including assessment of roundabouts at all feasible locations, was prepared by an independent qualified traffic engineer, Roger Dyar, P.E. The analysis can be found in provided in Appendix C and summarized in the body of the Draft EA.

The traffic engineering consultants who performed this analysis have years of experience analyzing roundabouts across the United States. For this analysis, The National Cooperative Highway Research Program (NCHRP) Report 572, “Roundabouts in the United States” was used as the basis for determination of roundabout delay and operational efficiency. NCHRP Report 572 includes operational statistics of constructed roundabouts in the United States. The EA analysis used these studies and statistics to provide calculations for determining capacity and operating conditions of a roundabout. SIDRA INTERSECTION software also uses NCHRP Report 572 as the basis for its analysis (http://www.sidrasolutions.com/traffic_resources_nchrp_572.aspx). Therefore, the analysis of roundabouts in the traffic study used the same calculations as would be provided by SIDRA.

For all other intersections, Synchro traffic software and SimTraffic microsimulation models were used. These are the standard in roadway/intersection traffic engineering operational analysis.



Keaau-Pahoa Road Improvements
Page 3

March 2011

We sincerely appreciate your continued interest in this project.

Sincerely,

SSFM INTERNATIONAL, INC.

A handwritten signature in black ink that reads "Cheryl D. Soon".

Cheryl D. Soon, FAICP
Project Manager
email: csoon@ssfm.com

cc: Ken Tatsuguchi, Hawaii Department of Transportation

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Appendix B-3: Public Hearing Testimony

As noted in **Chapter 7: PUBLIC INVOLVEMENT** , a public hearing was held on June 29, 2010. The transcript of the hearing follows, with responses to the testimony comments shown after the transcript.

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PUBLIC HEARING
JUNE 29, 2010
6:00 P.M. - 8:30 P.M.

KEAAU-PAHOA ROAD IMPROVEMENTS
ISLAND OF HAWAII

KEAAU ELEMENTARY SCHOOL
16-680 KEAAU-PAHOA ROAD
KEAAU, HAWAII

PRESIDING OFFICER: KEN TATSUGUCHI

REPORTED BY: PATRICIA L. NELSON, CSR-465
RALPH ROSENBERG COURT REPORTERS, INC.

RALPH ROSENBERG COURT REPORTERS, INC.
Honolulu, Hawaii (808) 524-2090

2

1 (At 6:30 p.m. meeting called to order.)
2 MR. SUMADA: Good evening. My name is
3 Jiro Sumada. I'm the Deputy Director for the Department
4 of Transportation, the Highways Division.

5 They gave me a script. This is kind of a
6 formal meeting, so I have to read the script or else I
7 hear about it later if I ad lib it, so please bear with
8 me.

9 The hearing for tonight is on the
10 Keaaau-Pahoa Road Improvements Draft Environmental
11 Assessment, so it's this major project from Keaaau, the
12 bypass, all the way to Pahoa Town, ten miles. So it's a
13 hearing relating to that, that particular project.

14 Okay. I have to start the meeting by
15 recognizing some special guests or attendees that we want
16 to recognize. So if I call you out your name, if you
17 would please stand. And the first one is the public
18 officials.

19 I know State Representative Faye Hanohano
20 was here earlier. I don't know if she is still around,
21 but she did come by to check out all that we had. There
22 is Council Member, Emily Naeole. Emily.

23 (Applause)

24 And State Representative Bob Herkes.

25 (Applause)

RALPH ROSENBERG COURT REPORTERS, INC.
Honolulu, Hawaii (808) 524-2090

3

1 And, you know, we really appreciate the
2 public officials, the elected officials coming out to be
3 part of this, because they do represent more than just
4 themselves, and it's important that they see all the
5 community that's involved too, so we appreciate you
6 coming also.

7 We also have some DOT staff here. Let's
8 see, there's Stan Tamura from the Hawaii District Office.
9 I saw Sal Panem, he's the assistant district engineer.
10 Let's see, we've got Ken Tatsuguchi in the back from our
11 planning. We have our new highways administrator
12 Ed Sniffen. Ed.

13 UNIDENTIFIED SPEAKER: Aloha Ed.

14 JIRO SUMADA: Okay. He is almost like
15 half my age, but he is one of the big bosses now. So,
16 anyway, he is the up and coming star. You guys get to
17 know him because you will see him for a while.

18 Let's see, who else have we got.
19 Blayne Nikaido is sitting there. He is here from
20 Honolulu.

21 Missing anybody? Let's see, county
22 officials. Anybody? Okay.

23 EMILY NAEOLE-BEASON: I just wanted to
24 acknowledge RJ Hampton, my legislative assistant.

25 JIRO SUMADA: Okay. RJ. Thank you.

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4

1 We did invite the Federal Highways
2 Administration. I am not sure if they are here. We also
3 have, let's see, a consultant team from SSFM for
4 Cheryl Soon. There is a whole bunch of you all just
5 walking in. They also have this Keaau-Paho Advisory
6 Group. This bunch of folks is a special group. That's
7 the guys, you guys stand up or wave, wave all you guys.

8 Jon Olson.

9 (Applause)

10 This group is, they are members of the
11 community and they have been giving up their time for
12 months now meeting with us, all of them mainly over here,
13 and with their input into this whole project, you know,
14 it's turning out to be a real solid project that is
15 community based. It's not where, an effort where we, the
16 DOT, are telling the community what to do or what they
17 need, but it's actually we are getting input from them
18 and we are building this project up from the ground
19 level.

20 So that's where we are today as far as
21 that goes, the project goes. Let's see.

22 And I also wanted to thank you folks for
23 coming, okay, the people from Puna.

24 (Applause)

25 This is probably the biggest gathering of

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5

1 the committee members that I have been to. I have been
2 with the State a couple years now. Prior to this I was
3 in public works for Hawaii County. This get up, coming
4 out to see what this is all about, is probably the best
5 turnout we've seen in a long time. So we really
6 appreciate you folks coming out.

7 And the important part is that you hear
8 what's happening firsthand. It's not like you hear it
9 from a friend, or an auntie, or a cousin that came, that
10 kind of that story kind of changes, but you get to listen
11 firsthand what's going on. And the most important thing
12 is that you get a chance to hear what's important for
13 you. That's the main purpose of this meeting is to get
14 input from you folks.

15 Okay. The objectives of this meeting
16 tonight, we are going to inform you about the current
17 status of this road project and the things that are
18 happening with the, or the findings from the Draft
19 Environmental Assessment. And, like I said, we are
20 requesting input from you folks.

21 Okay. So after Ms. Soon is going to
22 explain how to make that input either in a written format
23 or verbally or giving testimony, and your input is needed
24 so that the official, that the Department of
25 Transportation can make an informed decision on the

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6

1 Preferred Alternative down the line of what we are going
2 to do with this roadway from Keaau all the way to Pāhoa.

3 And then moving forward on the final
4 Environmental Assessment, that as part of that process we
5 intend to address comments we receive during the comment
6 period. The Keaau-Pāhoa Road improvement project
7 addresses needs for the next 20 to 30 years. The
8 improvements being discussed will take several years to
9 design and to construct and they will be completed in
10 phases over several years.

11 Many of you have repeatedly told us that
12 you need improvements now. We understand the concerns
13 the community has been raising regarding the pending
14 opening of the new shopping center or Woodland Center at
15 the intersection of Keaau-Pāhoa Road and Kahakai. We
16 have heard your concerns and we are taking action to
17 address them.

18 So in addition to this Keaau-Pāhoa Road
19 improvement project, okay, in addition to this project
20 that we are here for tonight, we are also going to be
21 having a presentation on some other road projects that
22 are in the near future in this corridor. Okay.

23 So the meeting tonight is a very
24 structured formal process that we actually have to follow
25 by law, okay, about this ten mile road project, but in

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7

1 addition to that, after this meeting, the formal part, we
2 are going to have an informal informational meeting about
3 other projects that we are planning here. Okay. So and
4 some of you may have seen that at station 12, that last
5 one near the exit door. So we are going to be having
6 that informal part afterwards.

7 Okay. At this time I am going to proceed,
8 at this time I am going to proceed to the public
9 information testimony portion of the meeting and I would
10 like to introduce Ken Tatsuguchi, who is the official
11 hearings officer for tonight's meeting. Ken.

12 KEN TATSUGUCHI: Okay. Good evening,
13 ladies and gentlemen. Welcome to the public meeting for
14 the Keaau-Pahoa Road improvement project.

15 It is now 6:40, or 6:39 p.m., and I
16 declare this public hearing to be officially open.

17 My name is Ken Tatsuguchi. I am the head
18 of Highway Planning for the State Department of
19 Transportation. I am the hearing officer for this
20 evening.

21 The purpose of tonight's meeting is to
22 discuss the impacts of different long-term alternatives
23 for Keaau-Pahoa Road as contained in the Draft
24 Environmental Assessment and to receive public comment on
25 the alternatives, their impacts and possible mitigations.

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8

1 The meeting is held for several purposes.
2 First, it is a means of informing you of the State
3 Department's planning concepts and alternatives on this
4 project. Our intent is to hear from the general public,
5 property owners, motorists, and other interested citizens
6 that may be affected either beneficially or adversely by
7 the proposed project.

8 Second, the meeting is held in order to
9 obtain facts not previously brought to our attention in
10 connection with the alternatives and impacts of the
11 proposed project.

12 Notice of tonight's meeting was published
13 in the Hawaii Tribune Herald on June 16, the West Hawaii
14 Today on June 22nd, and the Big Island Weekly on
15 June 23rd.

16 The agenda for tonight will include a
17 presentation by Cheryl Soon of SSFM International on the
18 environmental review process, a presentation by Doug Zang
19 on the Environmental Assessment for the project, public
20 testimonies. These will be recorded by a court reporter
21 and a transcript made. Following public testimonies
22 there will be a question and answer session and a short
23 presentation by Highways Administrator Chief, sorry,
24 Highways Administrator Ed Sniffen on other projects along
25 the Keaau-Pahoa corridor.

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9

1 Next I will describe the ground rules for
2 the meeting. First, the purpose is to solicit factual
3 testimony from you, not to debate.

4 Second, there will be no voting or
5 referendum conducted among those present.

6 Third, because the proceeding is being
7 recorded, please clearly state your name and speak into
8 the microphone that has been provided. Speakers should
9 confine their statements to the subject under discussion
10 and refrain from any political references.

11 As moderator it is my duty to stay on
12 topic and I may interrupt you if testimony is wandering
13 from the purpose of the meeting.

14 Fourth, all of those wishing to testify
15 should sign the sign-up sheet that is available at the
16 sign-in desk. Testimony will be taken in the order of
17 signing in. Elected officials will be allowed to speak
18 first.

19 Fifth, speakers will be limited to three
20 minutes on the first time around. After all speakers
21 have testified, testified once, persons wishing
22 additional time may have an additional five minutes.

23 During the question and answer period
24 those wishing to ask a question are requested to write it
25 out on the form at the sign-in desk and return it to the

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10

1 desk. You may submit your questions throughout the
2 evening.

3 Some of you may not be ready to submit
4 your comments tonight. The State Department of
5 Transportation will continue to accept statements through
6 July 23rd. It should be noted that a different earlier
7 date was shown in the Office of Environmental Quality
8 Control's Environmental Notice, but the Department has
9 decided to extend the comment period to allow ample time
10 after tonight's meeting to provide testimony. You may
11 send it by mail, e-mail or fax.

12 All comments received will be included in
13 the Final Environment Assessment and will receive a
14 response.

15 All information received, including the
16 transcript from tonight, and written statements received,
17 will be available upon request for public inspection and
18 copying.

19 We will now proceed with the
20 presentations. The first will be made by Cheryl Soon of
21 SSFM International, the project manager for the
22 consultant team.

23 CHERYL SOON: Thank you, Ken, and good
24 evening everyone. I'm Cheryl Soon from
25 SSFM International, and I have been the project manager

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11

1 for developing a lot of the studies and the input
2 processes.

3 The first thing I would like to share with
4 you is the project description. It's 9.5 miles, runs
5 between Keaau Bypass and Pāhoa Bypass. There are 11
6 major intersections but over 200 driveways and non-major
7 intersections and the differentiation is just the volume
8 that comes in from a major intersection.

9 So there has been a lot to contend with in
10 terms of what happens when vehicles and people enter from
11 the sides onto the road, and you are equally as familiar
12 with that as I am at this point.

13 We wanted to approach this project from a
14 Context Sensitive Solutions approach. What does that
15 mean. Specifically we wanted it to be collaborative, we
16 wanted it to be interdisciplinary, we wanted to include
17 all agencies, community and public members who had a
18 stake and have an interest and with something to say.

19 The objective was to identify what we
20 could do that would fit in this community and who better
21 than the people who live in the community to speak to
22 that point.

23 There were nine KPAG meetings held from
24 2008 to 2010 and public information meetings were held to
25 show what our progress was in September 2008 and in April

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12

1 2009. Of course I am not going to read all the members,
2 but I do want to thank the many members of the KPAG who
3 willingly gave up their time to work with us at these
4 meetings, as well as what we call the Friends of the
5 KPAG, people who, there were a lot of people from the
6 community who attended every meeting even though they
7 weren't official numbers, and their input is just as
8 valuable.

9 Through that series of meetings we
10 identified the following purposes for the project.

11 Most importantly, improve safety. I will
12 say that again. Improve safety.

13 Secondly, provide mobility and reduce
14 levels of congestion, especially during peak hours.

15 Third, improve travel for alternate modes,
16 in particular for bicycles, for bus riders, and for
17 pedestrians.

18 Next, to address what we know will be
19 future levels of congestion because of the rapidly
20 growing nature of this community. In fact, it's one of
21 the most rapidly growing areas in the entire state of
22 Hawaii.

23 So we wanted to support the land use
24 objectives that had been identified in the community
25 development plan, to be supportive of them, and we wanted

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13

1 to make sure that the improvements that were made would
2 enable civil defense and emergency travel and evacuations
3 to go forward as efficiently as possible.

4 The needs that the group discussed were
5 the rapid population growth in the Puna District, wanted
6 to make sure that the character of the area stayed the
7 same, Malama Puna, making sure the pride of the people
8 who live here feel it is kept intact with whatever
9 changes are made to the highway.

10 It's basically rural in character and has
11 a strong sense of place as well as a strong sense of
12 community. As much as possible the group wanted to try
13 to stay within the existing owned right of way that the
14 state owns. Many of the alternatives do require taking
15 some additional land strips along the road and, for
16 example, there is a widening, and, therefore, everyone
17 who lived on the highway has been sent notices of this
18 meeting so that they can participate in the discussions.

19 There's a long and strong interest in
20 having an alternate route in this community and we wanted
21 to make sure that nothing we do interferes in any way
22 with the progress of that project and, in fact, that we
23 could support the moving forward of PMAR so that
24 connections would be made that would help facilitate a
25 PMAR.

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14

1 People wanted better signage and design so
2 that people would be more likely to use their good
3 driving habits rather than their less good driving
4 habits. But everyone agreed that enforcement was going
5 to need to stay a part of our safety program.

6 Other goals that were identified were to
7 reclassify this as what's called a minor arterial road,
8 in other words, it collects traffic from various areas
9 and it connects major areas, so it's connecting Puna with
10 Hilo and other parts of the island, and that's what we
11 meant arterial definition is.

12 There will be some consideration for
13 costs, but we did not make that, we did not rule things
14 out just because of cost. We did a balancing act on
15 that.

16 There was some discussion regarding the
17 electric utilities, whether they should be underground,
18 and if that was a practical consideration.

19 We wanted to make sure that the design
20 improved drainage and to correct some of the known
21 drainage problems along the route. We wanted to support
22 Puna's quality of life, be consistent, as I said earlier,
23 with the Puna Community Development Plan, support as much
24 community and agency involvement as possible and make
25 sure that the access was reliable.

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15

1 The next slide is also at station number
2 one and it depicts the flow of activities, and I know you
3 can't read this, so I encourage you to look at station
4 number one. But we are at the point, that lower orange
5 triangle is a public hearing, and what will follow this
6 area is incorporating all of your comments and all the
7 agency comments, additional KPAG members start
8 deliberating on the Preferred Alternative, and then
9 issuing a final impact statement.

10 So in summary, the Environmental
11 Assessment, which has a lot of material even without the
12 appendices, the appendices are all the individual
13 studies, is all available to you on CD form. It was
14 published in the Office of Environmental Quality Control
15 Monitor on May 23rd. The comment period will end
16 July 23rd. Normally an Environmental Assessment has a
17 30-day comment period, but we wanted to give you 30 days
18 beyond tonight so that all your questions and issues
19 could be thought through.

20 We don't expect a final Environmental
21 Assessment to come until late 2010 or early 2011. At
22 that time the Preferred Alternative will be identified.
23 We are expecting, based on the work so far, that there
24 will be a FONSI, a Finding of No Significant Impact, and
25 that is an important issue that we are, that that's the

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16

1 whole purpose of this meeting tonight, to see if there's
2 areas where anyone disagrees, so they think that the
3 impact is significant, and we need to hear that.

4 So take copies of whatever you need, ask
5 questions tonight, but please get your comments in by
6 June 23rd.

7 So at this time I will have Doug Zang come
8 forward and present to you the impacts that have been
9 identified by the specialty consultants.

10 UNIDENTIFIED SPEAKER: You mean July 23rd?

11 CHERYL SOON: Did I say something
12 different?

13 UNIDENTIFIED SPEAKER: Yes.

14 CHERYL SOON: Suck it back in. July 23rd.

15 KEN TATSUGUCHI: All right. Thanks,
16 Cheryl.

17 The second presentation will be made by
18 Doug Zang of SSFM International and the lead author of
19 the draft of the Environmental Assessment.

20 DOUG ZANG: Thank you, Ken.

21 I am here tonight to talk about the Draft
22 Environmental Assessment. I am glad Cheryl picked up the
23 document so I don't have to do it with my bum wrist, so
24 that was helpful for me.

25 Basically just to give you a very brief

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17

1 overview of the document, we talked about the purpose and
2 need of the project, we look at alternatives, we look at
3 the environmental effects of those alternatives on the
4 existing environment. We had a section that talks about
5 parks and recreational resources and historic resources,
6 and we talk about what we think is the anticipated
7 determination of finding of no significant impact that
8 Cheryl talked about before.

9 In addition to those sections, we also run
10 a number of special studies, and you can see how thick
11 the document is. That only covers the first appendix.
12 All the other appendices, E through N, I won't rattle
13 them all off to you, those are all found on CD because we
14 felt it was just too much material to try to print up.
15 So if you are interested in looking at some of the
16 special studies, you may want to go get a CD and look at
17 some of them.

18 The alternatives section in the EA looks
19 at the range of options to improve the highway. We look
20 at a No-Build Alternative effect, two should read
21 Transportation Systems Management, actually, alternative,
22 three of what we called "Build Alternatives," which would
23 actually improve the highway to various levels, and we
24 also look at a range of alternatives that were considered
25 by KPAG at one point but not carried forward for various

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18

1 reasons.

2 And now I would like to tell you a little
3 bit about the five alternatives.

4 The first alternative is No-Build. That
5 essentially only covers actions that the DOT has planned
6 or programmed already. So the shoulder conversion
7 project is one. We are going to talk about that at the
8 end of the evening for those of you who are interested in
9 that after the hearing is over. Also other interim
10 improvements are part of the No-Build.

11 But the No-Build Alternative otherwise
12 does not make any improvements to the highway other than
13 what's there today. The No-Build Alternative would not
14 fulfill the purpose and need that Cheryl talked about
15 earlier, but the reason we cover No-Build in
16 environmental documentation such is this is that it's
17 required by federal law to look at a baseline case so
18 that we can compare the effects of the different
19 alternatives compared to doing nothing.

20 The Transportation Systems Management
21 Alternative, number two, is a very low-level improvement.
22 It does not require major construction, it requires very
23 little cost. So this would include such things as
24 signaling some of the intersections or placing
25 roundabouts where appropriate, looking at ways to manage

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1 access to the road, perhaps closing off certain
2 intersections, converting to right in/right out, that
3 kind of thing, improving transit in corridor so that we
4 can carry more people and so many more vehicles.

5 All of the TSM elements are covered
6 in Alternatives Three, Four and Five, the "Build
7 Alternatives" as well, but TSM, you look at it as sort of
8 like a base case to the second level, it's still
9 baseline, but it is slightly higher baseline than
10 No-Build.

11 Alternatives Three, Four and Five are what
12 we call the "Build Alternatives," and we have the boards
13 over there, station five and station four, that talk
14 about these three alternatives. The plans that are out
15 on the tables there, you can see the difference between
16 all of them.

17 Alternative Three would widen the highway
18 from two lanes to four lanes between the Keaau Bypass and
19 Ainaloa Boulevard over there. The highway would remain
20 two lanes wide south of Ainaloa Boulevard down to
21 Pahoia-Kapoho Road. So that is Alternative Three.

22 Alternative Four would improve the highway
23 to a four lane wide cross-section all the way from
24 Keaau Bypass down to the end of the Pahoia Bypass at
25 Pahoia-Kapoho Road.

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1 Build Alternative Five would widen the
2 highway to a six lane cross-section between the
3 Keaau Bypass and Paradise Drive. It would go four lanes
4 wide from Paradise Drive down to Kahakai Boulevard, and
5 then two lanes wide from Kahakai Boulevard to the
6 southern-most end of Pahoia-Kapoho Road.

7 To give you an idea of what these three
8 cross-sections would be like, a two lane typical
9 cross-section is close to what is out there today. There
10 may be some improvements, a wider median, there would be
11 a wider shoulder, and provisions for bicycles. This is
12 what we call a typical section.

13 Don't view this as the absolute, it would
14 vary depending upon the slopes that are needed in any one
15 particular location. Whether there would be a guardrail
16 or not is a design feature that you could or could not
17 have. And so the reason we are showing this is just to
18 give you an illustrative view. Just view this as sort of
19 a schematic generic view of the two lane.

20 This section would go, in Alternative
21 Three, Ainaloa Boulevard to Pahoia-Kapoho Road, and
22 Alternative Five from Kahakai Boulevard to Pahoia-Kapoho
23 Road.

24 The four-lane section would be four lanes
25 wide. It would include a widened area off to the side of

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1 the highway where you would have room for pedestrians.
2 It would also have a shoulder and a bikeway area. This
3 would cover the three segments I show you up there,
4 Keaau Bypass to Ainaloa Boulevard for Alternative Three,
5 the entire corridor for Alternative Four, and from
6 Paradise to Kahakai for Alternative Five.

7 The six-lane section is only part of
8 Alternative Five that would go from the Keaau Bypass to
9 Paradise Drive, and it would be six lanes in width.

10 There are also other alternatives that we
11 consider in the EA. We look at how intersections are
12 going to be treated, whether they have signals or
13 roundabouts or just simply a stop sign. We also look at
14 some access management concepts, ways to tie the
15 subdivisions together and improve access by improving
16 some of the intersections to carry traffic in different
17 directions. These are all very, very conceptual, and in
18 addition to the TSM Alternative it could be in any of the
19 three "Build Alternatives" as well.

20 Okay. I am going to talk a little bit now
21 about the areas of potential impact that are covered in
22 the EA. We look at a laundry list of issues. That's why
23 that document is so thick. I am not going to get into
24 the specifics. You can see there is a lengthy list of
25 issues that we cover as far as looking at the effect of

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22

1 environment and the environmental consequences, and how
2 we would have to mitigate the effects of the highway on
3 all these different resources.

4 The draft EA is looking at the
5 significance of the potential effects. There is a legal
6 definition to significant. If there is a significant
7 impact, then you need to mitigate it to a level that it's
8 not considered significant.

9 We also looked at various types of
10 impacts. In addition to what we would typically think of
11 as the impacts of the road, which are the direct impacts,
12 something is built and there is a direct effect, we also
13 have indirect impacts, which could happen somewhat apart
14 from the highway being built in time or in space. So
15 there could be effects that wouldn't manifest themselves
16 immediately or would happen further away from the
17 highway. Those would be indirect impacts.

18 We also look at cumulative impacts. The
19 highway itself may have a small impact on a particular
20 resource, but it could have a cumulative effect when you
21 look at all of the other actions that have taken place in
22 the area such as development and increase in pollution
23 and things of that nature.

24 We also look at construction impacts, the
25 things that happen during the construction phase of the

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23

1 project, and we also look at impacts after the
2 construction, obviously.

3 I talked a little bit before about the
4 significance of the impacts. The State of Hawaii has 13
5 criteria that are used in determining whether impacts are
6 significant and we look at the determination of those
7 impacts and whether they would be considered significant.
8 At this time we are expecting a Finding of No Significant
9 Impact on this project.

10 Okay. I am going to focus on some of the
11 major resource areas. Obviously we look at a huge
12 laundry list of things. We can't talk about every single
13 thing in the EA tonight because we want to allow you to
14 give your testimony, but we are going to focus on a few.

15 Land use. We looked at plans, such as the
16 Puna Community Development Plan, the Puna Regional
17 Circulation Plan, and other plans, and in general the
18 "Build Alternatives" are consistent with these plans.

19 There is an analysis of traffic and
20 transportation in the Environmental Assessment,
21 apparently a sensitive one, and we have a special study
22 in one of appendices which is hundreds of pages long
23 looking at traffic issues. We model traffic at various
24 intersections to make sure that the corridor could carry
25 the traffic at a particular location.

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24

1 Overall 2038 was the design that we are
2 going to consider. The No-Build Alternative does not meet
3 purpose and need for this project from the standpoint of
4 traffic and transportation. The TSM Alternative does
5 not. Alternative three has some congestion, but it does
6 address the purpose and need overall, as do Alternatives
7 Four and Five.

8 We are looking at improvements in safety
9 and reduction in crashes and there's an analysis on what
10 would be the effect of the project on reducing the
11 impacts of crashes.

12 We also have an analysis that looks at
13 roundabouts, because that's been a major part of the
14 community's concern on this project. They would like to
15 see roundabouts. The DOT has a policy at the present
16 time that only single-lane roundabouts could be
17 constructed in Hawaii, but our analysis did look at
18 roundabouts with that limitation.

19 The Kahakai Boulevard roundabout could
20 accommodate the traffic volumes even if it was built as a
21 roundabout in the year 2038. Other locations may have
22 some congestion even with the roundabout by that time,
23 but it could be the sort of thing where they build a
24 roundabout and determine down the line how to address the
25 increasing congestion at that time.

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1 We also look at things such as access
2 management, reconfiguring the Kahakai and Old Pāhoa Road
3 area, which I know is of great concern to many of the
4 people here tonight, safety, bicycles and pedestrians,
5 and accommodations to transit, because the highway is not
6 only serving cars, it's also serving a number of other
7 modes.

8 We did an analysis of noise. We modeled
9 and, well, first we monitored the noise. We use a
10 microphone similar to the one seen in the photograph
11 there. We then monitored the noise along the corridor
12 looking at the traffic volumes and speeds trying to
13 determine what would be the noise effect of the project.

14 From looking at a worst case scenario, we
15 determined that noise walls were not feasible in this
16 corridor primarily because the places where the noise is
17 the worst has driveways that punctuate the edge of the
18 road, and so you would not be able to build a continuous
19 noise wall and you would be blocking people's views and
20 the opening space into the driveways. So that's the
21 reason that noise walls probably could not be
22 constructed.

23 Currently there are 117 properties out of
24 182 that exceed the state DOT and Federal Highways Noise
25 Standards. In the future, depending on which alternative

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1 was constructed, that number would increase to 150 to 166
2 properties.

3 The State Department of Health requires
4 permits to be obtained for construction and the permits
5 would limit the hours of construction and also would
6 have, would have controls on the type of equipment and
7 such. So that is how noise would be mitigated during a
8 construction period.

9 Right of ways are of concern. Obviously,
10 there is concern about keeping people's properties intact
11 to the greatest degree possible. None of the project
12 alternatives that we looked at would require any homes or
13 businesses to be acquired, so that's a good thing. Most
14 of the property that would be acquired along the corridor
15 would be narrow strips, right up against the highway, ten
16 feet wide, 15 feet wide, 20 feet wide, it varies, of
17 course, depending upon the circumstances. But that's the
18 general level of magnitude that we are talking about.

19 The No-Build Alternative, obviously, would
20 not require any property to be acquired, and as you can
21 see, the different alternatives would require increasing
22 levels of right of way to be acquired. Obviously there
23 are many, many parcels that have small little bits
24 acquired, so 39.7 acres of 362 parcels, that's the
25 largest amount of the three "Build Alternatives."

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27

1 There will also be some changes to the
2 driveways. We would need to change access in some cases,
3 whereas people currently are able to go in and out of
4 their property without any kind of limitation on how they
5 go, they may need to switch to a right in/right out type
6 of configuration where people would need to go to an
7 access point, like an intersection, and perhaps make a
8 U-turn to get to their property rather than being able to
9 make a left turn.

10 The DOT provides relocation assistance if
11 properties were to be acquired, which as I noted before
12 we don't believe that is the case right now. The Federal
13 Uniform Relocation Assistance and Real Property
14 Acquisition Policies Act dictates how people are
15 compensated for their property, and they are provided
16 fair market value and the opportunity to have their own
17 appraisal done, and the DOT follows all federal laws to
18 make sure that that process is fair.

19 We looked at a number of natural
20 environmental issues, wildlife and natural resources.
21 Overall Keaau-Pāhoa Road, the corridor itself, is a
22 fairly disturbed highway environment. A lot of the
23 properties along the corridor have yards that have been
24 landscaped and such. We are not looking at pristine
25 natural areas for the most part, but there could be some

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28

1 limited impact on aquatic resources and waterways, and so
2 we would have to follow the federal laws for mitigating
3 those impacts and dealing with the federal resource
4 agencies on that.

5 Drainage overall is a concern in some
6 places. We would be looking at improving the drainage in
7 places where there is problems and permits and approvals
8 would be acquired.

9 We did an archeological assessment of the
10 corridor. We sent out a team to look at the potential
11 for resources that are known. Obviously they did not dig
12 up the entire corridor, but they did a field review of
13 the various areas along the corridor to see if there was
14 potential for archeological resources.

15 We talk in the EA about providing
16 archeological monitoring as a mitigative effect. When
17 construction is taking place there would be an
18 archeological team that would be available that would go
19 out and provide guidance to the construction crews in
20 order to try to protect resources that are out there.
21 And if, of course, there is something that is not
22 foreseen, they would be able to stop construction and
23 deal with the authorities on that.

24 We also look at historic properties.
25 There is a bridge from the 1930s that's located on

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29

1 Waipahoehoe Stream in the northern end of the corridor.
2 That bridge, actually, will be affected by the shoulders
3 conversion that we are going to talk about later on.
4 There is also the cemetery at the southern end of the
5 corridor near Pahoā-Kapoho Road, Sacred Heart Church.

6 We have made our design in such a fashion
7 that it would not move the highway any closer to that
8 resource in order to minimize the effects of the project
9 on that. We are expecting a finding of no adverse
10 effects from the State Historic Preservation Division on
11 that.

12 We also did a cultural impact assessment
13 which involved an extensive amount of interviews of local
14 residents that have knowledge about various cultural
15 effects in the area. The only area that was identified
16 as being of concern in the cultural impact assessment was
17 the Maku'u Farmer's Market, and we would be working with
18 them to make sure that the project does not adversely
19 affect them, that area as well.

20 If there are ancient trails that could be
21 opened up when vegetation is cleared out, there would
22 also be measures taken to try to protect those to keep
23 people out and to make sure that doesn't become well
24 known.

25 Visual effects of this project, as you can

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30

1 imagine, are of great concern to people. Obviously if
2 you widen the highway from what's there today, it is
3 going to have an effect on the visual field both for the
4 people driving on the road and also the people that live
5 near the road and have to look out to the road. So we
6 provide an assessment of the visual effects of the
7 project.

8 As I noted earlier, there are places where
9 they would widen the highway under the various
10 alternatives and so these would have a visual concern.
11 The one thing that is left out of the project is that
12 there would be no vistas that would be blocked. So your
13 view of Mauna Kea and Mauna Loa or the ocean off in the
14 distance would not be affected by the project.

15 We also considered utilities. There are a
16 number of areas along the corridor where there are power
17 poles, there is water lines, there is various utilities
18 that could be affected by the project, and so there would
19 be utility relocation and the costs of those relocations
20 was discussed in detail in the EA.

21 One thing I mentioned, or Cheryl had
22 mentioned earlier, was that the KPAG had noted that there
23 could be the potential for undergrounding lines, and that
24 would be quite expensive to do that, so cost is probably
25 impractical for that effect.

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31

1 At this point I'm going to turn it back to
2 Cheryl and she will talk about the next steps.

3 CHERYL SOON: Okay. Just to reiterate, at
4 this point there is no Preferred Alternative. The
5 decision making for a Preferred Alternative will be based
6 on what happens at this hearing tonight and what happens
7 during the comment period.

8 We expect that in the final Environmental
9 Assessment we will disclose the Preferred Alternative.
10 Decision making will occur openly at KPAG meetings with
11 debates and all the comments being made public.

12 Following the completion of the final
13 Environmental Assessment expected in late 2010 or early
14 2011, the Department of Transportation will commence
15 final design followed by construction. The anticipation
16 is that the improvements, although they will be made and
17 phased and some come earlier, will be completely open for
18 your use in 2008 --

19 UNIDENTIFIED SPEAKER: 2018.

20 CHERYL SOON: -- 2018. My second mistake.
21 Sorry. 2018.

22 KEN TATSUGUCHI: Okay. Thanks, Cheryl.
23 We are going to take a five-minute recess and then begin
24 the testimony. Thank you.

25 And if anybody hasn't signed in to

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32

1 testify, please fill out, go to the sign-in desk, please.
2 Thank you.

3 (At 7:10 p.m. a break was taken.)

4 (Back on the record at 7:19 p.m.)

5 JIRO SUMADA: Okay, folks, we need to kind
6 of quiet down because see this lady right here, Pat, she
7 is our official court reporter, court recorder, okay, so
8 she has got to be able to hear the testimony. So if
9 everybody could kind of take your seats and if you want
10 to have side conversations, if you could go outside, we'd
11 ask that you do that.

12 And now I will turn it back over to Ken.

13 KEN TATSUGUCHI: All right. I would like
14 to call the first three public testifiers, Linda Dusak
15 Ravanell. I apologize if I say your name incorrectly.

16 LINDA DUSAK RAVANELL: You did well.

17 KEN TATSUGUCHI: Okay. And next in line
18 would be Kathy Stephens, and after that would be
19 Gregory Smith.

20 EMILY NAEOLE-BEASON: Yeah, because I went
21 up there to sign up and then they said that, you guys
22 said that you guys are going to let the public officials
23 talk, so that's why I did not sign in. Right?

24 CHERYL SOON: Okay. You can go first.
25 Come up. Come on up.

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33

1 KEN TATSUGUCHI: You can come up. I
2 apologize.

3 Thank you, Emily.

4 EMILY NAEOLE-BEASON: I just wanted to,
5 first of all, thank all the people that's been on this
6 committee and working so hard for so long for so many
7 months.

8 Could we all give a hand to them.

9 (Applause)

10 EMILY NAEOLE-BEASON: I just wanted to say
11 I have been part of the meetings when it started, but I
12 kind of phased out, just so much things to do. You know,
13 as an official for the County of Hawaii, we just don't do
14 one, two things, we have a whole lot of things to do.
15 And if you ask my worker, RJ, I put her to hard work. I
16 have, you know, I put plenty pressure because I like to
17 get things done and I don't want to just talk about
18 things.

19 So I would like to apologize for not
20 coming to some of the meetings, that I haven't been at
21 the meetings. But I just wanted to say because I was
22 born and raised in Pāhoa, I've rode these roads since I
23 was a little girl, and I look around and I see some of
24 the people that has lived there all their life also, and
25 so I know who has been here for a long, long time.

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34

1 I am 53 years old and so, you know, one of
2 my questions that I asked was how come it took so long to
3 come to this point. But, you know, I just want to say
4 I'm glad we are at this point, at least we started, we
5 going, and so that's very important too.

6 You know, the place where I see a lot of
7 accidents is right there by our Malama Market right at
8 the intersection, because now my office is located there,
9 it's been there since 2009, and so every time we hear a
10 crash, I send my ladies out with the camera, run out, we
11 try to direct traffic, we try to do whatever we can.

12 This is going to be a blessing for this
13 community that we can be able to work on this 9.5 miles
14 going down from Keaau to Pāhoa. And, you know, I just
15 want to say that, like I say, because I have been here
16 all my life, you know, these three intersections right
17 here, this one down here, and the other one down the
18 road, and the highway going up to Volcano, those three
19 intersections have come way, I mean, you know, when this
20 whole corridor came out, you know, we had three
21 intersections, but the intersections were Shower Drive
22 all the way down to Pāhoa Town, you know, we only had
23 one. The only one is at Pāhoa High School, because there
24 were some deaths down there. I remember, I have a 33
25 year old daughter, one of her classmate at ninth or tenth

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35

1 grade was killed there.

2 So, you know, I can remember the things
3 for the last 30 some years and even longer, but I just
4 glad that we're at the stage where it's going to start
5 happening, even though it will take eight years or how
6 many years to make all of these come to pass, I'm glad
7 that, I just want to say thank you to all of you that has
8 worked from the State, has worked so hard to make this
9 come to pass.

10 And that's why, you know, our officials
11 from the State level, to me, is very important not only
12 as county because we need to work together to make a
13 movement to make these road, because I'm tired of
14 screaming and yelling more action. My style, I've always
15 been a mover and a shaker. I don't like to just talk for
16 nothing. I don't like waste gas. I call it waste gas.

17 And I just look out in the audience, I
18 want to say thank you to some of our local people. Look
19 over here, this is amazing that you guys are here
20 tonight. It is, because, you know, we don't see much of
21 our local people coming out to speak out and say
22 something about what is happening in our community
23 because a lot of the loud voices are people that have
24 moved here from other places.

25 So as a native Hawaiian, as your leader, I

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36

1 say thank you for coming out tonight. A lot of us like
2 stay home, watch TV, but tonight we are here, everybody
3 is out, and I want to thank all of you from the community
4 for being here. This is an important meeting and, again,
5 let's hoa mua and go forward.

6 Thank you very much.

7 (Applause)

8 KEN TATSUGUCHI: Thank you,
9 Representative.

10 Our next testifier is Linda Dusak
11 Ravanell.

12 CHERYL SOON: Linda, you need to face
13 towards her when you speak.

14 LINDA DUSAK RAVANELL: Face you?

15 CHERYL SOON: Face the court reporter,
16 Pat, yes.

17 LINDA DUSAK RAVANELL: Okay. I'm Linda
18 Dusak Ravanell. My family and I live on 27th Street off
19 Kaloli. I've noticed that trying to get out of
20 Paradise Park, which is the third largest settlement on
21 this island, in the morning you have got to have a death
22 wish. It's too darn dangerous with the Pahoia to Keaau
23 Speedway.

24 Late at night I hear the kids out burning
25 rubber, shortly followed by ambulances and fire trucks

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37

1 and utility people and I'm sick of it. I want traffic
2 lights so these lolos can stop it. That poor man who got
3 killed at Shower getting off the bus, that was entirely
4 avoidable if this road had been fixed a long time ago.

5 Truthfully, I don't expect to live long
6 enough to see this road being fixed, being a lot older
7 than Auntie Emily, but it's got to be done.

8 It's got to be minimum four lanes with
9 driveable shoulders so you can evacuate Puna the next
10 time there is a really bad eruption or a really bad
11 tsunami.

12 All this constant merging that's been
13 mentioned in these plans, six lanes, four lanes to two
14 lanes, forget it. If you want to see merging aloha go up
15 and hang out around Keaau High School at rush hour.
16 There is aloha. People are squeezing in and pushing in,
17 Lord knows how we have gone for a while without a serious
18 accident there. Keep the road straight.

19 I'd like to see crosswalks painted on
20 Route 130 so some of these dumb drivers can figure out
21 that, oh, crosswalk, and it's Shower, someone may be
22 wanting to cross the street and I should slow it down.

23 The light at Shower is good, good start.
24 You can hang a temporary one now, there are poles, but
25 it's only the beginning. That father and son who were

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38

1 driven over on their motorcycle, someone drove over them,
2 killed them both, further down the road. That was
3 ghastly. You don't do that with children.

4 We need traffic lights. Sorry. We need a
5 blinking light at the Maku'u Marketplace. All week you
6 can set it on blinking yellow for the road, red for the
7 marketplace, and then Saturdays and Sundays it could
8 automatically be switched over to regular lights because
9 there is a lot of traffic there, and you hear the screech
10 of tires there too. Cheap light. And I know you have
11 got the technology to make, have that light switch from
12 blinking to regular without much fuss.

13 Please don't bury the water pipes under
14 the pavement. If you're curious, ask New York City.
15 Their water pipes are under the pavement and every now
16 and then the whole road collapses, there is water all
17 over the place, and they have to go back to a map drawn
18 in the 1800s to find out where the hills and streams
19 really are and where the leak really is. Call them. I'm
20 sure they would be glad to tell you.

21 There are no roundabouts in the
22 United States, I don't know who started this word, the
23 word is traffic circle. But the last 30 some years
24 Connecticut and New Jersey have been removing theirs and
25 putting in a nice traffic light, or a four-way stop,

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39

1 because once you get stuck in a traffic circle, you may
2 never get out.

3 If you have been to Washington, DC, go
4 drive DuPont Circle at rush hour, there are five roads
5 there at least coming together, and nobody knows where
6 they are going.

7 Changes have to be made to this road --
8 KEN TATSUGUCHI: You are going to have to
9 speed it up.

10 LINDA DUSAK RAVANELL: -- for safety, and
11 we just have to accept that the population is growing,
12 and you can't stop that. There is land, lots of land for
13 sale, people will be moving in, and they'd like to get
14 into Keaau without being killed.

15 Thank you.
16 (Applause)

17 KEN TATSUGUCHI: Thank you, Linda.
18 Our next testifier we will hear testimony
19 from is Kathy Stephens. Thank you.

20 KATHY STEPHENS: My name is Kathy Stephens
21 and I'm not affiliated with anybody but my husband and my
22 kids.

23 My biggest concern is the roundabout that
24 has been coming. People have wanted that thing at the
25 Pāhoa interchange, and, folks, there's a couple of things

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40

1 I have concerns about is if somebody is in a wheelchair
2 and wants to get across that R130, how in the world are
3 they going to get across with a roundabout.

4 Now also a roundabout in the evening, you
5 all know how much it rains here. Even with lights you
6 can't hardly see. If you have a roundabout, how in the
7 world are you going to see anybody on a bike or a moped
8 and not run them over in the roundabout.

9 Talking about safety, I think that the
10 roundabout is perfect in towns where they have small
11 roads, but not on a main road like the one like 130 is.

12 I think traffic lights would be perfect
13 there. It would stop the traffic. People in
14 wheelchairs, bicycles, can get across the road, put in
15 crosswalks. And I think Kahakai should go straight
16 across to the Woodland, new Woodland Center, just cut out
17 the other mess that's on the other side.

18 Let's see, what else.

19 Oh, another concern I have on roundabouts
20 is I think we need four lanes all the way, and you said
21 that in Hawaii they will only permit one, what was it.

22 CHERYL SOON: Single lane.

23 KATHY STEPHENS: A single lane. When you
24 talk about a bottleneck and a mess, that would be
25 horrible, whereas if you have a traffic light, I don't

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41

1 think they are that expensive or that hard to move.
2 Let's see. I was wondering if maybe, if
3 you were considering a roundabout, which I hope you
4 aren't, that you might want to survey the people in that
5 area going down Kahakai, there is Hawaiian Beaches,
6 Beaches, Parks, Hawaiian Shores, which is where I live,
7 and ask the people in Pahoia, even Nanawale, Leilani, what
8 they would like to have at that intersection, whether
9 they want the single lane roundabout or regular traffic
10 lights. I think it makes a lot of sense.
11 Anyway, thank you so much for your time.
12 (Applause)
13 KEN TATSUGUCHI: Thank you, Kathy.
14 The next testifier is Gregory Smith, and
15 the person after that is Ms. Polena.
16 GREGORY SMITH: Okay. Thank you. My name
17 is Gregory T. Smith. I live --
18 CHERYL SOON: Greg, can you face the court
19 reporter so she can hear you.
20 GREGORY SMITH: Oh, I'm sorry.
21 CHERYL SOON: Thank you.
22 GREGORY SMITH: My name is Gregory T.
23 Smith, and I come from near Pahoia Town.
24 Anyway, I do have some things to say about
25 roundabouts. I have lived and worked in 12 different

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42

1 countries and they do have roundabouts in almost every
2 one of those countries because they are safer. People
3 that don't know them, have never really driven on them,
4 are usually the ones that are the greatest critics. The
5 fact of the matter is that I would hope that a roundabout
6 does, particularly at Kahakai, they slow down traffic
7 even better than a stop light.
8 And also I do have great concern over how
9 the Woodland Center project came about, because
10 apparently the county decided to allow this project to
11 come ahead without any promise or working arrangement
12 with the State of Hawaii, DOT, to get the traffic
13 situation worked out and in place while the project was
14 coming ahead.
15 If Woodlands is allowed to open before
16 such time that the Kahakai intersection is not completed,
17 we have a desperate situation at the intersection now at
18 mile marker 10. There will be gridlock if Woodlands is
19 allowed to open before Kahakai Boulevard is open. This
20 is no doubt because the morning of the tsunami, that
21 place was gridlocked all the way through to what, to the
22 intersection now at mile marker 10. It was so bad that
23 the construction crew that morning, on the morning of the
24 tsunami, because everybody was trying to get gas at
25 Paul's Gas Station, right, they couldn't get to work.

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43

1 Half of them went home and the other half went down to
2 the corner and just got drunk and had lunch.

3 Okay. Now, the point is that it is
4 amazing that that intersection, mile marker 10, hasn't
5 produced any deaths, it only, you know, it only ripped
6 off a guy's leg. Hey, what's a leg, right.

7 But the point is, I hope that the
8 developers of Woodlands, the State of Hawaii, will
9 understand, and the County of Hawaii will understand that
10 they have to open up that road and make the traffic
11 infrastructure right before Woodlands opens, period, or
12 there is going to be a lot of deaths, there is going to
13 be a lot of other, there is already huge amounts of
14 property damage at that mile marker 10 intersection.
15 Huge. You know, just a few days ago it was \$20,000 more
16 damage, two cars collided, right. And it goes on nearly
17 every day.

18 Now, the point of the matter is too that I
19 would hope that the county for once actually follows law
20 and sues the State saying that infrastructure is supposed
21 to be concurrent with development, not making half-ass,
22 half-baked plans trying to, trying to get something open
23 because the developer wants to open it. I mean, I don't
24 know, I mean, does the developer, what is he going to do
25 to, you know, alleviate any other future damage. And it

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44

1 will happen. I mean, it will happen if Kahakai is not
2 opened before Woodlands.

3 Anyway, thank you.

4 (Applause)

5 KEN TATSUGUCHI: Ms. Folena.

6 JOYCE FOLENA: My name is Joyce Folena and
7 I am residing in the United States, I have been in Puna
8 for 26 plus years, and I have seen a lot of changes
9 happen.

10 First of all, I would like to support
11 Alternative Four in the Environmental Assessment. I do
12 support roundabouts. I do believe that roundabouts, from
13 reading the information from the Federal Department of
14 Transportation, there is a booklet available online, I
15 was lucky enough to get one of the last hard copies, The
16 Roundabouts Handbook, and I have spoken to one
17 roundabouts expert in Florida, who, by the way, was here
18 in front of the KPAG meetings. He is from Australia.

19 Roundabouts have a history of lowering the
20 traffic incidents and rising up the efficiency of the
21 flow of traffic. More cars can pass through the same
22 intersections that have previously had signal lights.
23 When they put roundabouts in the traffic is slowed down,
24 it doesn't stop. It doesn't come to a halt. You don't
25 have the pollution from the automobiles running their

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45

1 motors while they are waiting for the light to change,
2 and the amount of traffic increases through that same
3 intersection in comparative to signal lights.

4 I understand people's reticence in
5 approaching roundabouts. Maybe they haven't had
6 experience with them, I don't know.

7 I do understand DOT's position that they
8 are going to begin with single-lane roundabouts and are
9 not going to jump into multi-lane roundabouts at the
10 present time. I accept their position. I don't quite
11 agree with it, but I have to accept it, I'm not a traffic
12 engineer. I'm not a roundabout expert either. Excuse
13 me.

14 I support the opening up of
15 Kahakai Boulevard with a roundabout if I can get one
16 there. If I can't, I will settle for a signal light,
17 also at Ainaloa Boulevard, also at Shower Drive.

18 In respect to the Woodland Center opening
19 up, I have no problem with the businesses existing at
20 Woodland Center. I have no problem with Woodland Center
21 opening up. I have a big point of discussion and
22 opposition to the lack of proper road infrastructure
23 planning in relation to the three additional businesses
24 at Woodland Center, all three having drive-in window
25 capacities and very large business draws.

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46

1 So I hope that Mr. Jiro Sumada or Ed -- I
2 am sorry, I don't know your last name, Ed -- Steffin.

3 CHERYL SOON: Sniffen.

4 JOYCE FOLENA: Sniffen, sorry, okay,
5 Sniffen, will comment further on the plans that are now
6 in place, signed plans, I have heard from Ed Sniffen, for
7 the developer Paul Ogasawara to pay for and conduct and
8 finish the opening of the Kahakai Boulevard remnant, I
9 call it remnant, but the frontage road for
10 Woodland Center, Paho Auto Parts and Paho Auto Repair
11 to be open with right out and right in only turn lanes to
12 Highway 130 Paho Bypass.

13 Now, that will relieve a lot of the
14 traffic congestion we're absolutely sure is going to
15 occur when Woodland Center opens up, if that road is not
16 opened up, and that's the quick Band-Aid fix, we need
17 definitely, I am in agreement, we need a four-way
18 intersection at Kahakai Boulevard, and I leave the rest
19 of the planning up to the engineers and the experts, and
20 I thank SSEM for making the Environmental Assessment so
21 readily available to the public.

22 That's it.
23 (Applause)

24 KEN TATSUGUCHI: Thank you. The next
25 testifier we have is Mr. James Weatherford and after that

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47

1 Mr. Rees.

2 JAMES WEATHERFORD: Hello, good evening.
3 My name is James Weatherford, I'm a resident of Hawaii
4 Paradise Park.

5 I just want to make a few points and
6 comment directly on the Environmental Assessment. There
7 is quite a lot of reference in it to the year 2038 kind
8 of being the goal we're working toward. I want to thank
9 Robin for his discussion before the meeting started this
10 evening in explaining it to me that that's because the
11 20-year planning horizon is required, you don't expect
12 construction to begin in 2018. I would strongly
13 encourage you to write that out and explain that in the
14 final Environmental Assessment because that's not
15 explained anywhere, it just begins with 2038 without a
16 reason for doing so.

17 The second point I wanted to raise is
18 closely related to that, and in regards to the travel and
19 land use patterns and the trip generation, otherwise why
20 aren't people driving on the road. Large changes are
21 highly probable. Right now most is because they are
22 driving from and to Hilo and back again, and for all
23 kinds of reasons that are both being planned, the
24 community development plan, and it's just reasonable to
25 see as our population grows that there are going to be

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48

1 large changes in these travel patterns and trip
2 generation and land use, and I understand they are
3 included in one of the appendices and, or at least some
4 changes are anticipated there, but I just wanted to
5 suggest that the changes in the travel patterns and the
6 land use patterns need to be considered to be large in
7 the coming years and included in the planning.

8 And, finally, regarding Alternative Two,
9 Transportation Systems Management, I would assume that
10 that is, if not planned, at least doable prior to 2018,
11 otherwise it's probably the soonest thing that we can
12 begin on. As soon as I saw it, especially the access
13 management approach, I really appreciated the innovation.
14 Clearly people were not just, just doing copy/paste on
15 some job they had done before, they were really looking
16 at the local situation. That's good.

17 My understanding is that this is the lower
18 cost and the most doable, most doable much sooner. So if
19 you are talking about time and money, time is not on our
20 side here, and perhaps we are overdue doing something,
21 and in terms of money, there's not much of it to be had
22 for the foreseeable future, at least the way I read these
23 things, and maybe we need to get used to that and plan
24 accordingly and really take a serious look at what we can
25 do with traffic systems management.

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49

1 I want to thank you very much, all of you,
2 for your work, and have a good evening.

3 (Applause)

4 KEN TATSUGUCHI: The next testifier is
5 Tim Rees, and after Mr. Rees we have Gail Clarke.

6 TIM REES: Good evening. My name is
7 Tim Rees, R-e-e-s, a resident of North Hilo and lower
8 Puna, so I use this highway, as many of us do here.

9 I also want to add to Mr. Weatherford's
10 comment and thank everybody that's been involved on this.

11 The four main points that I would like to
12 bring up this evening, the first one is actually a kind
13 of a detailed engineering principle regarding, well, it's
14 a traffic flow issue.

15 You know, ever since I moved to Hawaii
16 about 20, 22 years ago, there is one thing that puzzled
17 me with the traffic metering in this state, that was
18 these right turn yield signs. See I understood as a
19 general principle of highway safety and movement as you
20 try to get people where they are going as safely and
21 efficiently and in orderly fashion as possible, and
22 generally a right-turn lane is not considered a
23 conflicting movement, and yet if you, to give the folks a
24 visual representation, if you think of the Pāhoa
25 intersection, right before Kahakai Boulevard when you

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50

1 have a yield sign right there where you are turning
2 right, here is where you get this start/stop and kind of
3 a hindrance to smooth traffic flow, or potential
4 hindrance. You don't know if the person coming up is
5 going, for a period of your visual sight line you don't
6 know if they are even going to put on their blinker and
7 get into that left pocket lane to try to turn against
8 you, across you, where you are supposed to yield for
9 them.

10 Also you don't know, even if you are very
11 carefully monitoring traffic behind you when you move
12 into the right-turn lane, you don't know if they have got
13 a possible clear chance to swing a left. So you end up
14 waiting and you can even stack up traffic while you are
15 waiting, if you are a hesitant driver, and you can wait
16 there for a minute or two minutes when there is no real
17 need for it.

18 So I would hope that anywhere in this plan
19 if these yields are planned, please just have a second
20 look at that. I would say the more ideal way to deal
21 with that engineering wise might be an actually metered
22 lane signal light for right turners. I think that would
23 be preferable.

24 The other one is a much bigger issue.
25 It's a social cultural issue as relates to the

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51

1 Environmental Assessment draft report right now that we
2 have in front of us. Needless traffic delay.

3 Now, when the first phase of this plan,
4 whatever one actually moves forward and is implemented,
5 we currently have this afternoon what I consider a
6 needless Keaau Bypass afternoon backup condition. That's
7 going to be drastically exacerbated when we do the very
8 first phases here, which it sounds like it's going to be
9 makai shoulder lane widening and permanent lane
10 improvement over there on the makai side between Keaau
11 Village Road, the end of the Keaau Bypass and
12 Shower Drive.

13 It will further be exacerbated by the
14 looky-loos that slow down and don't pay attention when
15 there is a construction zone that they are in, and it's a
16 huge problem actually right now. It's going to be an
17 enormous problem here, and if there is a campaign season
18 going on while this construction is happening, good luck
19 to everybody, because there is going to be a heck of a
20 lot of fender benders and rear-enders.

21 Also when the mauka lane widening, the
22 shoulder widening there, which includes increasing the
23 bridge at Waipahoehoe, that flood control channel there,
24 we are going to have trouble.

25 Now, there is a simple solution.

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52

1 Keaau Bypass, the engineering parameters are fairly
2 simple, and a video camera proves this. Anyone can sit
3 at the corner by Diamond Head Papaya, that service road
4 right there where Highway 11 sweeps two lanes into the
5 Keaau Bypass. You can count, you can meter the traffic,
6 you don't need to be a highway engineer, you can count a
7 maximum of about 40 vehicles in two lanes on every
8 traffic pulse.

9 So because lanes are split generally
10 evenly, you simply need to merge about 20 vehicles on
11 every traffic light pulse into the left lane, from the
12 right lane into the left lane. Once you have
13 accomplished that, and, by the way, the best way to
14 accomplish that is at some speed. Once you get down to
15 the end of this bottleneck that we have and everybody is
16 going five or two or zero miles an hour, it's going to
17 take forever to get that traffic to clear through.

18 If you accomplish your lane merge
19 smoothly, at a modest speed, such as 45 miles an hour,
20 you have 3900 feet before the first intersection, which
21 is Milo coming from Highway 11, you have an additional
22 3600 feet from between Milo and Kukula Street.
23 Kukula Street has a beautiful right turn pocket lane for
24 anybody that is confounded and has not yet merged
25 properly into the left lane, you could consider an escape

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53

1 route where they can still get around and get back in
2 over here at Keaau Village Road.

3 So this is not an engineering problem. My
4 point is that we need to look very carefully at that and
5 we need to do the study and see if it can possibly be
6 implemented, because if we don't do something like that
7 before construction begins, that backup is going to go
8 all the way to Highway 11 and you are going to have huge
9 problems.

10 So, you know, I am just kind of seeing a
11 little fire from our county prosecutor, Rick Damerville,
12 he made this speech in court one time, the point he was
13 making was the length of the Gettysburg Address, one of
14 the most popular speeches in human history, and it's only
15 like two minutes long.

16 The pulse between green lights on
17 Highway 11 is two minutes. So the real question is, can
18 you simply merge over a distance of a mile and a half at
19 45 miles an hour 20 vehicles from the right lane into the
20 left lane and get them smoothly on through in a
21 single-lane fashion.

22 It's so easy to meter the signal lights we
23 have here. Keaau Bypass is built to a high standard,
24 it's a wonderful piece of highway. It's not presently
25 being, the traffic lane configurations aren't correct for

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54

1 the afternoon situation.

2 Thank you for your patience on that.

3 The third item was the PMAR is vital for
4 all practical public safety, health and welfare purposes,
5 along with concurrent community village costs and
6 planning.

7 And the last thing I would like to speak
8 on, by the way, the delay on the Keaau Bypass has been
9 anywhere from 15 to 40 minutes on average for years.
10 Brennon Morioka came out publicly and stated that every
11 minute on an annual basis of unnecessary delay on a
12 highway when you are waiting in congested traffic costs
13 not, quote, the taxpayers, it costs that individual in
14 the car or that family vehicle \$60 a minute. So the cost
15 to the persons that are actually caught in that
16 congestion is anywhere from 800 to 2400 dollars a year.

17 Now multiply that times approximately
18 25,000 vehicles that use this corridor and we are talking
19 about big money. We can fix that.

20 (Applause)

21 The last item -- thank you, sir -- now,
22 please don't take this wrong, I am a little bit of a wise
23 guy, but there is this new buzz phrase going around that
24 was actually brought to my attention during this process,
25 and I am appreciative of everybody's work on it, I just

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55

1 don't want to see it popping up in all these new
2 government reports. So take this as tongue in cheek.
3 The new buzz phrase, Context Sensitive
4 Solutions. I think it was Mark Twain, Samuel Clemens
5 that said, If a solution does not sensitively address the
6 specific issues and parameters of a known identifiable
7 problem, the context, then it's not really a solution, it
8 defines the lesser unfortunate circumstances of an
9 awkwardly misguided proposition.
10 So I hope that phrase just drops out of
11 the picture. You all have done great work. Thank you.
12 (Applause)
13 KEN TATSUGUCHI: The next speaker we have
14 to testify is Gail Clarke.
15 GAIL CLARKE: Aloha everyone. I know I am
16 supposed to look over there, but I am really glad you are
17 all out here this evening.
18 My name is Gail Clarke and I am here as a
19 two decade plus resident of Puna, and also representing
20 the Arts and Science Center, a nonprofit partnering with
21 the public charter school Hawaii Academy of Arts and
22 Science located off the Pāhoa Bypass.
23 I'd like to make a comment, note an
24 omission and possibly correct an error.
25 My comment is mahalo to the efforts. A

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56

1 most interesting part of the document is the population
2 table. We were, in 1970, 5,154 people in Puna. 1980,
3 11,000, 1990, 20,000, the year 2000, 30,000. So 500
4 percent growth. We need to address these issues, and I
5 think a very good job has been done to involve the public
6 in this process.
7 In section three on page 56 and 57 on
8 education facilities, there is no notation of public
9 charter schools, there are only the Department of
10 Education schools noted. So I would like to see the
11 addition of at least two charter schools that I am aware
12 of that have property right on the corridor at this point
13 in time. That would be Hawaii Academy of Arts and
14 Science and Nawahi (Nawahiokalaniōpuū) and I have
15 written it down so the website can get visited.
16 I am also very curious. My first comment
17 was what is Nanawale Homestead Road. And when I look at
18 the big map, I see that you are calling Post Office Road
19 and Homestead Road, Nanawale Homestead Road.
20 Having just entered a contract to pay
21 \$8,000 for a TIAR, or a traffic impact study at that
22 intersection for our charter school for our county
23 permitting process that we now need to go through, which
24 we didn't need to go through when we started the project
25 but now we need to go through it, I've studied many maps

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57

1 and I have never seen that roadway referred to as
2 Nanawale Homestead Road. So if you are curious, if you
3 would share that documentation if it's validated or
4 whatever it takes to do that.

5 So lastly, this group has helped bring
6 attention to the bypass in Pāhoa, and I am appreciative
7 that the speed limit has been dropped to 45 miles per
8 hour, and I would like to publicly express my thanks for
9 helping make that road just a little bit safer at this
10 point in time.

11 And don't get a speeding ticket, it is now
12 45. Thank you.

13 (Applause)

14 KEN TATSUGUCHI: All right. Thank you,
15 Gail.

16 The next speaker is Rod, I am sorry, next
17 testifier is Rod Thompson, and after that is Dick Mundy.

18 ROD THOMPSON: I do better when I hold it,
19 then I can hold it the right distance.

20 Rod Thompson. I live in Hawaiian
21 Paradise Park. I am sorry that the camera left. I am
22 not going to be on TV.

23 I wanted to talk about the look of the
24 road when the project is finished. There was comments
25 earlier this evening, and I forget the exact wording,

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58

1 that it should fit into Puna. And I was struck by the
2 view, as Mr. Zang spoke, of the cross-section, one side
3 of the road to the other, with the wide median in the
4 center.

5 Now, I fully understand that that's not
6 necessarily what's going to happen, that's just a
7 concept, it could be wider, it could be narrower, there
8 might be none whatsoever.

9 I'm hoping that it would be some kind of
10 median that would be sufficient for planting, and the
11 effect of planting when done right would be to change a
12 possibly four-lane wide road visually back to a two-lane
13 wide road going in this direction, and this other going
14 in that direction, which is what we used to see here in
15 Puna.

16 I realize there is a lot of difficulties
17 in that. If your planting is too low, like three feet or
18 less, it doesn't really visually divide it up. You can't
19 put trees, big tall broad-leaf trees, their roots grow
20 out and destroy pavement. So you have to find something
21 in the middle, five feet, six feet high, and then it has
22 to be something that doesn't cost too much to maintain.
23 But there's the challenge that I would like to see an
24 attempt made to solve.

25 (Applause)

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59

1 KEN TATSUGUCHI: Thank you, Mr. Thompson.

2 The next testifier is Dick Mundy.

3 DAVE MUNDY: Aloha and good evening. My
4 name is Dick Mundy. I live in Hawaiian Shores and
5 Recreation Estates.

6 I would just like to suggest to the
7 consultants and design team that some acknowledgment and
8 discussion be made of either car pooling or high
9 occupancy vehicles as another means of reducing the
10 intensity of traffic flow along this corridor.

11 And I would just like to go on record of
12 being in favor of roundabouts. I have lived with them, I
13 have driven in them, in multi-lane roundabouts, and they
14 do work.

15 Thank you.

16 (Applause)

17 KEN TATSUGUCHI: Thank you, Mr. Mundy.

18 The next testifier is Elizabeth
19 Weatherford.

20 ELIZABETH WEATHERFORD: Hi. My name is
21 Elizabeth Weatherford. I live in Hawaiian Paradise Park.

22 First I want to say that I haven't lived
23 here for a long, long time, I have lived here for almost
24 a decade. The decade before that I lived in Australia
25 where roundabouts are extremely common, and I have done a

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60

1 lot of research on them since then. And I can understand
2 people's apprehension about them, but I'll address that
3 right away.

4 There's been surveys of people, residents,
5 about whether they want roundabouts and/or how they want,
6 what sort of intersection treatment they want, where
7 before a roundabout was installed people were 70 percent
8 against and 30 percent for, and actually that flips
9 upside down after the roundabout has been installed
10 because people become familiar with how they work, so you
11 get 70 percent in favor and 30 against after the
12 roundabout has been installed. And this is very
13 widespread, and the reason is the safety for all users is
14 greater, including for pedestrians and cyclists, and
15 there are ways to address handicap access as well.

16 I want to thank the consultants for the
17 work they have done. It's prodigious, you know, it's a
18 prodigious amount of work you have done producing all of
19 this.

20 I personally favor a Transportation
21 Systems Management. And I, for cost and, and how quickly
22 things can get done. I do think, however, that the
23 Transportation Systems Management needs to be divided
24 into two streams, an A and a B, an A for signals and B
25 for roundabouts, because they would be different in, on

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61

1 three, at least three bases.

2 The first is capacity, because roundabouts
3 pass through a great capacity. Capacity is determined,
4 transportation engineers refer to how many cars go
5 through. So you get greater capacity.

6 Lower cost over time because of reduced
7 maintenance and also because of reduced emergency call
8 out costs. Now, I'm prepared to defend that, although
9 the State Department of Transportation says it's not
10 true. I'm prepared to argue that it is.

11 You have something like nine deaths over,
12 over time for a signal to one for a roundabout, and this,
13 this means that it's the county that pays for the police,
14 ambulance, fire, and all the clean up. That's our cost
15 of it for county, and those are significant. One
16 fatality, the cost to the community for one fatality is
17 like 4.2 million dollars.

18 The safety is much greater and we have the
19 reduced cost on the grounds of both the maintenance and
20 safety issues.

21 Thank you very, very much. Thank you very
22 much. Okay. Aloha.

23 (Applause)

24 KEN TATSUGUCHI: Okay, Elizabeth.

25 We have gone through the testimony sign-in

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62

1 sheet. Is there anyone else?

2 SOLOMON SINGER: Hello. My name is
3 Solomon Singer. I'm a candidate for State House for
4 Puna, and I feel one of the more important issues which
5 we should also face is we need to ask what the community
6 wants. And my friend Emily over here said one of the
7 best ideas for doing that would be to put it on the
8 ballot for the local residents to vote for whether we
9 want roundabouts, whether we want no change, or, you
10 know, any of the aforementioned issues, as well as street
11 lights. You know, so those kind of things can be put on
12 the ballot and then really the community who this serves
13 will be able to ask and, you know, tell who, you know,
14 who is doing this what they want. So I think that would
15 be a really good thing for the community.

16 And also I feel as a representative,
17 hopefully a future representative for Puna, this is a
18 very, very dangerous road as it is. I've had several
19 near misses myself which have blown my mind, you know.

20 UNIDENTIFIED SPEAKER: Here-here.

21 SOLOMON SINGER: This happens every day in
22 Puna, and I feel this road is one of the most important
23 issues to fix. And, frankly, I'm shocked. I have lived
24 here all my life, and I don't know why this hasn't been
25 fixed before, but I am really wanting to thank everyone

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63

1 for their support doing this project, and I also want to
2 try to urge them to fix the issue a lot quicker.

3 They were saying in the presentation, you
4 know, many years from now. A lot of our residents here
5 won't be living here, you know, by then, or they will
6 have moved or there will be more people, and by that time
7 there might be, you know, more need for this.

8 So maybe we can, you know, try to urge
9 them to fix it as soon as possible. This is an important
10 issue, and I feel the community should have a voice, and
11 this comment period is very good for that. Please,
12 everyone comment and we need to get this thing in.

13 Thank you everyone and good luck.

14 (Applause)

15 KEN TATSUGUCHI: Okay. Any other
16 testifiers.

17 Okay. Please state your name.

18 WALTER GRACE: My name is Walter Grace.
19 Turnabouts, okay, not the right thing for Puna, more
20 accidents, delay, you know, and we are all on the rock,
21 you know, going to get space.

22 Like I am totally against roundabouts.

23 Okay. Thank you very much for your
24 hearing my statements.

25 KEN TATSUGUCHI: Thank you. Did we have

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64

1 anybody else?

2 MARIE BRICKER: My name is Marie Bricker.

3 I'm a 30-year resident of Orchidland, so I am on the
4 opposite side from a lot of you folks that I hear talking
5 and speaking on behalf of the lower side of the road.

6 I come to most every informational meeting
7 just to advocate for my side of the road. I want to
8 thank you all, when I come out in the morning to go to
9 work, I work in Hilo, that you all share so much aloha
10 with those of us on the upper side and are able to turn
11 out onto the highway. Thank you so much.

12 It's less polite in the evenings. It's
13 scary to try and come out from the Orchidland side, the
14 Ainaloa side, and try to turn left to go to Keaau or Hilo
15 for any kind of evening time because the lighting is bad,
16 the cars, there is no aloha, you know, you just, I turn
17 right. I turn right at Pohaku, Ainaloa, Paradise and go
18 through HPP and come back out on the road, and that's why
19 you have got some of your high counts when you count the
20 road, the cars coming out of Shower, it's because those
21 of us that are on the other side have to take a right and
22 then come back around.

23 So I am advocating, I see on this bulletin
24 up here the Orchidland intersection is, you know, coming
25 up Orchidland, Paradise and Ainaloa intersections are

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65

1 going to have some changes. I just have to speak for
2 Orchidland because that's the one I come out on where I
3 really feel it really needs to be prioritized. If you
4 are going to set all three of those up, I want to see the
5 Orchidland intersection, that all the commerce, the
6 vendor trucks coming in and out, the buses.

7 Right now we have got a real popular gas
8 station there, so that gas tanker has to come out, and I
9 think, I feel like I am speaking for the vendors as well,
10 you know, it's not just the residents that live in
11 Orchidland.

12 So I would like to see that Orchidland
13 intersection be prioritized as far as giving us a
14 pull-out lane, a pocket lane, which every other major
15 intersection already has. Orchidland doesn't have that
16 yet.

17 Another comment I would like to say, I've
18 experienced roundabouts. I have a comment about whether
19 I want to have a roundabout or a stop light. I think
20 before a roundabout comes about, maybe an initial
21 educational campaign needs to be broadcast to the
22 community to emphasize that in a four-lane roadway that
23 right lane is your slow lane and left lane is your
24 passing lane and until we can educate people to do that,
25 it's a little bit scary to think that we are going to be

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66

1 able to step ahead and learn a whole new technique of
2 going through an intersection with a roundabout. It
3 needs to have a little bit more of a campaign there.

4 Thank you very much for your effort and
5 your time.

6 (Applause)

7 KEN TATSUGUCHI: Thank you. Anyone?

8 DARRELL STEPHENS: Hi. I'm

9 Darrell Stephens and I live in Hawaii -- where do I live.
10 Hawaiian Shores Recreational Area, and I drive that road,
11 the whole length of it, so I see a, you know,
12 Paradise Park and Orchidland and everything, and, you
13 know, when, when we have rush hour and that road, that
14 two-lane road is running at max, I mean, its use, it's
15 got all the cars, so what I am saying is that there's no
16 way that we can keep a two-lane road there. We need four
17 lanes, folks. I mean, you got to move a lot of traffic,
18 and the only way you are going to move it is to get a
19 couple extra lanes.

20 So if this would put down the or put to
21 sleep the idea of the roundabouts one way or another,
22 because here in Hawaii you can't have them on a four-lane
23 road. So but we are going to have to have four lanes. I
24 mean, look, if this isn't going to get done until 2018,
25 how much traffic are we going to have then.

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67

1 So, anyway, I'm saying it's got to be four
2 lanes, folks, or nothing. So thank you.

3 (Applause)

4 SATIVA JONES: Excuse me.

5 KEN TATSUGUCHI: You have a comment?

6 SATIVA JONES: Thanks.

7 Aloha. My name is Sativa. I just want to
8 say briefly that I just had spoken to some friends in
9 California on the mainland, and they were just telling me
10 how much they felt that roundabouts create havoc on the
11 road and a lot of confusion, and I was just there. I
12 have never experienced one, but they have experienced
13 roundabouts and they were just very, very much against
14 roundabouts, and they just let me know that.

15 And also wanted to say that if you go to
16 Kona on the west side, there is many, many traffic
17 lights, they have a lot of that infrastructure that I
18 think that we could benefit from some of that as well.

19 So I would support more traffic lights
20 that they have on the west side and that we really, if we
21 are going to create something like a roundabout, we
22 really study it, and I know you are doing that, and
23 really listen to a lot of people who are living with
24 roundabouts and how they feel about it.

25 That's all. Thank you very much. Aloha.

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68

1 (Applause)

2 KEN TATSUGUCHI: All right. Does anyone
3 else want to provide testimony?

4 EMILY NAEOLE-BEASON: RJ.

5 RJ: No, no, no, dear, please.

6 ADEN DAVID: My name is Aden David. I
7 live in Pahoia Town. I want to just have you all hear,
8 it's been said before, but in Pahoia Town we have a big
9 traffic problem with what's called Pahoia Marketplace,
10 better known Malama Market. The new Woodland Center is
11 going to create more craziness. I mean, it's at a crisis
12 level.

13 And I also think what hasn't been
14 addressed, which someone else brought up, is what we
15 warmly refer to as Post Office Road is going to become a
16 major thoroughfare into the city, and it is a single-lane
17 road. It's going to become a major. People are already
18 using it, but as soon as the congestion increases
19 dramatically with Woodland and Malama, both of which the
20 roads are inappropriate for the neighborhood, Post Office
21 Road needs to be addressed, guys, and we are all going to
22 start using Post Office Road, and it's bumpy and it's
23 single lane, and it leads to our post office, which is
24 very busy, probably as busy as any grocery stores.

25 And I just want to go on record for coming

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69

1 out for roundabouts, and I love them.
2 (Applause)
3 KEN TATSUGUCHI: All right. Thank you.
4 Any more?
5 Excuse me, the last testifier, can you
6 sign in, please? Thank you.
7 All right. Now we are going to get to the
8 questions and answers part.
9 Okay. We received a question from, I want
10 to recognize this person, I apologize if I say the name
11 wrong, maybe correct me, Inge Misajor.
12 INGE MISAJOR: Misajor.
13 KEN TATSUGUCHI: Misajor. Okay. I am
14 going to read her question and if you can maybe help me,
15 I'm not, I'm not real clear what the question is.
16 Could anything be done sooner than 2012 so
17 the paved H22 could be relieved of some of the heavy
18 traffic, day and night. It's not safe to ride your bike
19 or walk your dogs anymore.
20 INGE MISAJOR: Or get a good night sleep.
21 UNIDENTIFIED SPEAKER: 22nd Street.
22 KEN TATSUGUCHI: Okay. So you are talking
23 about Paradise?
24 INGE MISAJOR: Yeah. That is a road in
25 Paradise Park, it's 22nd, it's been paved all the way,

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70

1 and since Shower Drive, it's the last road, they don't
2 have to stop very long, they don't have to look right so
3 they just shoot around there on Shower. Everybody stay
4 on that road, everybody day and night going through that
5 road now, because the road above is such a mess.
6 KEN TATSUGUCHI: Okay. So let me rephrase
7 your question. You have concern about the congestion on
8 road 22?
9 INGE MISAJOR: Yeah, it's paved, it's used
10 by everyone now.
11 KEN TATSUGUCHI: Okay. I will respond and
12 also request staff to respond also. Okay?
13 INGE MISAJOR: Okay.
14 KEN TATSUGUCHI: All right. Thank you.
15 We are going to get to this Keaau-Pāhoa
16 Road improvement project, we are looking at --
17 INGE MISAJOR: 2018.
18 KEN TATSUGUCHI: -- 2018 and there will be
19 intersection improvements, right, and that will be
20 awhile. Let me ask staff if there will be any.
21 JIRO SUMADA: I don't see too many people
22 jumping up from our office, but I think your question
23 relates to people taking shortcuts through Paradise Park
24 because of traffic problems on Highway 130 and if we can
25 do something before 2018 --

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71

1 INGE MISAJOR: Yeah.
2 JIRO SUMADA: -- to relieve the traffic
3 problems. We do have a series of smaller scale projects
4 planned. Mainly they are safety, focused on safety, not
5 so much capacity. So this major project from the
6 Keaau Bypass all the way to Pāhoa, it will address the
7 capacity issue.
8 Some safety, short-term safety projects
9 are coming up in the near future, and if you stick around
10 until after this formal meeting or hearing, we will go
11 over some of it.
12 So I don't know if that answers your
13 question, but we are going to be doing something in the
14 interim and not just waiting until this project is
15 finished.
16 Thank you.
17 KEN TATSUGUCHI: Thank you. The next
18 question we have is from Walter Grace.
19 WALTER GRACE: That's the same.
20 KEN TATSUGUCHI: It's the same?
21 Okay. We're going to the next question.
22 Mr. Grace said we don't have to go over his question.
23 The next question we got is from Mr. James
24 Weatherford. He has three questions.
25 The first question is would a FONSI apply

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72

1 to each and every and all alternatives, that is, is it
2 possible some alternatives may while others may not --
3 let me read it again. That is, is it possible some
4 alternatives may while others may not.
5 I am going to ask Cheryl Soon to respond.
6 CHERYL SOON: Based on the assessments
7 upon the specialty consultants that are in the
8 Environmental Assessment, at this point in time all
9 alternatives would result in a FONSI. We have not
10 identified anything that would not be a FONSI.
11 Yeah, but we are still working on it based
12 on the comments.
13 KEN TATSUGUCHI: All right.
14 Mr. Weatherford's next question.
15 In Alternatives Three, Four and Five there
16 are places where lanes change from either four or six
17 lanes to two lanes. Please explain how this is done.
18 CHERYL SOON: There becomes a tapering and
19 the change occurs at an intersection from six to four to
20 two and they become tapering lanes to bring people into
21 the next configuration, the smaller configuration or the
22 wider configuration depending upon the direction, and
23 maybe Robin can show you that on the drawings.
24 KEN TATSUGUCHI: Mr. Weatherford's third
25 question.

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73

1 What is the impact cut through, what is
2 the impact on cut-through traffic. Drivers now use HPP
3 roads to overcome turning, overcome turning and
4 congestion -- I'm not sure.

5 CHERYL SOON: I think this is similar to
6 Inge's question. We are very familiar with the problem
7 of cut-through traffic in HPP. We believe that
8 improvements to the highway, addition of lanes and
9 possibly the access management alternative which lines up
10 the intersection and improves some of the parallel roads
11 immediately adjacent to the highway will reduce the
12 amount of cut-through traffic, and obviously these are
13 things you want to get to sooner than later.

14 In the next period of time as we are
15 choosing the Preferred Alternative, the phasing of that
16 will also take place, discussion about phasing will take
17 place, and perhaps those will be one of the things that
18 the community prefers in the earlier phases.

19 KEN TATSUGUCHI: Thank you, Cheryl.

20 The next question is from Brooks, okay,
21 Brooks Maloof. Are you here?

22 Well, I will read the question. There are
23 two questions.

24 Regarding immediate fixes, a reference for
25 work driveway.

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74

1 The next question is Shower/Pohaku traffic
2 light operational when.

3 I am going to defer this to -- okay.
4 Actually these questions will be responded to in the next
5 presentation, so if you can hang around for that.

6 Okay. Are there any more questions?

7 UNIDENTIFIED SPEAKER: Yes. It's coming.

8 CHERYL SOON: Come up to the mike.

9 KEN TATSUGUCHI: Can you come up to the
10 mike.

11 KURT KAMINSKI: You can hear me from here.

12 Many years ago the State of Hawaii was
13 planning on building a road on Railroad Avenue, from the
14 Hawaiian Beaches from Paradise Park all the way to Hilo.
15 Has anybody ever thought about doing something like that?
16 Have you ever heard of Railroad and do you think --

17 KEN TATSUGUCHI: I think you are referring
18 to the county's effort, the PMAR. I think they are
19 looking at, I think it's the Puna Makai Alternative
20 project I think.

21 KURT KAMINSKI: Whatever it is, the
22 railroad, it runs from Kapoho all the way to Panaewa.
23 And many years ago the State of Hawaii was thinking about
24 building a road through there to relieve some of the
25 traffic from 130.

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75

1 KEN TATSUGUCHI: Yes.
2 KURT KAMINSKI: Has anybody ever thought
3 about doing that again?
4 KEN TATSUGUCHI: The state is not pursuing
5 that. The county is pursuing that.
6 KURT KAMINSKI: Why isn't the State
7 pursuing it?
8 JIRO SUMADA: Well, the county has taken
9 the lead role in this Puna Makai Alternate Route. So
10 they are undertaking that effort.
11 I don't have the exact status of that
12 particular effort, but maybe there is someone from the
13 planning department that can answer that after the
14 meeting.
15 KURT KAMINSKI: Okay. Thank you.
16 JIRO SUMADA: You are welcome.
17 KEN TATSUGUCHI: All right. We have
18 another question from Mr. Larry Brown. His question is
19 are the access management strategies in section 2.2.3
20 included in Alternatives Two, Three, Four, Five and
21 Seven. Is that --
22 CHERYL SOON: Yeah, two, three, four and
23 five.
24 KEN TATSUGUCHI: I am sorry, it's Two,
25 Three, Four and Five.

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76

1 CHERYL SOON: All of the elements in TSM,
2 including access management, can be incorporated into
3 Alternatives Three, Four and Five. The document
4 describes that in order to isolate the effects of it they
5 were put into the TSM rather than being repeated three
6 times, but that the features of TSM, including access
7 management, can be combined in the Preferred Alternative
8 should it be Alternative Three, Four or Five. So --
9 LARRY BROWN: Can you follow up on that?
10 CHERYL SOON: Yeah, if access management
11 becomes desired, it can be part of any of the
12 alternatives.
13 LARRY BROWN: Is it, by the language in
14 the draft document, it doesn't seem to make it optional,
15 it sounds like it is actually an element of each one of
16 those alternatives and it's clearly depicted on the maps
17 in the document but not even suggested on the maps
18 presented on display here and --
19 CHERYL SOON: I think it's the opposite
20 way, actually. It's depicted in the TSM Alternative with
21 a statement that it could be in Three, Four or Five.
22 LARRY BROWN: That's not shown on this
23 document. No, not that it could be, it says it would be.
24 CHERYL SOON: I disagree but --
25 LARRY BROWN: Maybe you can, you know,

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March 2011

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Emily Naeole-Beason
25 Aupuni Street
Hilo, HI 96720

Dear Ms. Naeole-Beason:

Subject: Keaau-Pahoa Road Improvements
Project No. STP-0130(27)
Comments on Draft Environmental Assessment

Thank you for your providing oral testimony on June 29, 2010 at the Public Hearing for the Draft Environmental Assessment (EA) for this project.

We have noted your comment about how long this highway has been in need of improvement.

We concur that the Old Pahoa Road and Pahoa Marketplace entrance area are high accident locations. All of the alternatives proposed, including the Preferred Alternative that has been selected (Alternative 4, four lanes for entire length) will improve conditions in this area.

We acknowledge your comment about the lack of traffic signals in the project corridor. Eight major intersections in the corridor will be improved with either a roundabout or a traffic signal under the Preferred Alternative and the other intersections will have modifications to improve safety as well.

Your comment is noted about the need for cooperation and local support.

We sincerely appreciate your continued interest in this project.

Sincerely,

SSFM INTERNATIONAL, INC.

A handwritten signature in black ink that reads "Cheryl D. Soon".

Cheryl D. Soon, FAICP
Project Manager
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cc: Ken Tatsuguchi, Hawaii Department of Transportation



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March 2011

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Linda Dusak Ravanell
HC1 Box 5474
Keaau, HI 96749

Dear Ms. Ravanell:

Subject: Keaau-Pahoa Road Improvements
Project No. STP-0130(27)
Comments on Draft Environmental Assessment

Thank you for your providing oral testimony on June 29, 2010 at the Public Hearing for the Draft Environmental Assessment (EA) for this project.

We have noted your comments regarding safety concerns exiting Hawaiian Paradise Park (HPP); a desire for traffic signals; and to improve the highway as fast as possible. In the Preferred Alternative, major intersections near HPP will be improved with signals, and this will be one of the first improvements to be made in the corridor.

Your comments are noted about your support for a minimum four-lane cross section, and for the cross-section to be consistent in width, which would imply support for Alternative 4 (four lanes for the entire length of the corridor. Alternative 4 was selected as the Preferred Alternative.

You stated a desire for crosswalks to be painted along the corridor, particularly at Shower Drive. Crosswalks will be provided throughout the corridor where appropriate under the Preferred Alternative and all alternatives other than No-Build. They will be provided at major intersections where signals or roundabouts would be provided, and at all areas where bus pullouts are provided.

We acknowledge your comment about the motorcycle accident that occurred at Ainaloa Boulevard in May, 2009 and the need to address the problems at that location.

Your comment supporting traffic signals has been noted. The Preferred Alternative and all alternatives other than No-Build, propose either traffic signals or roundabouts at major intersections.

We heard your comment advocating a blinking signal light at the Makuu Farmer's Market. A traffic signal was not considered at the entrance to the Makuu Farmer's Market for several reasons. First, as you noted, there is infrequent use of this access, as the market is only open on Sundays. Therefore, there is no use of this intersection during peak traffic hours when volumes



Keaau-Pahoa Road Improvements
Page 2

March 2011

are highest. Also, improvements were made to this intersection recently to increase safety. Furthermore, as documented in the Traffic Study of the Draft EA (Appendix C), there has been a very low rate of crashes at this location, with only a single crash from 2004 to 2007.

You stated that we should not bury public water mains under the highway. The water pipes will be maintained under the roadway primarily because of the extremely high cost associated with relocating the pipes from their existing location. Maintaining water pipes under roadways is common practice throughout the United States.

In your comments about roundabouts, you stated there are no such things as “roundabouts” and that they are really “traffic circles,” and traffic circles have created problems in Connecticut, New Jersey, and Washington DC. In fact, “Modern Roundabouts” are not the same as “traffic circles” and hundreds of roundabouts have indeed been built throughout the United States. Many older “traffic circles”, such as the cited example of Dupont Circle in Washington DC, are large-radius, high-speed, multiple-lane facilities that are very complicated for motorists and do have a number of the shortcomings you described. In contrast, the roundabouts being proposed on this project would be physically much smaller, contain a single lane, and require approaching traffic to yield to vehicles already in the roundabout. Roundabouts offer substantial benefits in safety and traffic capacity when implemented at appropriate locations. Current Hawaii department of Transportation (HDOT) policy only allows single-lane roundabouts.

As part of the Preferred Alternative, HDOT is currently pursuing the short term provision of a roundabout at Old Pahoa Road, Kahakai Boulevard, and Ainaloa Boulevard in interim years with the caveat that by later stages of construction, they may require further modification to a conventional signal, or they could be converted a multi-lane roundabout if HDOT changes their policy in the intervening time.

We noted your comments about safety concerns, widespread available developable land in the area, and rapid population growth.

We sincerely appreciate your continued interest in this project.

Sincerely,

SSFM INTERNATIONAL, INC.

A handwritten signature in black ink that reads 'Cheryl D. Soon'.

Cheryl D. Soon, FAICP
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cc: Ken Tatsuguchi, Hawaii Department of Transportation



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Kathy Stephens
15-2810 Honu Street
Pahoa, HI 96778

Dear Ms. Stephens:

Subject: Keaau-Pahoa Road Improvements
Project No. STP-0130(27)
Comments on Draft Environmental Assessment

Thank you for your providing oral testimony on June 29, 2010 at the Public Hearing for the Draft Environmental Assessment (EA) for this project.

You stated concerns about people navigating roundabouts in wheelchairs. All pedestrians (which would include persons with wheelchairs) would use one of four crosswalks just beyond the limits of the roundabout, not unlike the way a signalized four-way intersection would contain four crosswalks. One of the benefits of a modern roundabout design is that the raised medians that would separate traffic entering and exiting the roundabout provide a refuge area for pedestrians. Since pedestrians would only have to monitor traffic from one direction for any given moment they are crossing the street, roundabouts actually provide a very safe environment.

We recognize your concerns raised about lighting, rain, and being able to see bikes or mopeds in a roundabout. Roundabouts on this project would be well-lit, just as a signalized intersection would. The fact that the area is rainy or dark at night would have no bearing on the performance of a roundabout as opposed to a conventional signalized intersection.

You commented that roundabouts are perfect for downtown areas with small roadways but not on Keaau-Pahoa Road. Roundabouts have been implemented in a wide variety of locations, over a wide range of operating speeds, and on roadway facilities of all types.

Your comment is noted that you support traffic signals, that they stop traffic, and that they include crosswalks for people in wheelchairs and bicycles. Traffic signals have been considered along with roundabouts in the Environmental Assessment and both are included as part of the Preferred Alternative. It should be noted that even at a signalized intersection, much of the traffic does not stop, since the primary traffic movement (through traffic on the highway) would get a green signal for much of the cycle of the traffic signal. As noted above, roundabouts would contain crosswalks as well.



Keaau-Pahoa Road Improvements
Page 2

February 2011

We acknowledge your support of re-opening Kahakai Boulevard to full access across its intersection with the Pahoa Bypass. In the time since you made your comment, the closed leg of the Kahakai Boulevard intersection has been converted to a right-in, right-out configuration in the short term to serve the Woodland Center development. In the long-term, under the Preferred Alternative, it will be fully opened for access.

Your comment in support of a four-lane highway (Alternative 4) is acknowledged. Alternative 4, was selected as the Preferred Alternative. Under current Hawaii Department of Transportation (HDOT) policy, only single-lane roundabouts are permitted, which would preclude a four-lane highway. Therefore, as part of the Preferred Alternative, HDOT is currently pursuing the short term provision of a roundabout at Old Pahoa Road, Kahakai Boulevard, and Ainaloa Boulevard in interim years with the caveat that by later stages of construction, they may require further modification to a conventional signal, or they could be converted a multi-lane roundabout if HDOT changes their policy in the intervening time.

We have noted your comment opposing a roundabout at Kahakai Boulevard and requesting a survey of residents in that area. The Keaau-Pahoa Advisory Group (KPAG) has met frequently on this project to provide the project team with public input, and the KPAG included a diverse membership of interested parties, including representatives from Hawaiian Beaches. There has been great support for roundabouts on the part of many KPAG members and other interested persons that have attended KPAG meetings.

We sincerely appreciate your continued interest in this project.

Sincerely,

SSFM INTERNATIONAL, INC.

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cc: Ken Tatsuguchi, Hawaii Department of Transportation



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March 2011

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Gregory T. Smith
P.O. Box 2005
Pahoa, HI 96778

Dear Mr. Smith:

Subject: Keaau-Pahoa Road Improvements
Project No. STP-0130(27)
Comments on Draft Environmental Assessment

Thank you for your providing oral testimony on June 29, 2010 at the Public Hearing for the Draft Environmental Assessment (EA) for this project.

We have noted your comment showing support for roundabouts and their virtues. We concur with your observation that there is often more support from people that are familiar with them.

We acknowledge the traffic concerns you raised about the implementation of the Woodland Center project. As you know, the county has worked with the Hawaii Department of Transportation (HDOT) and the developer to address concerns about the Woodland Center development's traffic in a project separate from this one, constructed and paid for by the developer. The mauka leg of the Kahakai Boulevard intersection was opened in a right-in-right-out configuration to serve traffic from Woodland Center customers. Your concerns that Woodland Center stores will open prior to these traffic improvements was noted.

Your comment is noted about safety concerns at the Old Pahoa Road intersection. This location is proposed to be served by a roundabout, as is the Kahakai Boulevard intersection.

We have noted your comments raising concerns about property damage at Old Pahoa Road. The project seeks to improve the Old Pahoa Road intersection and Kahakai intersections with traffic control and improved roadway geometrics that will provide for much safer conditions and reduce the frequency and severity of crashes.



Keaau-Pahoa Road Improvements
Page 2

March 2011

We sincerely appreciate your continued interest in this project.

Sincerely,

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March 2011

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Joyce Folena
P.O. Box 2046
Pahoa, HI 96778

Dear Ms. Folena:

Subject: Keaau-Pahoa Road Improvements
Project No. STP-0130(27)
Comments on Draft Environmental Assessment

Thank you for your providing oral testimony on June 29, 2010 at the Public Hearing for the Draft Environmental Assessment (EA) for this project.

We have noted your comment supporting Alternative 4 and your support for roundabouts in general in terms of the virtues that roundabouts offer regarding traffic operations and air quality. Alternative 4 has been selected as the Preferred Alternative.

As you have stated in your testimony, the Hawaii Department of Transportation's (HDOT) current policy is to only support implementation of single-lane roundabouts, which preclude their use at locations with multiple lanes of traffic in the same direction. The decision to support only single-lane roundabouts is to review the initial performance of roundabouts before further consideration of multiple lane roundabouts. As part of the Preferred Alternative, HDOT is currently pursuing the short term provision of a roundabout at Old Pahoa Road, Kahakai Boulevard, and Ainaloa Boulevard in interim years with the caveat that by later stages of construction, they may require further modification to a conventional signal, or they could be converted into a multi-lane roundabout if HDOT changes their policy in the intervening time.

We recognize your statement of support for a roundabout at Kahakai Boulevard. As noted above, under the Preferred Alternative, roundabouts will be implemented in the short term at Kahakai Boulevard, Old Pahoa Road, and Ainaloa Boulevard.

You expressed concerns about the traffic infrastructure serving the Woodland Center development. The county has worked with HDOT and the developer to address concerns about the Woodland Center development's traffic in a project separate from this one constructed and paid for by the developer. The mauka leg of the Kahakai intersection was opened in a right-in-right-out configuration to serve traffic from Woodland Center customers. We have noted your comment raising concerns that Woodland Center stores will open prior to these traffic improvements.



Keaau-Pahoa Road Improvements
Page 2

March 2011

Your comment supporting fully opening Kahakai Boulevard is noted. The Preferred Alternative would open access to Kahakai Boulevard fully to traffic.

We sincerely appreciate your continued interest in this project.

Sincerely,

SSFM INTERNATIONAL, INC.

A handwritten signature in black ink that reads "Cheryl D. Soon".

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cc: Ken Tatsuguchi, Hawaii Department of Transportation



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March 2011

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James Weatherford
P.O. Box 2017
Keaau, HI 96749

Dear Dr. Weatherford:

Subject: Keaau-Pahoa Road Improvements
Project No. STP-0130(27)
Comments on Draft Environmental Assessment

Thank you for your providing oral testimony on June 29, 2010 at the Public Hearing for the Draft Environmental Assessment (EA) for this project.

We have noted your comment regarding potential confusion between the design year 2038 and the completion year. Page 1-21 of the Draft EA explains that a design year twenty years beyond a 2018 completion date was assumed, and we will explain this again in the Final EA. Efforts will be made to provide this distinction in other places where the years 2018 and 2038 are described in the Final EA for better reader clarity.

Your comments are noted about potential land use and trip generation changes in the study area. As noted in Section 2.2.6 of the Draft EA, the prescribed commercial developments planned as part of the Puna Community Development Plan were taken into account when trip generation for future year 2038 was determined, and they considered what development was considered likely in which locations in five-year increments for a 25 year period.

We have noted your support of the Transportation Systems Management (TSM) Alternative. We concur with your observations that TSM is the lowest-cost option and could be implemented quickest. All elements of the TSM Alternative will be incorporated into all alternatives, including the Preferred Alternative, which is Alternative 4 (four lanes for entire corridor length). In terms of meeting the region's long-term needs, however, TSM does not fulfill the purpose and need of the project, and would still subject the area to congestion and delay. For the reasons you noted about TSM's benefits and speed of implementation, TSM elements are expected to be part of the earliest phases of the construction of the Preferred Alternative.



Keaau-Pahoa Road Improvements
Page 2

March 2011

We sincerely appreciate your continued interest in this project.

Sincerely,

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March 2011

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Tim Rees
P.O. Box 1787
Pahoa, HI 96778

Dear Mr. Rees:

Subject: Keaau-Pahoa Road Improvements
Project No. STP-0130(27)
Comments on Draft Environmental Assessment

Thank you for your providing oral testimony on June 29, 2010 at the Public Hearing for the Draft Environmental Assessment (EA) for this project.

Your testimony noted problems with right-turning traffic having to yield to other traffic movements. Under the Preferred Alternative, which is Alternative 4 (four lanes for entire corridor), all major intersections such as Old Pahoa Road will have either roundabouts or traffic signals, which will control traffic according to current standard practice such as the Manual of Uniform Traffic Control Devices (MUTCD). At signalized intersections, right-turning vehicles will have the right of way over left-turning vehicles unless the left turn is provided with an arrow light. Roundabouts will require all entering vehicles to yield to vehicles already in the roundabout.

You stated a desire to address the bottleneck in Kea'au. All Build Alternatives, including the Preferred Alternative, provide at least four lanes at least as far as Ainaloa Boulevard. In the case of either the Shoulder Lane Conversion Project or this project, all lane drops and tapers down would be constructed downstream of a traffic signal. The merges will therefore take place right after a traffic-controlled location can meter the vehicles into a smooth merge, with adequate capacity downstream of the signal.

We have noted your comment supporting the Puna Makai Alternative Route (PMAR). PMAR is planned for future study by the County of Hawaii. It is not a part of this project. None of the alternatives on this project would preclude construction of PMAR in the future by the County.

Your testimony offered several statistics about the monetary costs of traffic delay in people's time. This project seeks to remedy this problem.

We noted your comment about the term "Context Sensitive Solutions" (CSS). We concur with you and Mark Twain that the solutions which do not fit the context are not truly solutions.



Keaau-Pahoa Road Improvements
Page 2

March 2011

The Hawaii State Department of Transportation (HDOT) worked extensively with the affected communities to implement CSS on this project to provide an opportunity for community involvement at the earliest stages of the project. The Keaau-Pahoa Advisory Group (KPAG) was convened from a diverse group of local stakeholders. As part of the CSS process, the KPAG identified a full range of alternatives, addressed community concerns with those alternatives, and built consensus for the project. HDOT feels this CSS outreach has been very successful.

We sincerely appreciate your continued interest in this project.

Sincerely,

SSFM INTERNATIONAL, INC.

A handwritten signature in black ink that reads 'Cheryl D. Soon'.

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cc: Ken Tatsuguchi, Hawaii Department of Transportation



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Gail Clarke
P.O. Box 2091
Pahoa, HI 96778

Dear Ms. Clarke:

Subject: Keaau-Pahoa Road Improvements
Project No. STP-0130(27)
Comments on Draft Environmental Assessment

Thank you for your providing oral testimony on June 29, 2010 at the Public Hearing for the Draft Environmental Assessment (EA) for this project.

We appreciate your thanks for our efforts, and we concur with your observations about the population growth in Puna.

In your testimony, you commented on the EA not discussing charter schools in the project corridor. Information on charter schools will be added to the Final EA thank you for the information.

You made several comments regarding the names of roads shown in the Draft EA. We regret any confusion in labeling of roads. A number of roads in this area have no signs, and they often go by multiple names based on the source of the information. For example, while the road in question that you commented on is listed as "Post Office Road" (Ready Mapbook of East Hawaii), it is also listed as both "Homestead Road" and "Kauhale Road" (Google Maps), "Nanawale Homestead Road" (Yahoo Maps), and "Homestead Road" (Bing Maps). Similar confusion can be produced by addresses listing "Old Pahoa Road", "Pahoa Village Road", "Government Road", etc. We did note upon further research that the County of Hawaii tax records do consistently refer to this road as Post Office Road.

To retain consistency with earlier documents and appendices, we will retain the name Nanawale Homestead Road in the Final EA but will add the name "Post Office Road" in parentheses throughout the main body of the document.

We acknowledge your comment supporting a 45 mile per hour speed on the Pahoa Bypass.



Keaau-Pahoa Road Improvements
Page 2

March 2011

We sincerely appreciate your continued interest in this project.

Sincerely,

SSFM INTERNATIONAL, INC.

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March 2011

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Rod Thompson
HRC 3, Box 10075
Keaau, HI 96749

Dear Mr. Thompson:

Subject: Keaau-Pahoa Road Improvements
Project No. STP-0130(27)
Comments on Draft Environmental Assessment

Thank you for your providing oral testimony on June 29, 2010 at the Public Hearing for the Draft Environmental Assessment (EA) for this project.

We have noted your comments in the testimony about landscaping and support for vegetation in the median to visually divide the highway corridor. The development that flanks both sides of the highway precludes the ability to offer very wide vegetated medians (such as seen on Highway 11 between Keaau and Hilo) because it would require greater takings of private property. Nonetheless, in later stages of design, a landscaping plan will attempt to make the most of the median by providing low-maintenance landscaping that is compatible with the area, that uses native species where possible, is attractive and enhances the visual context of Puna.

We sincerely appreciate your continued interest in this project.

Sincerely,

SSFM INTERNATIONAL, INC.

A handwritten signature in cursive script that reads 'Cheryl D. Soon'.

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email: esoon@ssfm.com

cc: Ken Tatsuguchi, Hawaii Department of Transportation



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March 2011

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Dick Munday
15-2690 Welea Street
Pahoa, HI 96778

Dear Mr. Munday:

Subject: Keaau-Pahoa Road Improvements
Project No. STP-0130(27)
Comments on Draft Environmental Assessment

Thank you for your providing oral testimony on June 29, 2010 at the Public Hearing for the Draft Environmental Assessment (EA) for this project.

We have noted your comment regarding carpooling or high occupancy vehicles and their ability to reduce traffic volumes. Park and Ride lots are a strategy to encourage carpooling as well as transit use. The County of Hawaii Mass Transit Agency investigated potential sites for Park and Ride facilities in Lower Puna in 2007 including one new facility at the Makuu Farmer's Market.

Your testimony in support of roundabouts is noted. As part of the Preferred Alternative, the Hawaii State department of Transportation (HDOT) is currently pursuing the short term provision of a roundabout at Old Pahoa Road, Kahakai Boulevard, and Ainaloa Boulevard in interim years with the caveat that by later stages of construction, they may require further modification to a conventional signal, or they could be converted a multi-lane roundabout if HDOT changes their policy in the intervening time.

We sincerely appreciate your continued interest in this project.

Sincerely,

SSFM INTERNATIONAL, INC.

A handwritten signature in cursive script that reads 'Cheryl D. Soon'.

Cheryl D. Soon, FAICP
Project Manager
email: csoon@ssfm.com

cc: Ken Tatsuguchi, Hawaii Department of Transportation



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March 2011

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Elizabeth Weatherford
P.O. Box 2017
Keaau, HI 96749

Dear Ms. Weatherford:

Subject: Keaau-Pahoa Road Improvements
Project No. STP-0130(27)
Comments on Draft Environmental Assessment

Thank you for your providing oral testimony on June 29, 2010 at the Public Hearing for the Draft Environmental Assessment (EA) for this project.

We have noted your testimony statement voicing support for roundabouts and your observation that they are commonplace in other places like Australia. We also recognize and concur with your comments that public support for roundabouts increases after they are finally put in place and motorists see their safety benefits. The Hawaii State department of Transportation (HDOT) objectively has investigated the potential for roundabouts on this project in the Draft EA because of the community's stated interest in them and the benefits they provide.

We appreciate your comment thanking the project team for their work.

Your stated support for the Transportation Systems Management (TSM) Alternative is noted. Your testimony suggested that the EA consider two "subalternatives" for TSM, with and without roundabouts. Contrary to the two "sub-alternatives" suggested, there are numerous possible options with the TSM Alternative. Signals or roundabouts could be provided at seven different intersections, which was determined on an intersection-by-intersection basis.

Capacity, traffic operations, and safety drive the interest in providing signals or roundabouts. While roundabouts often do have better capacity than a signal at a given location, that is not universally true. The capacity is determined by an analysis of the approach volumes and how the volumes are balanced. The traffic analysis determined that in a number of locations, roundabouts would not operate at an acceptable level of service by 2038.

As part of the Preferred Alternative, HDOT is currently pursuing the short term provision of a roundabout at Old Pahoa Road, Kahakai Boulevard, and Ainaloa Boulevard in interim years with the caveat that by later stages of construction, they may require further modification to a conventional signal, or they could be converted a multi-lane roundabout if HDOT changes their policy in the intervening time.



Keaau-Pahoa Road Improvements
Page 2

March 2011

We recognize the comments in your testimony asserting the differences in maintenance and emergency response costs with roundabouts. We are not aware of the source of the \$4.2 million per fatality figure you cited.

As noted above, roundabouts have been considered on this project as an option to signals at those locations where they can be feasibly constructed and where they will adequately accommodate traffic volumes.

We sincerely appreciate your continued interest in this project.

Sincerely,

SSFM INTERNATIONAL, INC.

A handwritten signature in black ink that reads 'Cheryl D. Soon'.

Cheryl D. Soon, FAICP
Project Manager
email: csoon@ssfm.com

cc: Ken Tatsuguchi, Hawaii Department of Transportation



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March 2011

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Solomon Singer
P.O. Box 1880
Pahoa, HI 96778

Dear Mr. Singer:

Subject: Keaau-Pahoa Road Improvements
Project No. STP-0130(27)
Comments on Draft Environmental Assessment

Thank you for your providing oral testimony on June 29, 2010 at the Public Hearing for the Draft Environmental Assessment (EA) for this project.

We have noted your testimony comment to ask what the community wants for this corridor with a ballot vote. The Hawaii Department of Transportation (HDOT) worked extensively with the affected communities to implement a Context Sensitive Solutions (CSS) process on this project. CSS provided an opportunity for community involvement at the earliest stages of the project. The Keaau-Pahoa Advisory Group (KPAG) was convened from a diverse group of local stakeholders. As part of the CSS process, the KPAG identified a full range of alternatives, addressed community concerns with those alternatives, and built consensus for the project. HDOT feels this CSS outreach has been very successful and addresses the concern you raised.

HDOT is ultimately responsible and therefore liable for the engineering design, maintenance, and funding of transportation projects at the state level, and therefore, does not put decisions on project design to a public ballot or referendum. In addition to outreach like CSS cited above, HDOT actively works with the public in efforts such as the Statewide Transportation Improvement Program (STIP) to ensure that the public has a voice in transportation planning and implementation of projects.

We acknowledge your comments concerning safety and the timeframe for finishing construction. HDOT is trying to expedite improvements in this corridor through the Shoulder Lane Conversion Project and other interim safety improvements that will precede the improvements covered in the EA.



Keaau-Pahoa Road Improvements
Page 2

March 2011

We sincerely appreciate your continued interest in this project.

Sincerely,

SSFM INTERNATIONAL, INC.

A handwritten signature in black ink that reads "Cheryl D. Soon".

Cheryl D. Soon, FAICP
Project Manager
email: csoon@ssfm.com

cc: Ken Tatsuguchi, Hawaii Department of Transportation



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March 2011

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Walter Grace
15-1429 22nd Avenue
Keaau, Hawaii 96749

Dear Mr. Grace:

Subject: Keaau-Pahoa Road Improvements
Project No. STP-0130(27)
Comments on Draft Environmental Assessment

Thank you for your providing oral testimony on June 29, 2010 at the Public Hearing for the Draft Environmental Assessment (EA) for this project.

We have noted your comment in opposition to roundabouts. Roundabouts often have fewer accidents and less delay than conventional traffic signals. As part of the Preferred Alternative, the Hawaii Department of Transportation (HDOT) is currently pursuing the short term provision of a roundabout at Old Pahoa Road, Kahakai Boulevard, and Ainaloa Boulevard in interim years with the caveat that by later stages of construction, they may require further modification to a conventional signal, or they could be converted a multi-lane roundabout if HDOT changes their policy in the intervening time.

We sincerely appreciate your continued interest in this project.

Sincerely,

SSFM INTERNATIONAL, INC.

A handwritten signature in black ink that reads "Cheryl D. Soon".

Cheryl D. Soon, FAICP
Project Manager
email: csoon@ssfm.com

cc: Ken Tatsuguchi, Hawaii Department of Transportation



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March 2011

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Marie Bricker
P.O. Box 1162
Keaau, HI 96749

Dear Ms. Bricker:

Subject: Keaau-Pahoa Road Improvements
Project No. STP-0130(27)
Comments on Draft Environmental Assessment

Thank you for your providing oral testimony on June 29, 2010 at the Public Hearing for the Draft Environmental Assessment (EA) for this project.

We have noted your comments about driving with aloha and the challenge to safely turn left from the mauka side of the highway in the peak PM hour. Your observations about motorists turning right and incurring additional travel to avoid left turns is also noted, especially motorists cutting through Hawaiian Paradise Park subdivision.

All of these shortcomings you cited in your testimony will be greatly remedied under the Preferred Alternative with the provision of traffic signals or roundabouts at major intersections and access control measures that direct subdivision traffic to these intersections. These traffic measures will enable safe crossings and reduce the incentive for traffic to cut through subdivisions to avoid congestion or unsafe conditions.

You commented in your testimony about the desire to prioritize improvements to the Orchidland Drive intersection because of safety concerns and commercial development in the area. The decisions on which intersections will be improved first have not been made at this time, but intersection improvements are expected to be part of the earliest phases of construction.

We acknowledge your comments about the need for public education on driving in a roundabout and how to drive on a four-lane roadway. Motorists in the area are required to be knowledgeable of all traffic laws and already drive on four-lane highways between Keaau and Hilo and on the Keaau bypass. As part of the Preferred Alternative, which will include short-term implementation of roundabouts, the Hawaii Department of Transportation (HDOT) will promote information on travel in a roundabout as part of general public outreach on this project. Furthermore, roundabouts will be provided with standard traffic signs that will explain to motorists where and how they should yield, merge, etc.



Keaau-Pahoa Road Improvements
Page 2

March 2011

We sincerely appreciate your continued interest in this project.

Sincerely,

SSFM INTERNATIONAL, INC.

A handwritten signature in black ink that reads "Cheryl D. Soon".

Cheryl D. Soon, FAICP
Project Manager
email: csoon@ssfm.com

cc: Ken Tatsuguchi, Hawaii Department of Transportation



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March 2011

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Darrell Stephens
15-2816 Honu Street
Pahoa, HI 96778

Dear Mr. Stephens:

Subject: Keaau-Pahoa Road Improvements
Project No. STP-0130(27)
Comments on Draft Environmental Assessment

Thank you for your providing oral testimony on June 29, 2010 at the Public Hearing for the Draft Environmental Assessment (EA) for this project.

We have noted your comment in support of a four-lane cross section (Alternative 4). Alternative 4 was selected as the Preferred Alternative.

You are correct in stating that the current Hawaii Department of Transportation (HDOT) roundabouts policy is limited to single-lane roundabouts. We note your comment that roundabouts would therefore be limited to a two-lane corridor, which you do not support. You stated that you opposed consideration of roundabouts because of the need to support a four-lane corridor. We concur with your comment noted regarding increases in traffic between now and 2018.

As part of the Preferred Alternative, HDOT is currently pursuing the short term provision of a roundabout at Old Pahoa Road, Kahakai Boulevard, and Ainaloa Boulevard in interim years. By later stages of construction when these areas are widened to a four-lane corridor, the intersections may require further modification to a conventional signal, or they could be converted a multi-lane roundabout if HDOT changes their policy in the intervening time.



Keaau-Pahoa Road Improvements
Page 2

March 2011

We sincerely appreciate your continued interest in this project.

Sincerely,

SSFM INTERNATIONAL, INC.

A handwritten signature in black ink that reads "Cheryl D. Soon".

Cheryl D. Soon, FAICP
Project Manager
email: csoon@ssfm.com

cc: Ken Tatsuguchi, Hawaii Department of Transportation



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March 2011

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Sativa Jones
P.O. Box 862
Pahoa, HI 96778

Dear Ms. Jones:

Subject: Keaau-Pahoa Road Improvements
Project No. STP-0130(27)
Comments on Draft Environmental Assessment

Thank you for your providing oral testimony on June 29, 2010 at the Public Hearing for the Draft Environmental Assessment (EA) for this project.

We have noted your comments about potential motorist confusion from roundabouts. Roundabouts have been successful in many places, but they need to be constructed in a fashion that doesn't result in driver confusion and they are not a solution for every location. As part of the Preferred Alternative, which will include short-term implementation of roundabouts, the Hawaii Department of Transportation (HDOT) will promote information on travel in a roundabout as part of general public outreach on this project. Furthermore, roundabouts will be provided with standard traffic signs that will explain to motorists where and how they should yield, merge, etc.

You testified about there being many traffic signals in Kona and the benefits that Puna could receive from similar infrastructure. As part of its efforts on the Statewide Transportation Improvement Plan (STIP), HDOT aspires to ensure equitable provision of transportation improvements throughout the state and actively engages the public in this process. The Keaau-Pahoa Road Improvements project will provide needed traffic control at intersections to the corridor, both signals and roundabouts.

We acknowledge your comments supporting additional traffic signals and asking for extensive study of the roundabouts issue. The EA has considered both traffic signals and roundabouts objectively and extensively. The Preferred Alternative will provide one of these improvements at seven intersections (along with Shower Drive, where a traffic signal is already committed).



Keaau-Pahoa Road Improvements
Page 2

March 2011

We sincerely appreciate your continued interest in this project.

Sincerely,

SSFM INTERNATIONAL, INC.

A handwritten signature in black ink that reads 'Cheryl D. Soon'.

Cheryl D. Soon, FAICP
Project Manager
email: csoon@ssfm.com

cc: Ken Tatsuguchi, Hawaii Department of Transportation



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March 2011

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David Aden
15-2849 Puna Road
Pahoa, HI 96778

Dear Mr. Aden:

Subject: Keaau-Pahoa Road Improvements
Project No. STP-0130(27)
Comments on Draft Environmental Assessment

Thank you for your providing oral testimony on June 29, 2010 at the Public Hearing for the Draft Environmental Assessment (EA) for this project.

We have noted your comments and concerns about traffic associated with Pahoa Marketplace and the Woodland Center. The Pahoa Marketplace area will be greatly improved with provision of a roundabout at Old Pahoa Road and other modifications at the access road into the shopping center.

The County of Hawaii has worked with the Hawaii Department of Transportation (HDOT) and the developer to address concerns about the Woodland Center development's traffic in a project separate from this one, constructed and paid for by the developer. The mauka leg of the Kahakai Boulevard intersection was opened in a right-in-right-out configuration to serve traffic from Woodland Center customers. We acknowledge your comments about concerns that Woodland Center stores will open prior to these traffic improvements.

Your comment has been noted regarding concerns about traffic diverting to Post Office Road with the opening of Woodland Center. The traffic analysis performed for the EA did not identify this location as an intersection warranting a traffic signal or roundabout because of its low-volume nature as described. No improvements to Post Office Road have been proposed. The recent improvements to re-open Kahakai Boulevard to serve Woodland Center should alleviate traffic concerns and prevent Post Office Road from becoming a short cut to bypass congestion.

Your testimony supporting roundabouts is acknowledged. As part of the Preferred Alternative, HDOT is currently pursuing the short term provision of a roundabout at Old Pahoa Road, Kahakai Boulevard, and Ainaloa Boulevard in interim years with the caveat that by later stages of construction, they may require further modification to a conventional signal, or they could be converted a multi-lane roundabout if HDOT changes their policy in the intervening time.



Keaau-Pahoa Road Improvements
Page 2

March 2011

We sincerely appreciate your continued interest in this project.

Sincerely,

SSFM INTERNATIONAL, INC.

A handwritten signature in black ink that reads "Cheryl D. Soon".

Cheryl D. Soon, FAICP
Project Manager
email: csoon@ssfm.com

cc: Ken Tatsuguchi, Hawaii Department of Transportation



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March 2011

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Inge Misajor
HCR1, Box 4009
Keaau, HI 96749

Dear Ms. Misajor:

Subject: Keaau-Pahoa Road Improvements
Project No. STP-0130(27)
Comments on Draft Environmental Assessment

Thank you for providing oral comments on June 29, 2010 at the Public Hearing for the Draft Environmental Assessment (EA) for this project.

We have noted your stated concerns about heavy volumes of cut-through traffic using the paved 22nd Street within Hawaiian Paradise Park (HPP) to access Shower Drive, and that you feel it is unsafe to bicycle ride or walk your dogs. You also noted it's hard to sleep with the traffic.

As Ken Tatsuguchi and Jiro Sumada of Hawai'i Department of Transportation both responded at the hearing, the proposed improvements to intersections along Kea'au-Pāhoa Road will contain traffic signals at access points into HPP. This will enable vehicles from throughout HPP to safely access the main highway. The Preferred Alternative selected for this project will also increase the capacity of the main highway to four lanes in width (two lanes in each direction), which will reduce congestion, increase travel speeds, and reduce travel times.

Both the increased capacity on the highway and the intersection improvements should reduce the motivation for motorists in HPP to cut through on local streets. The intersection improvements are expected to be in the earliest phase of construction.



Keaau-Pahoa Road Improvements
Page 2

March 2011

We sincerely appreciate your continued interest in this project.

Sincerely,

SSFM INTERNATIONAL, INC.

A handwritten signature in black ink that reads 'Cheryl D. Soon'.

Cheryl D. Soon, FAICP
Project Manager
email: csoon@ssfm.com

cc: Ken Tatsuguchi, Hawaii Department of Transportation



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March 2011

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James Weatherford
P.O. Box 2017
Keaau, HI 96749

Dear Dr. Weatherford:

Subject: Keaau-Pahoa Road Improvements
Project No. STP-0130(27)
Comments on Draft Environmental Assessment

Thank you for providing oral comments on June 29, 2010 at the Public Hearing for the Draft Environmental Assessment (EA) for this project.

You asked if a Finding of No Significant Impact (FONSI) would apply to all alternatives under consideration. As I explained verbally at the hearing, based on the assessment of environmental impacts that were performed, all of the alternatives under consideration were expected to result in a FONSI. This is still the case. We currently are finishing up the Final EA, which includes a determination of significance for the Preferred Alternative and states a FONSI is warranted. The Preferred Alternative contains a four-lane cross-section, three roundabouts, five signals and access management improvements.

The FONSI will be submitted along with the Final EA to the Office of Environmental Quality Control (OEQC) to fulfill the state's Chapter 343 process. At the federal level, the Federal Highway Administration is expected to issue a FONSI upon the close of a 30-day review period to complete the National Environmental Policy Act (NEPA) process.

At the hearing, you also asked about how lane transitions would occur where the number of lanes drops in a particular alternative (from six lanes to four lanes or from four lanes to two lanes). As I noted that evening, typically, lanes are dropped in the vicinity of a traffic-controlled intersection (signal or roundabout). A lane drop typically occurs either directly at the intersection (with a travel lane transitioning to a right-turn-only lane), or downstream of an intersection (where a tapering area merges two lanes into one). The choice of how to do this is a function of available right-of-way and traffic capacity needs.

Since at full build-out our Preferred Alternative will carry a four-lane cross-section all the way to Pahoa-Kapoho Road, the only such needed lane drop will have the Kalapana-bound right travel lane transition to a right-turn-only lane at the signal. Similar treatments may be needed during interim phases of the project, where improved four-lane segments transition to segments still two lanes in width.



Keaau-Pahoa Road Improvements
Page 2

March 2011

Your third question asked about cut-through traffic in Hawaiian Paradise Park (HPP) that uses the subdivision streets to bypass congestion and difficult turning movements onto the highway. As I noted, the capacity improvements, intersection improvements, and access management improvements will reduce the motivation for cut-through traffic within the subdivision, as the highway will be preferable for longer trips.

We sincerely appreciate your continued interest in this project.

Sincerely,

SSFM INTERNATIONAL, INC.

A handwritten signature in black ink that reads 'Cheryl D. Soon'.

Cheryl D. Soon, FAICP
Project Manager
email: csoon@ssfm.com

cc: Ken Tatsuguchi, Hawaii Department of Transportation



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March 2011

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Brooks Maloof
15-1479 30th Avenue
Keaau, HI 96749

Dear Mr. Maloof:

Subject: Keaau-Pahoa Road Improvements
Project No. STP-0130(27)
Comments on Draft Environmental Assessment

Thank you for providing oral comments on June 29, 2010 at the Public Hearing for the Draft Environmental Assessment (EA) for this project.

You asked about work driveways that would be affected on the Shoulders Conversion Project, which is a separate project from this one. You also asked about the timeframe for the installation of a traffic signal at Shower/Pohaku Drives, which will also be included in the Shoulders Conversion Project.

The Shoulders Conversion project team will be consulting affected property owners regarding design of driveways. Design of the traffic signal and intersection improvements at Shower Drive are underway.

We sincerely appreciate your continued interest in this project.

Sincerely,

SSFM INTERNATIONAL, INC.

A handwritten signature in cursive script that reads 'Cheryl D. Soon'.

Cheryl D. Soon, FAICP
Project Manager
email: csoon@ssfm.com

cc: Ken Tatsuguchi, Hawaii Department of Transportation



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March 2011

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Kurt Kaminski
[Address not Provided]
Leilani Estates, Paho

Dear Mr. Kaminski:

Subject: Keaau-Paho Road Improvements
Project No. STP-0130(27)
Comments on Draft Environmental Assessment

Thank you for providing oral comments on June 29, 2010 at the Public Hearing for the Draft Environmental Assessment (EA) for this project.

You asked a question to Ken Tatsuguchi of the Hawai'i Department of Transportation about plans to build a new road on Railroad Avenue between Hawaiian Beaches and Hilo as an alternative route to Keaau-Paho Road. As Mr. Tatsuguchi noted, that project is called the Puna Makai Alternative Route (PMAR). PMAR is planned for future study by the County of Hawaii. It is not a part of this project.

None of the alternatives on this project, including the Preferred Alternative that was selected, would preclude construction of PMAR in the future by the County.

We sincerely appreciate your continued interest in this project.

Sincerely,

SSFM INTERNATIONAL, INC.

A handwritten signature in cursive script that reads 'Cheryl D. Soon'.

Cheryl D. Soon, FAICP
Project Manager
email: csoon@ssfm.com

cc: Ken Tatsuguchi, Hawaii Department of Transportation



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March 2011

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Larry Brown
HC1, Box 5237
Keaau, HI 96749

Dear Mr. Brown:

Subject: Keaau-Pahoa Road Improvements
Project No. STP-0130(27)
Comments on Draft Environmental Assessment

Thank you for providing oral comments on June 29, 2010 at the Public Hearing for the Draft Environmental Assessment (EA) for this project.

You asked for clarification of whether the access management improvements shown in the TSM Alternative in the Draft EA were part of the Build Alternatives (3, 4, and 5). All the access management improvements listed in the Draft EA would be implemented under all alternatives. The Preferred Alternative, which is a four-lane corridor from the Keaau bypass to Pahoa-Kapoho Road includes these access management measures as well as all other improvements shown under the TSM Alternative. Text is being clarified in the Final EA as requested to make these points clear.

As we discussed at the hearing, land costs for both the main roadway and the access management improvements are a separate item cost that was not included in the EA.

We sincerely appreciate your continued interest in this project.

Sincerely,

SSFM INTERNATIONAL, INC.

A handwritten signature in cursive script that reads 'Cheryl D. Soon'.

Cheryl D. Soon, FAICP
Project Manager
email: csoon@ssfm.com

cc: Ken Tatsuguchi, Hawaii Department of Transportation

Appendix B-4: Pre-Consultation Comments Received

Refer to the Draft EA for the Pre-Consultation Comments Received

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