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April 24, 2001

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ENVIRONMENTAL QUALITY CONTROL

Ms. Genevieve Salmonson, Director
Office of Environmental Quality Control
235 South Beretania Street, Suite 702
Honolulu, Hawaii 96813

Dear Ms. Salmonson:

Subject: Negative Declaration for Kaimuki Traffic Calming Project
TMK: 3-2-06, Kaimuki, Oahu, Hawaii

The Department of Transportation Services of the City and County of Honolulu has reviewed the comments received during the 30-day public comment period which began on January 8, 2001. The Agency has determined that this project will not have a significant environmental effect and has issued a negative declaration. Please publish notice for this project in the May 8, 2001 OEQC Environmental Notice.

We have enclosed a completed OEQC Publication Form, four copies of the draft EA, and the project summary on disk. Please call Michael Oshiro of my staff at 527-5031 if you have any questions.

Sincerely,

Handwritten signature of Cheryl D. Soon in cursive.

CHERYL D. SOON
Director

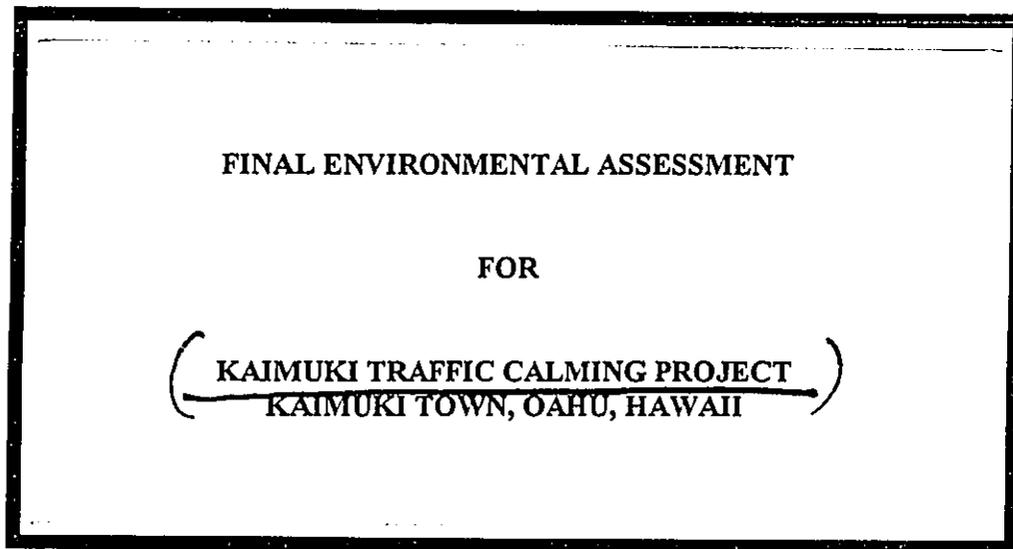
Enclosures

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Gray • Hong • Bills • Nojima & Associates, Inc.
CONSULTING ENGINEERS

FINAL ENVIRONMENTAL ASSESSMENT

FOR

**(KAIMUKI TRAFFIC CALMING PROJECT
KAIMUKI TOWN, OAHU, HAWAII)**

PREPARED

FOR

**THE DEPARTMENT OF TRANSPORTATION SERVICES
CITY AND COUNTY OF HONOLULU**

PREPARED

BY

**GRAY, HONG, BILLS, NOJIMA & ASSOCIATES, INC.
841 BISHOP STREET, SUITE 1100
HONOLULU, HAWAII 96813**

APRIL 2001

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APPENDIX A - KAIMUKI TRAFFIC CALMING PLAN, INCREMENT I

**FINAL ENVIRONMENTAL ASSESSMENT
FOR
KAIMUKI TRAFFIC CALMING PROJECT
KAIMUKI TOWN, OAHU, HAWAII**

I. AGENCY PROPOSING THE ACTION

City and County of Honolulu
Department of Transportation Services
711 Kapiolani Boulevard, Suite 1200
Honolulu, Hawaii 96813

II. APPROVING AGENCY

None

III. AGENCIES CONSULTED

This Final Environmental Assessment continues the implementation of the Kaimuki Traffic Calming Project Master Plan prepared by Allen Fujimori, Landscape Architect, December 1999. Agencies consulted during the Master Plan preparation included:

Board of Water Supply
Department of Wastewater Management
Department of Planning and Permitting (Site Development Branch)
Hawaiian Electric Company
Oceanic Cable
Hawaiian Telephone Company

Community Groups involved in the Master Plan process were:

Kaimuki Business and Professional Association
Kaimuki-Palolo-Waiialae-Kahala Vision Team No. 15
Kaimuki Neighborhood Board No. 4

The project is not in the State Conservation District, Special Management Area or Shoreline setback.

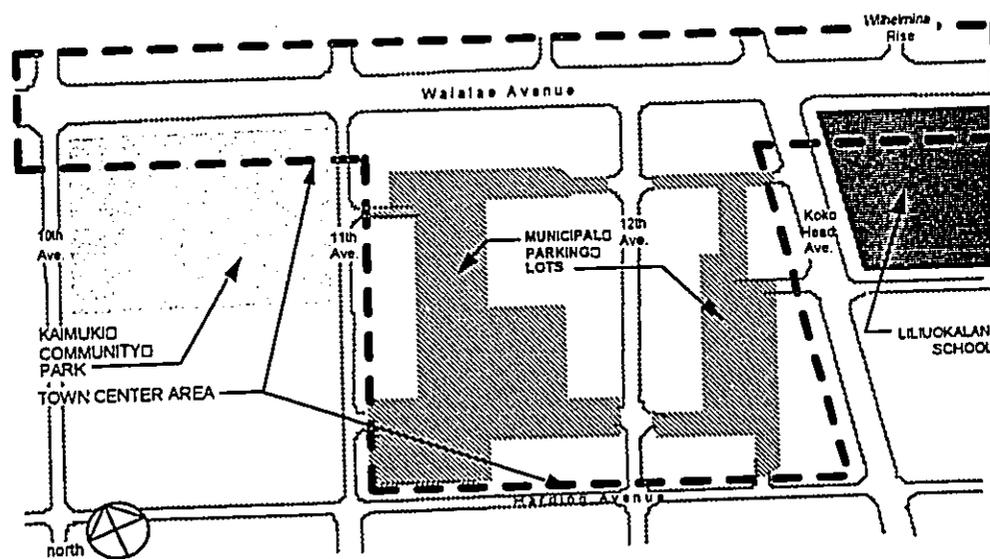
IV. GENERAL DESCRIPTION OF THE PROPOSED ACTION

A. TECHNICAL

1. Traffic Calming Master Plan Principles¹

The Kaimuki Traffic Calming Master Plan uses traffic calming devices and urban design features in the town center section of Kaimuki Town to enhance the physical setting. The pedestrian is central to the success of a traditional urban center. The improvements must look attractive but also be compatible with the character of Kaimuki and feel appropriate to its residents. Finally, Kaimuki needs to appeal to visitors and tourists who represent a potential source of economic revitalization for the town.

The town center area of Kaimuki Town is defined as along Waialae Avenue between Wilhelmina Rise and 10th Avenue. In addition, it includes the blocks bound by Waialae Avenue, Koko Head Avenue, Harding Avenue, and 11th Avenue as illustrated below.



Kaimuki Town Center Study Area

The major organizing framework is the enhancement of the existing *streets and sidewalk system* to make it easier for pedestrians to move about the town center area. This includes creating an identity for the pedestrian district and applying a consistent streetscape treatment throughout. Major entry points to the town center area are clearly defined with gateways and the streets and sidewalks within the area are treated with special streetscape finishes. Arrival points and their linkages such as the bus stops, bike lanes, municipal parking lots, and on-street parking will be improved throughout the town center. Overhead utilities are redesigned, sidewalks widened, pedestrian crossings shortened, lighting improved and potential community

generators created to make the street setting conducive to a positive urban shopping experience.

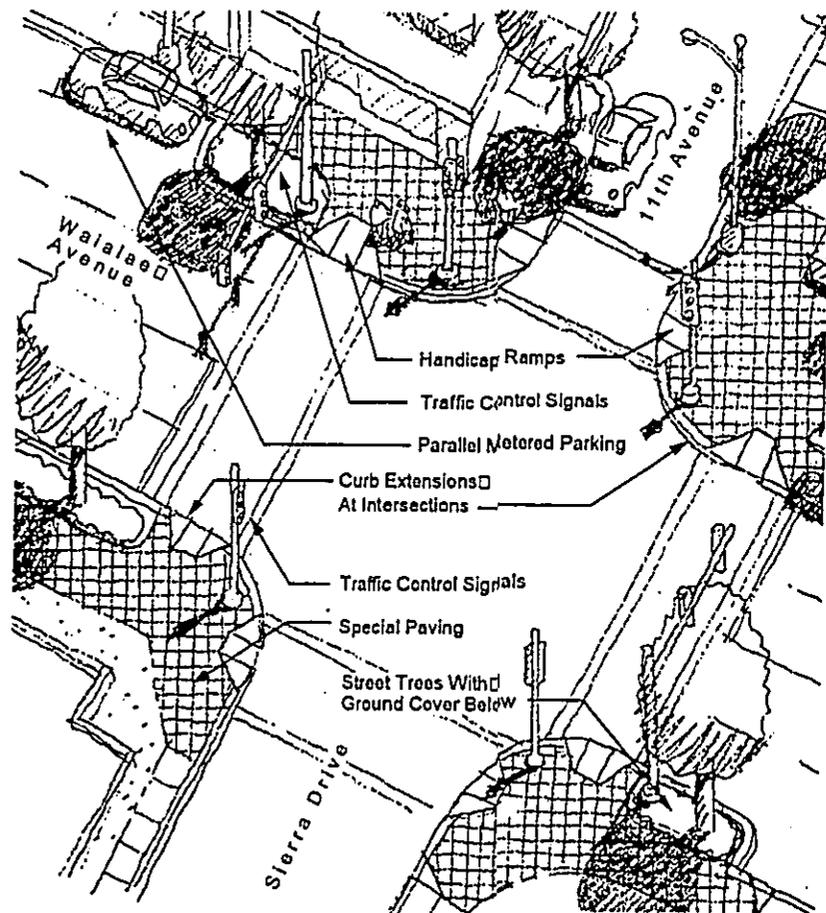
The following principles are important objectives of the master plan and each one has specific improvements or design elements that are recommended and later expanded upon in this report.

a. Make Kaimuki Town user friendly for its customers and improve the pedestrian, bicycle and transit access.

- Increase the usage of the sidewalk by retaining on-street parking, improving the sidewalk connections to the municipal parking lots, and widening the sidewalks to allow for pedestrian movement.
- Improve the west side municipal parking lot access by making the 11th Avenue entrance more visible and inviting. Also, improve access to some of the individual parking bays, which are difficult to access because of the way they are currently striped.
- Develop a trolley or circulator system that provides service between Waikiki, Kaimuki, Kapahulu, and the neighboring communities.
- Narrow Waiālae Avenue at the intersections with curb extensions to slow vehicular traffic and to provide shorter and safer street crossings for pedestrians.
- Move transit stops to curbside locations where it is easier to see the approaching buses and to improve the passenger loading area. Provide transit shelters that protect patrons from the elements and incorporate transit amenities for their convenience (i.e., benches, transit maps and schedules).
- Provide bicycle racks throughout the town center area in locations conveniently linked to future planned bike routes.

b. Enhance the aesthetic character of Kaimuki Town by emphasizing the pedestrian-scaled elements of the streetscape. The improvements will make drivers aware that they are in a special district and psychologically tell them to slow down and watch for pedestrians.

- Provide streetscape improvements that enhance the pedestrian scale and special district identity of Kaimuki Town. Gateways, street trees, special paving, street furnishings, and pedestrian level lighting are incorporated into the master plan.



View of Waialae Avenue: Typical Intersection Treatments with Curb Extensions.

- Renovate the overhead utilities with a tall steel pole design, that require fewer poles at wider spacing, which will accommodate smaller canopied trees under their wires.
- c. **Attract potential customers to Kaimuki by creating destinations for shoppers and making the shopping experience more interesting and convenient. Direct shoppers to access the shops from the public sidewalks, to increase the potential for walk-in trade. This idea is similar to the way large shopping malls use anchor tenants to draw shoppers and place smaller in-line stores between these anchors to take advantage of the walk-in trade.**
- Develop pedestrian generators along Waialae Avenue that become natural focal points for commercial activities, special programs and community services. These generators strategically located along the sidewalk create movement of people between the generators and increase the potential for walk-in trade. Kaimuki Community Park is planned as the community

generator, 12th Avenue Town Square is the commercial generator and the Koko Head and Waialae Avenues transit transfer center is the transit generator.

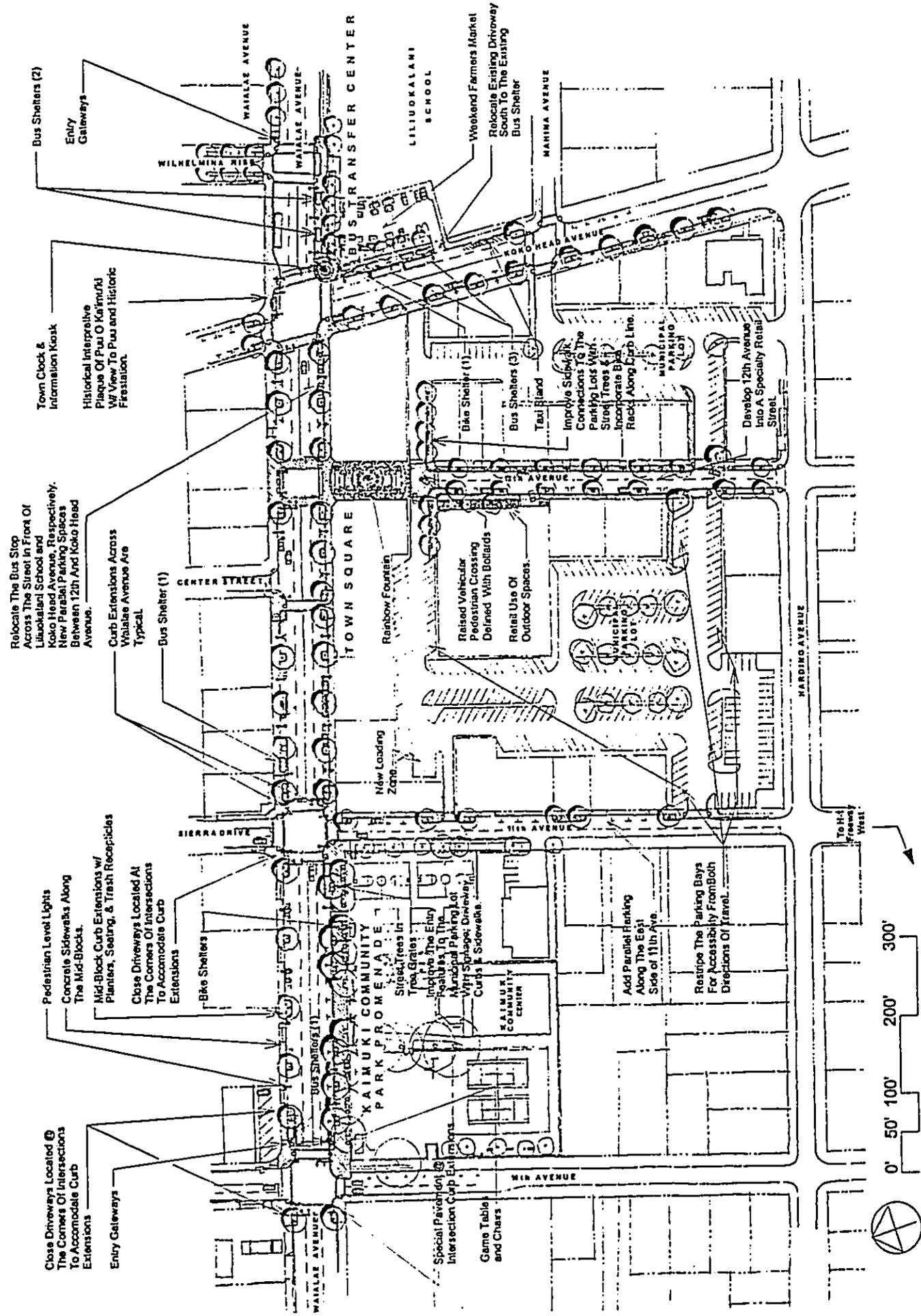
- Optimize the number of on-street parking spaces for shoppers who will use the sidewalks to get to their destination.
- d. **Preserve and enhance the character of Kaimuki Town by incorporating design elements that are symbolic of Kaimuki.**
- Restore the awnings and commercial signage based on existing precedence. An alternative direction would be to create a new unifying design that is developed by the merchants and community group.
 - Use materials that relate to Kaimuki and its environs, such as the basalt stone that was once quarried there, reddish earth tone materials that reflect the color of Kaimuki's red dirt, and plant materials that will flourish in its semi-arid climate.
 - Reintroduce the Christmas light decorations that Kaimuki Town was famous for.
 - Recall the legend of Puu O Kaimuki with a historical panel placed in view of the landmark from a prospect on Waialae Avenue.
 - Preserve the testimonial to Mayor Crane, which is etched in the sidewalk at the entrance of Azteca Mexican Restaurant.
 - Reuse the existing stone curbs in the detailing of the streetscape elements.

The following Traffic Calming Master Plan illustrates these principles as they apply to the town center area of Kaimuki.

2. Master Plan Elements¹

a. Waialae Avenue Right-of-Way Section

Waialae Avenue currently consists of an asphaltic roadway with concrete curbs and sidewalks. In the segment starting midblock between 9th and 10th Avenues, and continuing to the east to Wilhelmina Rise, the roadway is within a right-of-way that has a minimum width of 80 feet, with pavement that is 64 feet between curbs, and 8-foot wide sidewalks on both sides. At least two lanes are maintained for traffic in each direction. In the block between 10th and 11th Avenues, fronting Kaimuki Community Park, the south side of the street has one additional eastbound lane.



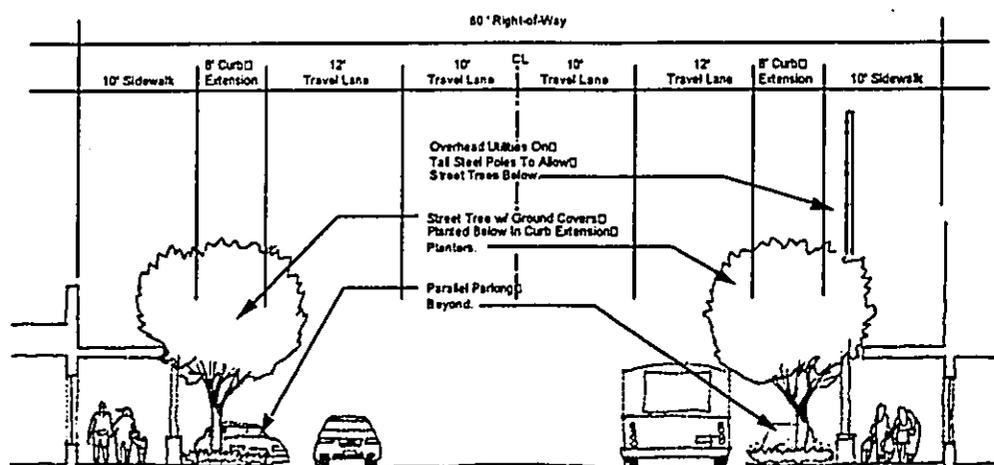
Kaimuki Traffic Calming Project

for: Department of Transportation Services
 by: Allen Y. Fujimori, Landscape Architect.
 date: October 10/20

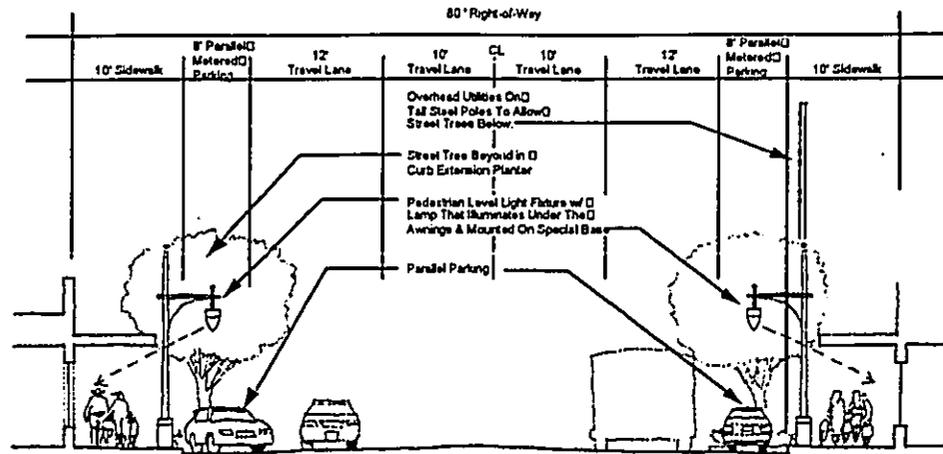
The master plan will maintain the typical section of Waialae Avenue, which has two travel lanes and metered parallel parking in each direction. Curb extensions are introduced at intersections and at mid-block locations. They will extend out over the parking lane to enlarge the sidewalks to 18' wide typically along Waialae Avenue.

For pedestrians, the curb extensions will reduce the curb-to-curb crossing distance across Waialae Avenue from 64 feet to 48 feet. In addition, the larger sidewalk area at the corners will now accommodate handicap ramps that meet the Americans with Disabilities Act minimum requirements, allow for optimal layout of traffic control devices and permit street trees to grow clear of the storefront awnings. The mid-block curb extensions also provide additional street trees and street furniture such as benches, trash receptacles and pedestrian lighting.

The master plan proposes to widen the sidewalks to 10 feet on both sides of Waialae Avenue. An 18-foot wide sidewalk or promenade is proposed for the block fronting Kaimuki Community Park. The additional sidewalk width is gained by reducing the three eastbound lanes to two lanes and adding the width to the promenade along the park. The sidewalk in front of the vacant Salvation Army Store will remain 11 feet 6 inches wide and have curb extensions placed at the Koko Head Avenue intersection. 3660 Waialae Avenue's sidewalk will also remain the same.

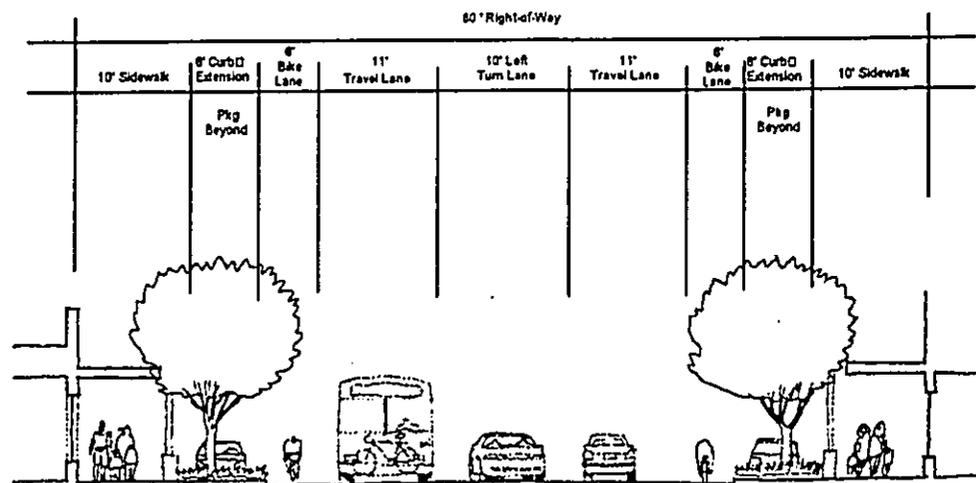


Waialae Avenue Section: Parallel Parking Bay



Waialae Avenue Section: Parallel Parking Bay

The Honolulu Bicycle Master Plan recommends a regional network of bicycle routes between Kahala and Pearl City. The Kaimuki Corridor is part of Bike-Friendly Route No. 1 connecting Kalaniana'ole Highway at Kahala to the Pearl Harbor bike path system. To gain access through Kaimuki, Waialae Avenue will be converted to one vehicular and one bike lane each way, with a continuous shared left-turn center lane. The report recommends analyzing the impacts of removing on-street parking along Waialae Avenue and reconfiguring its traffic lanes as proposed in the master plan. The traffic calming master plan configures the Waialae Avenue section to accommodate the proposed bike lane and recommends maintaining on-street parking. While this project (the Kaimuki Traffic Calming Project) does not specifically implement any features of the Honolulu Bicycle Master Plan, the bicycle master plan is being recognized for coordination purposes.

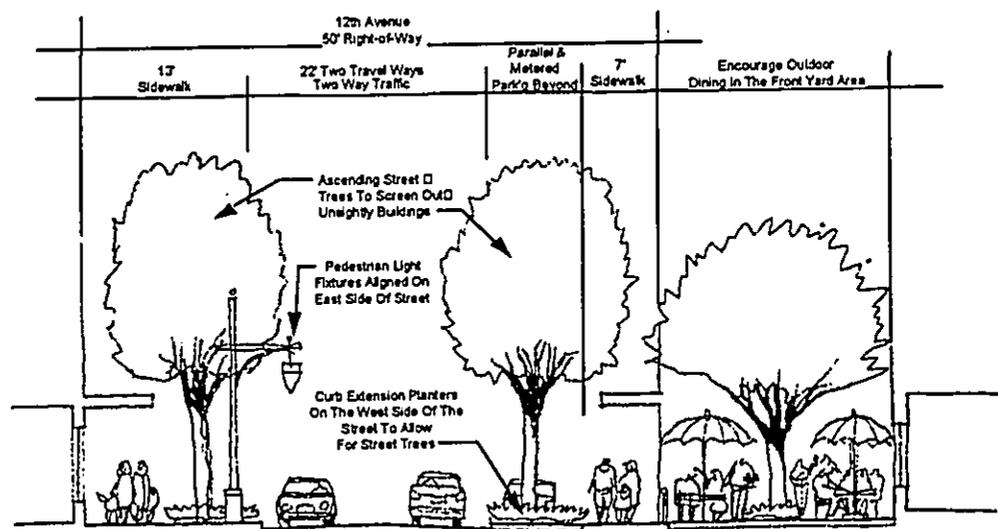


Waialae Avenue Section: Future bicycle lane proposed in the Honolulu Bicycle Master Plan.

b. 12th Avenue Right-of-Way

12th Avenue consists of an asphaltic roadway with stone curbs and sidewalks. The right-of-way is 50 feet wide between Waiialae Avenue and Harding Avenue with 30 feet between curbs and 7-foot and 13-foot sidewalks on the west and east sides respectively. The east sidewalk, one block south of Waiialae Avenue is narrowed to 7 feet to accommodate on-street parking. One lane of traffic is maintained in each direction with the majority of metered parking on the west side.

The master plan proposes to close off a part of 12th Avenue to create a Town Square. The closure will start at Waiialae Avenue to the north driveways into the municipal parking lots, a section of approximately 110 feet. The remainder of 12th Avenue will remain similar except mid-block curb extensions will be added to the west sidewalk so that street trees can be planted on both sides of the street. Parallel on-street parking will be metered.



12th Avenue Section: Typical Street Cross Section and Special Setback Condition in Front of Honolulu Board of Realtors' Building

c. Overhead Utilities

Undergrounding overhead utilities has been a major goal for the community. Cost estimates identified the premium cost to underground the overhead wires would be approximately one million dollars for the section of Waiialae Avenue between 10th Avenue and Wilhelmina Rise. This made it difficult to phase the project because of the limited funds available. The master plan proposes to use a steel pole design that will raise the wires and allow for street tree planting below. The aspects of the steel poles are discussed further in the utility section below.

d. Street Lighting

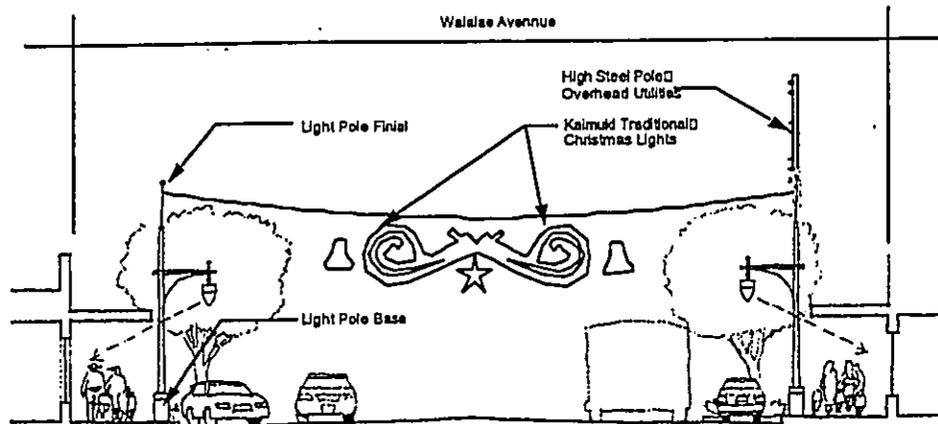
The pedestrian lighting fixtures will be traditional fixtures with a decorative lamp housing and pole, similar to the ones already stocked by the City's Department of Facility Maintenance.

The lights should be oppositely spaced on each side of Waialae Avenue and aligned on the east side of the street at 12th Avenue. Each light is located behind the curblin and set back from the parking bay but clear of the awnings. The mounting height should be low enough to project light under the awnings, but provide the required lumens and uniformity for the street. The street light spacing is related to the layout of the street trees and proper clearances must be maintained between them. Therefore, in the design phase, the location of the trees and light fixtures must be resolved in an interactive process, which includes the civil engineer, electrical engineer, and landscape architect.

If the photometric studies require more lumens on the roadway, consideration should be given to using a combination of standard cobra head lights at the intersections and locating these fixtures on the cross streets close to the intersection to provide standard lighting levels. Pedestrian light fixtures will be located along the mid-block to optimize the uniformity and minimize the amount of glare from the lamps.

The pedestrian light poles will have two special features incorporated onto the standard pole. The first will be a custom design or off-the-shelf light pole base. Much of the sidewalk area along Waialae Avenue is sloping so the master plan recommends using a base for the light fixtures that will accommodate a sloping finish grade while providing a relatively fixed height from which to mount the pole. The base should be developed as a thematic streetscape element that is part of an ensemble of pieces, custom designed or selected for this project. The second feature will be a finial, which is a decorative terminus to the pole. It will also function as a flagpole for flags and banners, and provide an anchor to attach new Christmas lighting decorations similar to the old fixtures that Kaimuki Town was once famous for. All poles will have bases and every other set of paired poles will have finials.

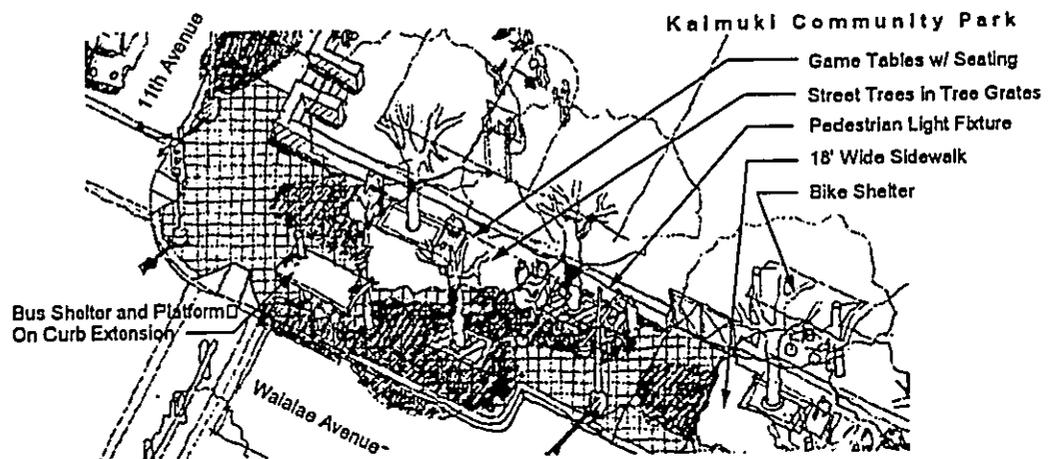
Specific lighting recommendations for the Town Square and the Kaimuki Community Park Promenade are discussed in the related sections.



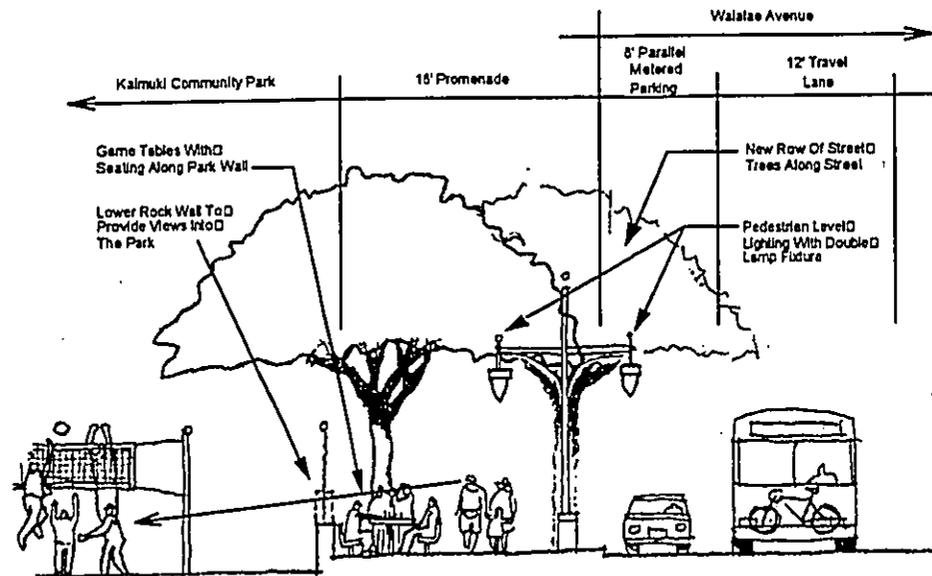
Waialae Avenue Section: Restore Traditional Christmas Lighting to Waialae Avenue

e. Kaimuki Community Park Promenade

The promenade is the community generator on Waialae Avenue. The master plan proposes to create a new streetscape edge that unifies the front of the park and enhances the park functionality by expanding its social and passive recreational uses. The promenade will serve as an informal meeting place for Kaimuki residents and be a place to view the street scene or the park activities.



View of Kaimuki Community Park Promenade



Kaimuki Community Park Promenade Section

The 18-foot wide promenade is achieved by moving the curbline out 10 feet, which will eliminate the existing third eastbound traffic lane. Additional street trees will be planted curbside and all trees should be fitted with tree-grates to maximize the sidewalk walking surface. Game tables with complementary chairs (2 per table) should be placed between the existing trees near the park wall. The stone masonry wall along the edge of the park facing the court games should be lowered to promote better views into the park from the new seating areas and for passersby. The entryway to the bandstand should be emphasized along the promenade because it is the formal entrance and central axis to the park. Design features such as special pavement patterns and finishes, the use of clustered pedestrian lights, and street trees spaced about the major axis should be considered in the design phase.

f. Kaimuki Town Square

The Town Square is the commercial activity node for Waiālae Avenue and serves as a transition between the Waiālae Avenue and the 12th Avenue retail streets. It is also the major pedestrian path connecting the two municipal parking lots with the north side of Waiālae Avenue.

The master plan envisions the Town Square to be the center of pedestrian activity and the central gathering place for shoppers in Kaimuki. Its success as an urban space may depend on the following:

- The space must be attractive and have a central feature that people enjoy viewing and relating to.

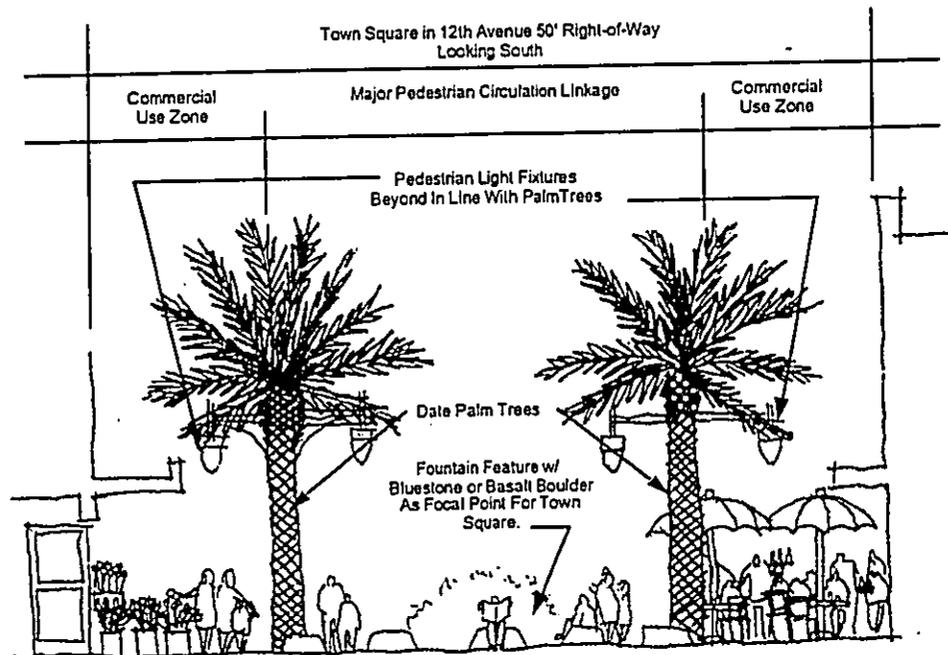
- The storefront edges must be as active as possible with commercial uses that serve the Town Square users.
- There must be good views of the space from adjacent streets and sidewalks and excellent access with preferably no grade changes along the major pathway through the Square.
- The space must be pleasant and comfortable to use and provide shade and cool breezes.
- There must be flexible seating areas that are abundant with chairs.
- The pedestrian paths need to align through the Square so that they add to the activity and people watching aspects of the space.

The Town Square, in addition, should have some flexibility to accommodate special events programming by the merchant group and community, such as small performances, exhibitions, community services, and holiday programs.

The master plan proposes to close off 12th Avenue from Waialae Avenue to the driveway entrances at the municipal parking lots and to turn the space into this Town Square. The Square will be approximately 50 feet wide and 110 feet long. One side is defined by the First Hawaiian Bank Building and the other by Coffee Talk. Two rows of Date Palms are proposed to define each side of the space with the central zone being larger than the sides. The entire space should be paved with an architectural quality material such as unit pavers or a combination of pavers and poured in place concrete finishes. Another alternative would be to use the existing stone curbs that are being removed from Waialae and 12th Avenues, for paving, headers, or banding materials in the Square.

A central fountain is proposed to be the focus of the space. The Rainbow Fountain is a mister that is anchored in a field of boulders and emits a hemispheric-shaped water pattern. The boulders should be similar to the stone quarried in Kaimuki years ago, laid flat, and set into the pavement with the tops at seating height. The boulders could have artwork integrated into them with memorabilia of Kaimuki. They should be arranged in a geometric pattern and a misting fountainhead placed at the center that illuminates into a rainbow when the sun rays strike the mist. Uplights should be placed so that the entire mist formation glows at night. There should be no basin under the fountain. The finish grade should be adequately sloped into the inlets that remove the water before it puddles and keeps the surrounding pedestrian zones dry. This will allow the entire fountain area to be accessible to pedestrians and the boulders used for additional seating when not in operation.

Other interactive fountains should also be considered but the design must allow the area of the fountain to be used for other events when the fountain is turned off. (The laminar flow fountain located at the new Willows Restaurant is an example of this type of fountain that can be used to activate and animate public spaces.)



Town Square Section

The central zone between the palm trees will function as the major pedestrian path between 12th Avenue and Waiālae Avenue. The two side areas of the Square with umbrella tables and chairs, outside of the rows of Date Palm, are for lounging.

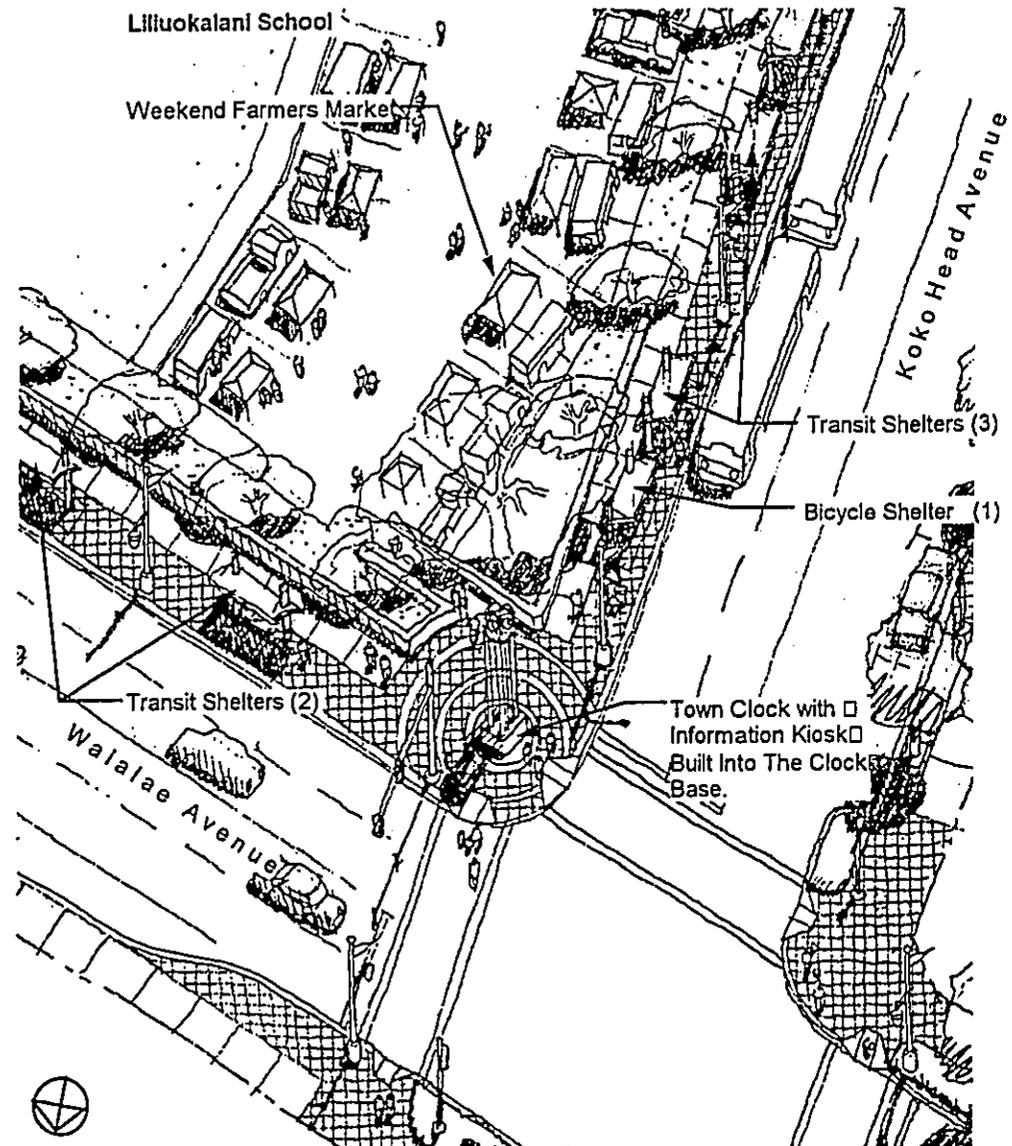
Lighting fixtures on the Square should be similar to the ornamental lights on the streets and aligned within the rows of Date Palm. Larger lamp clusters should be placed along Waiālae Avenue to act as entry features and should be similar to the pedestrian light clusters proposed at the Kaimuki Community Park Promenade.

g. Transit Transfer Center

The Transfer Center is the transit activity center on Waiālae Avenue.

The master plan proposes to move the bus stop at the Azteca Mexican Restaurant across the intersection to the curb extension fronting Liliuokalani School. This should enhance the economic viability of the shops as transit patrons waiting and disembarking from buses conflict with store access.

In addition, replacing the bus stop with on-street parking will further enhance business for the shop owners. The new transfer center will have a greater density of transit users at a single location, which makes it possible to justify a concentration of transit improvements and public area amenities.



View of Transfer Center

New transit shelters are proposed along Waialae Avenue and Koko Head Avenue. They are sited just off the curbs for good visibility of the on-coming buses and to provide efficient passenger access and loading. Public telephones, a bike shelter, bike racks, an information kiosk, taxi stand, newspaper stands,

benches, trash receptacles, and other street furnishings will make the transfer center more convenient for its patrons. The Waikiki-Kapahulu-Kaimuki trolley will also stop here so any information that would help visitors get oriented to Kaimuki Town needs to be available here.

The major feature of the transfer center is a clock tower, which is sited on the southeast corner of Waiālae and Koko Head Avenues. An information kiosk is incorporated into the base of the clock tower where a Kaimuki Town Map and directory of shops and services can be found. Additionally, transit maps, schedules and other information related to transit services should be incorporated into the structure. The clock is prominently located and should be designed as an important architectural element of the street. It should relate to the designs of the bike and transit shelters and together form a strong street edge.

h. Special Pavement

There are several opportunities to use special pavement finishes. The pavement designer should explore alternatives in the design phase that look at different treatments for the sidewalk areas. An example would be to use a standard concrete finish over the majority of the pavement areas. In some of the more visible zones, an upgraded finish such as colored concrete, special float finishes, sand blasted patterned finishes, or precast unit pavers should be used. Areas that would be considered visible zones are the pavement area around the gateways, the Town Square, the Kaimuki Community Park Promenade, the curb extensions, the transit platforms, the Town Clock and around design features that may be developed in the design phase.

Another example is using a cost-effective but upgraded material (i.e., exposed aggregate) on all sidewalks. There are many more possibilities and it is important that the design phase develops the level of finish that is compatible with the overall character of the design. The following list offers other paving opportunities:

- Two special paving conditions extend into the public right-of-way at the building entries of the vacant Salvation Army Store and the Azteca Mexican Restaurant. The Salvation Army Store has a green circular terrazzo pavement pattern that is original and in excellent condition. The Azteca Mexican Restaurant has an imprint in the original concrete sidewalk handwritten by Tuck Yee Yap in 1938 that says, "A Dream Come True" which is a testimonial for Mayor Crane's help in constructing new sidewalks for Kaimuki. Both paving panels should be preserved and incorporated into the new pavement design.
- The existing street curbs of cut stone basalt, are still in good condition. When the sidewalks are widened, the stone curbs should be cleaned and reused for a special application such as paving, banding, or header courses.

- Street names can be detailed into the pavement or curb near the crosswalks so pedestrians will see the names of the streets as they cross them.

i. Puu O Kaimuki Historic Marker

From the northeast corner of Waialae and Koko Head Avenues, there are good sightlines along Koko Head Avenue to Puu O Kaimuki and the old fire station makai of H-1 Freeway. The master plan sites a bronze plaque set in a large basalt boulder on this corner as a streetscape marker that speaks to the history of Kaimuki and ties the town center to two important landmarks within the community.

Legend has it that menehunes settled in Kaimuki to build their ti ovens because they would not be molested at night by the pig-god, Kamapua'a. The name Ka (the), imu (oven) and ki (ti plant) translates to, "The ti oven". The shape of Puu O Kaimuki could be said to be symbolic of these menehunes' ovens.

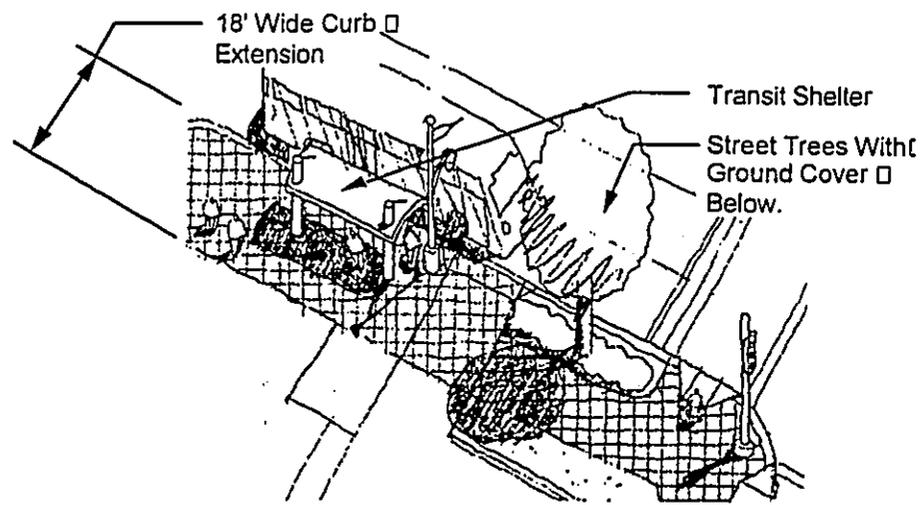
j. Gateways

Gateways along Waialae Avenue mark the entries into the Kaimuki Town Center. Each gateway is composed of two stone columns placed directly across the street from each other. Stone masonry similar to the native basalt of Kaimuki should be used. The east gate is located in front of "3660 On The Rise" and the west gate is located uphill of the 10th Avenue intersection on Waialae Avenue.

The gateway designer should study the historic photos of the original subdivision gates into Maunalani Heights. (Photos available in the Bishop Museum archives.) They were sited just mauka of Waialae Avenue on Koko Head Avenue and Wilhelmina Rise. This native stone of Kaimuki was used in the construction of the Bishop Museum and also in the stone wall in front of Sacred Hearts Academy.

k. Transit Platforms and Shelters

These shelters are typically located curbside in the master plan to facilitate access and bus loading and to provide transit patrons with better visibility of the on-coming buses. The transit platform area is part of the curb extension that provides the added width and length to the sidewalk to accommodate passenger loading. Benches, newspaper stands, and trash receptacles should be incorporated into the design and layout of the shelter area.



View of Transit Shelter and Platform

l. Bike Shelters

Bike shelters are covered structures with bike racks below. They are located in three different areas and spaced approximately one block apart. One is located at the Transfer Center, another at the Town Square and the third is in the park near the Promenade. The design of these shelters may be similar to the transit shelters.

m. Street Furnishings

The design and/or selection of the street furniture should be coordinated with all streetscape elements so that they are seen as an ensemble or grouping of related architectural elements that make up the design character of the street. Street furniture will be sited throughout the street improvement area and the following list provides the directions for their siting.

- **Trash Receptacles:** Trash receptacles should be located at the corner of the intersections. A minimum arrangement would have two per intersection with one each at diagonal corners from each other. A maximum arrangement would have one on each corner for those intersections that have high levels of pedestrian crossings.

Some mid-block locations that have seating areas and food services nearby should also have a trash receptacle. The Promenade and the Town Square will require a minimum of four trash receptacles distributed within each area. The Town Square should have one located near each access point to the municipal parking lots.

Transit platforms should have a minimum of one trash receptacle per two shelters but not less than one per stop.

- **Pedestrian Seating:** Seating is provided in various places throughout the master plan area for the convenience of shoppers and the community. The following describes the types of seating for each sub-area of the master plan.

The Promenade will have fixed game tables and seats that are placed between the existing line of street trees. Each table will have two seats on opposite sides and be sited so that the seats and table are aligned perpendicular to the curb-line. This will allow both chairs to be set at equal elevation and seating height along the sloping sidewalk. All table and chairs should be mounted on metal posts and secured in a concrete footing.

The Town Square will have umbrella tables and chairs located in groupings along the sides of the space. The seating groups should not be fixed but allow for different arrangements as the need arises.

Transit shelters will also have seating placed in them. If a shelter is located on a sloping platform area, single-seating arrangements with metal posts should be used to accommodate the sloping platform.

Some of the mid-block curb extensions will have seating areas with benches or individual seats. Benches should not be used on sloping sidewalks with longitudinal grades that exceed 4%. Instead, single unit seating mounted on metal posts with each seat adjusted for the correct seating height may be used.

n. Municipal Parking Lot Improvements

The following recommendations will improve the parking lot functionality for customers and visitors.

- The two municipal parking lots are internal to the two blocks south of Waiālae Avenue between Koko Head Avenue and 11th Avenue. The majority of the parking layout is one-way circulation with angled parking. However, the west parking lot has several parking bays with two-way traffic and angled parking laid out only in one direction. This is problematic because cars can only access these stalls from one travel way.

The master plan proposes to correct this problem by restriping the respective parking bays so the stalls are accessible from both directions of travel.

- The 11th Avenue access drive needs to become more visible as an entrance into the parking lot. Signage should identify the entrance to the public parking lot. The roadway section should also look more substantial. Therefore, the master plan recommends adding curbs on both sides of the drive. The addition of a 4' wide sidewalk to the south side of the drive is also recommended to improve the pedestrian access.
- The pedestrian sidewalks within the parking lots need to be improved and appear as extensions of the public sidewalk system. Some of the parking lot sidewalks should be widened and others need to be redesigned to provide a safer and more convenient connection. The paving finish should be similar to the adjacent public sidewalks and the major connectors such as the ones on 12th Avenue should be planted with street trees.
- A designated loading area behind the restaurants between 11th and 12th Avenues is proposed adjacent to Kaimuki Cue so that delivery trucks can park in a zone that does not block the parking lot circulation during the normal business hours. The parking in this area should be restriped to accommodate two new loading bays and the existing parking layout should be adjusted accordingly.

o. Planting

New street trees are proposed along Waialae Avenue, Koko Head Avenue, 12th Avenue, 11th Avenue, and the Town Square. In addition to the street trees, ground covers or low shrubs are proposed at the curb extensions on Waialae Avenue and as indicated on the master plan.

The trees at the Town Square should be Date Palm, but the others are to be determined during the design phase. Street trees shall have a planter volume of no less than 250 cubic feet per tree. All proposed planting areas shall have automatic irrigation systems. Drip irrigation shall be used where feasible.

3. Phasing¹

a. Phase One - Waialae Avenue

The Phase One project will be along Waialae Avenue from Koko Head Avenue to 11th Avenue. The work should include new overhead utilities, drainage improvements, related engineering improvements, street lighting, widened sidewalks, curb extensions, crosswalks, street trees, street furnishings, traffic control devices, and transit shelters. The Town Square will not be part of Phase One and 12th Avenue will remain open at Waialae Avenue.

More detailed plans are in the process of being developed for Phase One. Appendix 1 shows a more detailed plan of the Phase One area.

b. Phase Two - Town Square

The Phase Two project is the closing of 12th Avenue at Waiālae Avenue to form the new Town Square. The work should include new overhead utilities, drainage improvements, a pedestrian platform, installation of special pavement, the Rainbow Fountain, street furnishings, street lighting, street trees, and crosswalks.

The closing of 12th Avenue should be tested before implementing this phase of the master plan. 12th Avenue can be temporarily closed to vehicular traffic to adapt to the closure and to measure the effect on business.

For this closure, the merchants must promote programs and activities at the Square to attract customers. The testing period should be long enough for customers to establish a new pattern of use. The following are examples of what events could take place:

- Coffee Talk should be allowed to use the sidewalk area as outdoor café space.
- The closure could coincide with a holiday or season during which special festivities are programmed (i.e., Christmas display with Santa on the Square, Lei exhibit on May Day, or a Kaimuki plant sale in spring or late summer).
- Special events that promote Kaimuki's businesses such as "The Taste of Kaimuki" that feature the quality and diversity of its restaurants.
- Between the programmed events, additional umbrella tables and chairs should be placed on the Square for customers.

c. Future Phases

Other phases will be built as funding becomes available. A phasing sequence is provided as follows:

- Waiālae Avenue and the Transit Center (Wilhelmina Rise to Koko Head Avenue)
- Waiālae Avenue and the Kaimuki Park Promenade (10th Avenue to 11th Avenue)
- Municipal Parking Lot Improvements

- 12th Avenue Streetscape
- 11th Avenue and Koko Head Avenue Streetscape Improvements

B. ECONOMIC

1. Cost Estimates¹

The cost estimates used quantity takeoffs and unit prices at a master planning level of detail and pricing. A 15% contingency, 14% fees, and 6% inspection on hard costs were used. The major streetscape improvement areas are listed below.

Waialae Avenue (Koko Head Avenue to 11th Avenue)	\$ 2,700,000.00
Town Square	665,000.00
Waialae Avenue (Wilhelmina Rise to Koko Head Avenue)	597,000.00
Waialae Avenue (11th Avenue to 10th Avenue)	1,267,000.00
Parking Lot Improvements	35,000.00
12th Avenue	1,351,000.00
Koko Head Avenue	844,000.00
11th Avenue	<u>419,000.00</u>
Total Project Cost	\$ 6,878,000.00

The budget for Phase 1 of the project is \$2,700,000 which will be funded by the City and County of Honolulu. The project schedule currently calls for the award of the construction contract by the end of December 2000 and construction completion in the fourth quarter of 2001.

C. SOCIAL¹

The primary focus of the project is to enhance safety and pedestrian accessibility. This in turn will promote the success of a traditional urban center and potentially allow Kaimuki to be an attraction to the community, visitors and tourists and a source of economic revitalization.

D. ENVIRONMENTAL CHARACTERISTICS

Environmental characteristics refer to the project's relationship to environmentally sensitive zones including flood plains, tsunami zones, erosion-prone areas, geologically hazardous lands, estuaries, fresh water, coastal waters, archaeological/historic/cultural sites and natural resources.

The project area is not sensitive with respect to any of the zones or conditions. This statement is reinforced by the fact that all development and improvements are proposed for existing urbanized street rights-of-way.

V. SUMMARY DESCRIPTION OF THE AFFECTED ENVIRONMENT

A. FLORA AND FAUNA

The area is fully urbanized and no impact is anticipated with the exception that ornamental plantings including street trees and shrubs will be introduced.

B. SURFACE WATER QUALITY

The developed area before and after construction will be for all practical purposes identical. However, due to the increased use of planter areas, the total amount of runoff generated will be slightly reduced. Therefore, it is stated that there will be no effect on surface water quality.

It is recognized that during construction surface water runoff has the potential to convey more sediment, but all construction activities will be required to comply with project-specific Best Management Practices (BMPs).

C. TRAFFIC¹

Traffic volumes in the project area exhibit typical peaking characteristics, including morning and afternoon peak periods on weekdays coinciding with commuting patterns. While no traffic counts were taken as part of this assessment, field observations and count data available from City files were used to estimate existing volumes. Traffic data include counts from machine counts taken between 1986 and 1996. These counts were typically taken over a period of twenty-four hours, and are assumed to be representative of average weekday conditions. Existing traffic volumes are similar to those in the counts as the data were collected over a period of little or no growth.

Waialae Avenue carries two lanes of traffic in each direction. A third eastbound lane between 10th and 11th Avenues becomes a right turn only lane at 11th Avenue. Left turns from Waialae Avenue are made from the center lanes, which are shared with traffic that continues on Waialae Avenue. Daily traffic volumes on Waialae Avenue are approximately 22,000 vehicles per day (total of eastbound and westbound) east of Koko

Head Avenue and vary from about 18,000 vehicles per day at 12th Avenue to 20,000 vehicles per day at 10th Avenue.

The parallel Harding Avenue, with one lane in each direction and no parking, typically carries a total volume (two-way) of about 13,000 vehicles per day. Traffic approaching the freeway on-ramps and departing from streets that are fed by the off-ramps carry higher directional traffic; e.g., a volume of 9,000 vehicles per day of westbound traffic on Harding Avenue between 12th and Koko Head Avenues was counted.

Daily traffic volumes on 11th Avenue between Waiialae Avenue and Harding Avenue are approximately 6,500 vehicles per day southbound and 1,100 vehicles per day northbound. The Sierra Drive approach to Waiialae Avenue, opposite 11th Avenue, carried 3,500 vehicles per day in 1989. Traffic on 12th Avenue is approximately 2,000 vehicles per day in each direction. On Koko Head Avenue, northbound traffic was over 12,000 vehicles per day approaching Harding Avenue, but only 5,400 vehicles per day at Waiialae Avenue. Southbound traffic on Koko Head Avenue was 3,600 vehicles per day at Harding Avenue.

While no detailed capacity analyses were done as part of this study, peak hour conditions at each signalized intersection were evaluated by estimating the critical movements. The sum of the critical volumes (expressed on a per lane basis) is compared with the following criteria: a sum of 1,200 or less vehicles per hour is under capacity, 1,201 to 1,400 vehicles per hour is near capacity, and over 1,400 vehicles per hour is over capacity. Factors were used to account for the added effect of left turns which wait for opposing traffic to clear, the effect of pedestrians on shared through/right turn lanes, and buses that stop in traffic to load or unload passengers.

The Waiialae Avenue intersections with 10th Avenue, 11th Avenue and Sierra Drive, 12th Avenue, and Koko Head Avenue are controlled by traffic signals. At the 10th Avenue and 11th Avenue/Sierra Drive intersections, a short (5-second) advanced "protected" green phase is provided for eastbound traffic on Waiialae Avenue, during which a green arrow is displayed and left turns can be made without conflict as westbound traffic and pedestrians are held back. During the remainder of the signal cycle, Waiialae Avenue traffic in both directions and the pedestrian crossing parallel to Waiialae Avenue are served; left turns from Waiialae Avenue are made across gaps in oncoming traffic and yield to any pedestrians in the crosswalk.

Cross street traffic shares a phase with pedestrians who cross Waiialae Avenue. The duration of this phase appears to be based on the length of time that pedestrians need to cross Waiialae Avenue, rather than the vehicular volumes.

During the weekday morning peak period (6:30 AM to 8:30 AM), parking is restricted with tow-away provisions along the north side of Waiialae Avenue, allowing for use as a third westbound lane. During the weekday afternoon peak period (3:30 PM to 5:30 PM), a contraflow operation on Waiialae Avenue provides a third eastbound lane that ends west of 9th Avenue.

At the Waialae Avenue intersection with Koko Head Avenue, AM peak hour volumes are 1,560 vehicles per hour at the westbound approach, 590 vehicles per hour eastbound and 300 vehicles per hour northbound. The critical movement sum is estimated to be 1,100 and the intersection normally operates at an under capacity condition.

At the Waialae Avenue intersections with 10th Avenue, with 11th Avenue/Sierra Drive, and with 12th Avenue, existing AM peak hour conditions are also under capacity. The traffic signals are timed to provide the minimum time necessary for pedestrian crossing of Waialae Avenue; this timing provides adequate capacities for side street vehicular traffic. The side street capacities at these intersections, estimated to be 300 vehicles per hour per lane, are significantly higher than the peak hour volumes. Peak hour volumes on Waialae Avenue at these intersections are at most 60% of the estimated capacity of 700 vehicles per hour per lane.

The highest volume on Waialae Avenue in the PM peak hour is 1,050 vehicles per hour eastbound approaching 11th Avenue and Sierra Drive. The existing third lane fronting the Kaimuki Recreational Center serves as a right turn only lane to 11th Avenue; right turn volume in the PM peak hour is estimated to be 350 vehicles per hour. The remaining eastbound volume is 50% of the estimated capacity of the other two lanes of the approach. The total PM peak hour volumes at the other eastbound approaches to 12th Avenue and Koko Head Avenue are 800 vehicles per hour eastbound, or about 60% of the capacities. Westbound volumes in the PM peak hours are about 700 vehicles per hour, or 50% of the capacities.

While no traffic data is available for weekends, volumes on Waialae Avenue appear to be less than during weekday peak hours. However, volumes on intersecting streets may be higher and more local activity, including pedestrians and vehicular parking maneuvers, occur throughout the day.

The most significant impact of the proposed project to the typical weekday conditions would be due to the loss of the exclusive right turn lane on Waialae Avenue, eastbound, at 11th Avenue. With the proposed reduction in the street width, right turns would be made from the right lane, which would be shared with through traffic, including local buses. Per lane volume would increase to 525 vehicles per hour per lane, or 75% of the estimated capacity. Even with a reduction in the green time allocated to the cross street because of a shorter pedestrian crossing, the volume-to-capacity ratio for this approach would be 70%, compared to 60% for existing conditions.

The proposed project would also reduce the number of westbound lanes available for traffic on Waialae Avenue in the AM peak hour from three to two. With a typical volume of 900 vehicles per hour traveling westbound, per-lane volumes would increase from 300 vehicles per hour per lane to 450 vehicles per hour per lane, or 45% of capacity to 65% of capacity. While the narrowed street will still be able to accommodate the traffic volumes, the loss of one westbound lane in the morning and the loss of a separate right turn lane to 11th Avenue will result in increased traffic congestion.

A greater impact of the narrowing of Waiālae Avenue, however, may occur when there are incidents on the H-1 Freeway between the Kahala and the Kapiolani Interchanges. West bound traffic diverts to Waiālae Avenue when car crashes, vehicle stalls, or other incidents cause blockage of one or more lanes on the freeway. Waiālae Avenue is a primary reliever for westbound traffic and the loss of the third westbound lane in the AM peak period would reduce its ability to carry any diversion from the freeway. The unused capacity of Waiālae Avenue on a typical weekday morning is 1,200 vehicles per hour and the road narrowing would drop it to 500 vehicles per hour.

Existing parking restrictions along Waiālae Avenue should remain in place. On-street parking lanes would be reduced in width from 11 feet to 8 feet. With the reduction in width, parking maneuvers would have a greater impact on traffic flow and access to and from the driver's side of the vehicle would be more difficult as the existing three-foot wide buffer to the adjacent lane is eliminated. The existing prohibition of curbside parking during peak periods should be retained so that parking maneuvers do not adversely affect traffic flow.

Waiālae Avenue is a major corridor for the City's public bus system, TheBus. Bus stops are located at the approaches of most intersections ("near-side" bus stops). Local bus service will remain on Waiālae Avenue. Bus bays were considered in order to minimize impact to traffic. However, bus bays would require not only the bus stopping area, but also approach and departure tapers to allow the bus to change lanes; each bus bay would require at least 140 lineal feet of curb, which would then not be available for parking (causing a loss of up to six parking spaces). The only bus bay to be provided would be for westbound buses between Wilhelmina Rise and Koko Head Avenue to provide through capacity due to high volume of left turns on Koko Head Avenue.

On Koko Head Avenue, at the northbound approach to Waiālae Avenue, a bus stop serves as a terminus for several routes. At a terminus, the bus ends its travel in one direction, and normally would dwell a few minutes before starting out in the opposite direction.

The proposed changes to the street will affect two bus routes. During school days, westbound Route 3 buses currently turn left from the bus terminus on Koko Head Avenue onto Waiālae Avenue, left onto 12th and Harding Avenues, then right back onto Koko Head Avenue. Rerouting to use 11th Avenue instead of 12th Avenue would be necessary since a portion of 12th Avenue will be closed. This change could add up to two minutes to the travel time on Route 3, increasing costs and decreasing service. Additional traffic of three to four buses per hour turning left at 11th Avenue will have minor impact to vehicular traffic.

Westbound buses on Route 14 (from Maunalani Heights to St. Louis Heights) currently turn left from Sierra Drive onto Waiālae Avenue, then turn right onto Koko Head Avenue. These buses continue onto Pahoa Avenue and 22nd Avenue. A change to reroute the Koko Head Avenue segment between Waiālae Avenue and Pahoa Avenue to 16th Avenue would address the tight turn at the intersection of Waiālae Avenue and Koko Head Avenue, and will allow the route to use the new bus stop along Liliuokalani Elementary

School. This rerouting may have additional impacts caused by introducing buses onto a residential street; however, this impact should be minimal in that Route 14 service is typically one bus per hour with no more than two buses per hour during peak hours.

The Honolulu Bicycle Master Plan proposes that bicycle lanes be placed on Waialae Avenue. The plan indicates that the street could be restriped to include a bicycle lane and a traffic lane in each direction and a center lane for left turns. The proposed 44-foot width between curbs at the intersections could accommodate two six-foot wide bicycle lanes, two 11-foot wide traffic lanes, and a 10-foot wide left turn lane. Implementation of the striping is not a part of this project.

Traffic patterns will be impacted during construction. However, as with any project affecting City streets, traffic control plans (including coning and flagmen) must be utilized and all surface streets must be restored to full capacity during peak hours of traffic.

D. AIR QUALITY

Air quality can be impacted by traffic volumes and temporary construction-related impacts. Since traffic volumes will remain essentially identical to current levels, no significant effects are anticipated.

With respect to construction-related impacts, licensed contractors are required to maintain construction equipment in proper working order to ensure no violations and are subject to enforcement actions if found in non-compliance.

E. NOISE

Noise levels in this already highly urbanized area are anticipated to be identical prior to and after project implementation.

Noise related to construction activities are primarily controlled by hours of operation. All construction will be limited to daytime hours.

F. WATER SYSTEMS

The public water service in the area is provided by the Board of Water Supply. No additional services will be required, but some infrastructure such as fire hydrants will be relocated.

G. SEWER SYSTEMS

The project will not require additional sewer service.

H. DRAINAGE SYSTEMS

The proposed improvements reduce the amount of paved surfaces with the introduction of planters. No increase in runoff is expected. Minor modifications to the existing drainage system are expected to include drainage inlets at curbed parallel parking stall locations to ensure no ponding at the new curbing.

I. ELECTRIC/CABLE UTILITIES

The project will relocate the existing curbs in order to widen sidewalks, provide for landscaping and provide traffic calming measures. Improvements include installation of electrical and communications ductlines, traffic control devices and streetlights. The electrical system on Waiālae Avenue will be improved by replacing the wooden utility poles with new steel poles, which will carry the primary service cables and transformers. All service drops will be converted to underground ducts which will eliminate the need for electrical and communications cables spanning Waiālae Avenue.

Since the curbs will be relocated, the new utility poles will also be relocated to conform to City and County roadway standards.

VI. SUMMARY OF MAJOR IMPACTS

A. SHORT-TERM

The actual construction phase of the project will cause disruption of every day routine activities in the area. This could affect access to properties, increase traffic congestion and construction-related nuisances including increased sediment runoff during storm runoff events and increased noise levels. In addition, the visual appearance of construction barriers and scarred pavement including metal plates is aesthetically unappealing. However, these impacts by definition are short-term.

B. LONG-TERM

The only identifiable long-term impact is considered to be related to traffic and the fact that the benefits of the project will permanently reduce the existing traffic volume capacity on Waiālae Avenue. This is primarily related to eliminating a third traveling lane in the westbound direction during the morning peak hours and also related to the loss in traffic capacity during accidents on the H-1 Freeway and the ability to use Waiālae Avenue as a reliever route.

VII. ALTERNATIVES CONSIDERED

A. NO ACTION

This alternative would leave the project area as it currently exists. Since consultation with the community including the Kaimuki Professional and Business Association, the Kaimuki-Palolo-Waiālae-Kahala Vision Team No. 15 and the Kaimuki Neighborhood Board No. 4 indicated improvements were needed, this alternative was rejected.

B. INCLUDE BUS TURN-OUTS

As discussed earlier, bus turn-outs were considered to minimize bus impacts to traffic movement. This alternative had a significant impact on the amount of on-street parking and was subsequently rejected.

VIII. MITIGATION MEASURES

A. CONSTRUCTION ACTIVITIES

During construction, normal requirements for mitigation of construction impacts will be utilized. These requirements include traffic control, compliance with BMP requirements, compliance with hours prescribed for construction to minimize noise impacts, and compliance with businesses and their normal hours of operation through direct contact.

B. LONG-TERM OPERATION

Currently there are no mitigation plans, since it is believed the total project benefits are in concert with the communities vision.

IX. PERMITS REQUIRED FOR PROJECT

Permit for Construction in City and County of Honolulu Right-of-Way
Trenching Permit from City and County of Honolulu
Drain Connection Permit from City and County of Honolulu

X. FINDINGS AND REASONS TO SUPPORT THE DETERMINATION

It is anticipated that the proposed project will not significantly impact the environment and therefore a Finding of No Significant Impact (FONSI) is anticipated. It is not anticipated that the preparation and processing of an Environmental Impact Statement will be required for this project. This statement of findings is based on an evaluation of the significance criteria listed in HAR, Chapter 11-200-12b, as described below:

- a. ***The project will not involve an irrevocable commitment to loss or destruction of any natural or cultural resources.***

The site is already fully developed and no significant natural or cultural resources are expected to be encountered since the project scope calls for modification of existing man-made infrastructure with no disturbance of lands which were previously undisturbed.

- b. ***The project will not curtail the range of beneficial uses of the environment.***

The Project is solely intended to enhance the existing beneficial uses of the urban center.

- c. ***The project will not conflict with the State's long-term environmental policies or goals and guidelines as expressed in Chapter 344, Hawaii Revised Statutes, and any revisions thereof and amendments thereto, court decisions or executive orders.***

The project will not conflict with the environmental policies as set forth in the State Plan and Chapter 344, Hawaii Revised Statutes (HRS) in that the project will not damage sensitive natural resources nor emit contaminants.

- d. ***The project will not substantially affect the economic or social welfare of the community or State.***

There may be some negative short-term economic and social impacts as related to construction (traffic congestion, blockage of street frontage and noise, etc.). However, the long-term benefit related to safety and accessibility and enhancement of the urban commercial center viability is only considered a positive benefit.

- e. ***The project will not substantially affect public health.***

No impact on Public Health is anticipated. Increased pedestrian safety is considered positive.

- f. ***The project will not involve substantial secondary impacts, such as population change or effects on public facilities.***

The project will not influence population change nor impact on existing infrastructure.

- g. ***The project will not involve a substantial degradation of environmental quality.***

Environmental quality will be essentially the same as that which exists prior to project implementation. The project consists of reconfiguring existing roadway rights-of-way with no expansion.

- h. *The project is individually limited and will not cumulatively have a considerable effect upon the environment nor involves a commitment for larger actions.***

The total Kaimuki Traffic Calming Master Plan includes future phases. However, each phase is conceived as a stand-alone plan subject to the availability of future funding. Each phase is considered to benefit the Kaimuki Town Business District even if (for unforeseen reasons) future phases are not undertaken.

- i. *The project will not substantially affect a rare, threatened or endangered species, or its habitat.***

The project is totally within the urban district and the area does not contain known threatened or endangered flora, fauna or habitats.

- j. *The project will not detrimentally affect air quality, water quality or ambient noise levels.***

Short-term impacts may occur during the construction of the project. However, the contractor must comply with current Department of Health regulations and must adhere to and provide Best Management Practices (BMP) practices.

- k. *The project will not affect an environmentally sensitive area such as a flood plain, tsunami zone, erosion-prone area, geologically hazardous land, estuary, fresh water, or coastal waters.***

The project site is not located in any sensitive area.

- l. *The project will not substantially affect scenic vistas or view lanes as identified in County or State plans or studies.***

The proposed project will occur within an existing City Street and will not have any affect on scenic vistas or view planes.

- m. *The proposed project will not require substantial energy consumption.***

The only energy consumption involved with this project is that related to construction activities. After construction completion, energy consumption will essentially return to that which existed prior to construction.

XI. COMMENTS RECEIVED DURING THE DRAFT ENVIRONMENTAL ASSESSMENT REVIEW PERIOD AS IDENTIFIED IN THE OEQC BULLETIN (JANUARY 8, 2001 TO FEBRUARY 7, 2001)

Immediately following are all comment letters and corresponding response letters prepared by the City Project Consultat (reviewed and approved by the City and County of Honolulu Department of Transportation Services).

BENJAMIN J. CAVETANO
DIRECTOR



STATE OF HAWAII
OFFICE OF ENVIRONMENTAL QUALITY CONTROL
225 SOUTH BENTLEY STREET
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GENEVIEVE SALMONSON
DIRECTOR

Cheryl Soon
January 8, 2001
Page 2

January 16, 2001

Cheryl Soon
Department of Transportation Services
711 Kapiolani Blvd., #1200
Honolulu, Hawaii 96813

Atin Michael Oshiro

Dear Ms. Soon:

Subject: Draft Environmental Assessment (EA) for Kaimuki Traffic Calming Project

We have the following comments to offer:

1. Two-sided pages: In order to reduce bulk and save on paper, please consider printing on both sides of the pages in the final document.
2. Project coordination: In order to minimize disruptions to the public caused, for example, by the closure of streets and the rerouting of motor and foot traffic, please coordinate the scheduling of construction activities for this project with those of other agencies. To facilitate this, send a copy of the draft EA to the Department of Design & Construction, City & County of Honolulu for their input.
3. Consultation: In the final EA document contacts made during the pre-consultation phase and be sure to include copies of all correspondence.
4. Traffic impacts:
 - a. How will the closure of 12th Avenue affect the flow of Kokohead bound traffic on Harding, now that left turns onto 11th Avenue are prohibited? During rush hour it seems that a bottleneck may occur at this intersection.
 - b. Traffic formerly exiting onto Weialae Avenue will be directed onto Tenth Avenue and onto Sierra Drive, both of which are 2-lane streets. How will this re-routing affect traffic flow?

5. Purpose of the project: Is the purpose of this project the enhancement of pedestrian and motorist safety, or is it the enhancement of the business environment to encourage people to shop at the new Kaimuki Town Center? What is the purpose (or definition) of any traffic calming project?

If you have any questions call Nancy Heinrich at 586-4185.

Sincerely,

Genevieve Salmonson
GENEVIEVE SALMONSON
Director

c: David Bills



Gray • Hong • Bills • Nojima & Associates, Inc.
CONSULTING ENGINEERS

April 16, 2001

Ms. Genevieve Salmonson, Director
Office of Environmental Quality Control
State of Hawaii
235 South Beretania Street, Suite 702
Honolulu, Hawaii 96813

Attn: Ms. Nancy Heinrich

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Ms. Genevieve Salmonson
April 16, 2001
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(and other) parking lots, and 12th Avenue will continue to be open at Harding Avenue, the closure will not affect traffic flow on Harding Avenue. Any traffic wishing to get to Waialae Avenue from Harding Avenue could use Koko Head Avenue.

- b. Your comment regarding impacts to 10th Avenue and Sierra Drive is unclear. Anticipated impacts to assess patterns due to the closure of 12th Avenue are increased volumes on 11th Avenue and on Koko Head Avenue as drivers will seek alternative entrances and exits to the parking areas.

5. Purpose of the Project:

You have asked whether the purpose of the project is the enhancement of pedestrian and motor safety or enhancement of the business environment to encourage people to shop in the Project area. In response to your question, we offer that either response is not mutually exclusive of the other.

Making the area more user friendly to street crossing for pedestrians will have a definite side effect of making the area more accessible to the business environment. In addition, the beautification aspects are proposed to enhance pedestrian visitation. However, the DEA identifies that there will be an overall loss of traffic capacity. For example, the City's recently completed Waikiki Beautification Project enhanced the area as a visitor attraction, but the narrowing of Kaiakaua Avenue enhanced pedestrian safety with respect to pedestrian crossings.

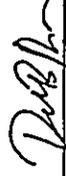
The Project was conceived by the area City Vision Team and has moved forward to this stage as well as a parallel design stage as a result of the input of the Vision Team, the Kaimuki Neighborhood Board No. 4 and the Kaimuki Business and Professional Association. In retrospect, perhaps the Project could have been titled "The Kaimuki Traffic Calming and Neighborhood Business Enhancement Plan".

We thank you for your participation in the Environmental review process. Your DEA comment letter and this response will be included in the Final Environmental Assessment.

Should you have any questions regarding this matter, please contact our office at 521-0306.

Very truly yours,

GRAY, HONG, BILLS, NOJIMA & ASSOCIATES, INC.


David B. Bills

DB:co
2785-EA

SUBJECT: Draft Environmental Assessment
Kaimuki Traffic Calming Project

Dear Ms. Salmonson:

We thank you for your comments on the subject assessment. We are offering the following responses and/or comments:

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1. Two-sided pages: We will prepare the FEA using a two-sided format to reduce the bulk and save paper.
2. Project Coordination: We concur that every effort to minimize disruptions to the public should be coordinated. We will be copying the City and County Office of Design and Construction with this response and a copy of the FEA. In addition, we want to note that the City and County of Honolulu Board of Water Supply has provided (through the DEA processing) a detailed schedule of their projects for the area.

The project construction plans must also be processed through all agencies having infrastructure in the project area, and this will also act as a coordination step.
3. Consultation: The EA processing was initiated after the master-planning process. During the master-planning processing, all Agencies/Community Groups as identified in Section III of the DEA were consulted and their input/requirements were included in the Project's Master Plan. In addition, all the Agencies/Community Groups identified were specifically provided a copy of the DEA which included (verbalim) the statements regarding their jurisdiction as stated in the Final Master Plan document. We do not have any written comments to include as a result of pre-consultation.

4. Traffic Impacts:

- a. The proposed closure of 12th Avenue is between Waialae Avenue and the mauka entrance to the public parking lots. Since traffic on 12th Avenue provides access to these

BOARD OF WATER SUPPLY
CITY AND COUNTY OF HONOLULU
630 SOUTH BERETANIA STREET
HONOLULU, HAWAII 96843



February 8, 2001

JOSEPH HARRIS, Mayor
EDGE FLO
CHARLES A. JIMENEZ
JANIEL Y. JIMENEZ
HERBERT S.K. KALONIA, SR.
SUNSHINE FISH STATION
KASU HAYASHIGAKI, Engineer
ALESS S. KUBOYAMA, Engineer
CLIFFORD S. JAMICE
Manager and Chief Engineer

COPY

TO: MS. CHERYL D. SOON, DIRECTOR
DEPARTMENT OF TRANSPORTATION SERVICES

FROM: FOR CLIFFORD S. JAMICE

SUBJECT: YOUR TRANSMITTAL OF THE DRAFT ENVIRONMENTAL
ASSESSMENT FOR THE KAIMUKI TRAFFIC CALMING
PROJECT, VICINITY OF T.M.K. 3-2-6

35

Thank you for the opportunity to review and comment on the Draft Environmental Assessment (EA) for the proposed project.

We have the following comments to offer:

1. There is an existing 12-inch water main on 12th Avenue running from Harding Avenue to Waialae Avenue. The Town Square feature on 12th Avenue near Waialae Avenue will prohibit our access to the main for maintenance purposes. Therefore, the section of the main in this vicinity shall be cut and plugged and abandoned in place. All services connected to the abandoned main shall also be relocated to an accessible area. The developer will be responsible for all water infrastructure work associated with this project.
2. All proposed trees shall be located a minimum of eight feet clearance from our existing waterlines, fire hydrants and other appurtenances. New lighting fixtures, fixed tables and other improvements shall also be required to clear our water system facilities in accordance with our Water System Standards.
3. The use of architectural type of paving may create replacement problems should future construction, maintenance or repair work become necessary. The City should incorporate readily available materials and ease of replacements in its plan for the use of architecturally paving and finishes.

Ms. Cheryl D. Soon
Page 2
February 8, 2001

4. The construction schedules for all projects in the area shall be coordinated to minimize the impacts to the community. Please note that we have the following two projects scheduled for construction in the area, (see map attachments):

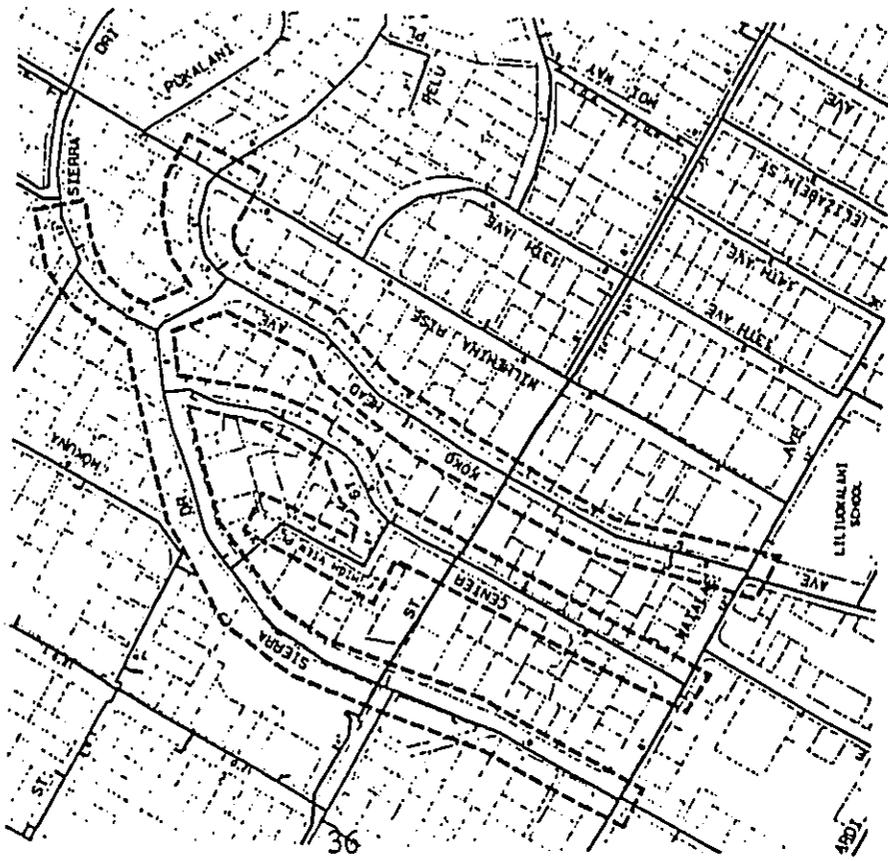
- a. Waialae Water System Improvements, Phase A: starting in January 2002;
 - b. Waialae Water System Improvements, Phase B: starting in 2002.
5. The construction plans for all phases of the redevelopment project shall be submitted for our review and approval.

If you have any questions, please contact Scot Muraoka at 527-5221.

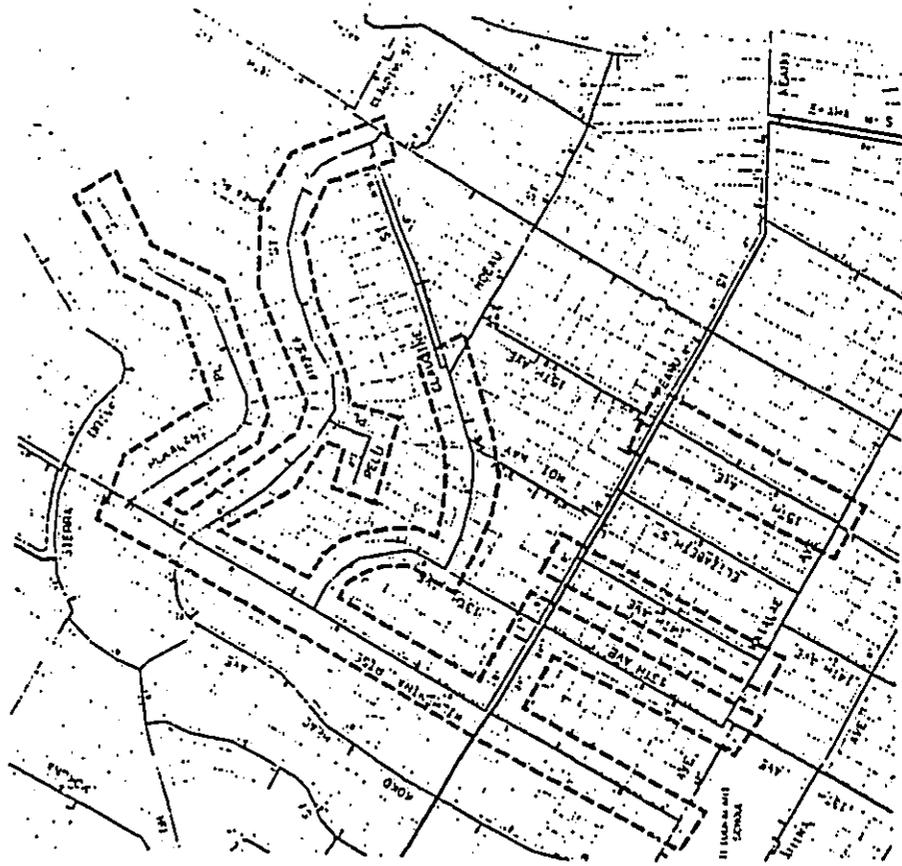
cc: ~~Gray~~, Hong, Bills, Nojima and Associates, Inc.

Attachments

WAIALAE WATER SYSTEM IMPROVEMENTS-PHASE A



WAIALAE WATER SYSTEM IMPROVEMENTS-PHASE B



LOCATION MAP/SITE PLAN
APPROX. SCALE: NTS

Office of Environmental Quality Control
 The Environmental Notice Publication Form (see other side)
 (for instructions see other side)

P-9/01

1 Project Name: Kaimuki Traffic Calming Project
 Island: Oahu
 District: Honolulu
 Tax Map Key Number: (1) 3-2-06

2 Type of Action: agency action applicant action
 Type of Document: draft EA final EA draft EIS final EIS Other
 Legal Authority: State law (HRS 343)
 Applicable sections: use of state or county lands or funds
 use of conservation district lands
 use of shoreline area
 use of historic site or district
 use of land in the Waikiki district
 amendment to county general plan
 reclassification of conservation lands
 construction or modification of helicopter facilities
 Federal law (EPA)
 County law (ROH CH. 25 or other ordinance)
 Other:

3 Agency determination: Anticipated FONSI FONSI
 CIS Prep Notice Final EIS Acceptance
 Proposing Agency or Applicant: Department of Transportation Services
 Address: 711 Kapiolani Boulevard, Suite 1200
Honolulu, Hawaii 96813

Contact: Cheryl D. Soon, Director Phone: 523-4125

4 Approving Agency or Accepting Authority: None
 Address: _____

Contact: _____ Phone: _____

5 Consultant: Gray, Hong, Bills, Nojima & Associates, Inc.
 Address: 841 Bishop Street, Suite 1100
Honolulu, Hawaii 96813

Contact: David Bills, Senior Vice President Phone: 521-0306

6 Public Comment Deadline: February 7, 2001
 Permits required prior to implementation: 1. Permit for construction in CAC Honolulu Right-of-Way
2. Trenching Permit from CAC Honolulu 3. Drain Connection Permit from CAC Honolulu
 Project Summary (name of file on attached disk): KTCP Project Summary
 Public Library where document will be available: Kaimuki Public Library
 This form prepared by: David B. Bills, Sr. Vice Pres. Phone: 521-0306
Gray, Hong, Bills, Nojima & Associates, Inc.

010025

RECEIVED
 BD OF WATER SUPPLY
 JAN 9 11 30 AM '01

DR. P. C. HONG, PE
 David B. Bills, PE
 Associates, Inc.
 841 Bishop Street, Suite 1100
 Honolulu, Hawaii 96813
 Telephone: (808) 521-0306
 Fax: (808) 531-8018
 honolulu@gbhbwai.com



Gray • Hong • Bills • Nojima & Associates, Inc.
 CONSULTING ENGINEERS

January 5, 2001

Mr. Clifford S. Jamile
 Manager & Chief Engineer
 Board of Water Supply
 City & County of Honolulu
 630 S. Beretania Street
 Honolulu, Hawaii 96843

SUBJECT: Kaimuki Traffic Calming Project - Increment 1
Draft Environmental Assessment

Dear Mr. Jamile:

A notice regarding the Draft Environmental Assessment for the subject project will be published in the OEQC bulletin *The Environmental Notice* on January 8, 2001. A copy of the Draft Environmental Assessment is being provided for your review and comment. We are also providing a copy of the *The Environmental Notice* publication form which indicates a public comment deadline of February 7, 2001.

Should you have any questions regarding this matter, please contact our office.

Very truly yours,

GRAY, HONG, BILLS, NOJIMA & ASSOCIATES, INC.

David B. Bills
 David B. Bills

DB:co
 2785
 Encls. as above

JAN 9 3 08 PM '01

1-10-01-Info mty. copy to DM



Gray • Hong • Bills • Nojima & Associates, Inc.
CONSULTING ENGINEERS

841 Bishop Street, Suite 1100
Honolulu, Hawaii 96813
Telephone: (808) 521-0306
Fax: (808) 531-8018
honolulu@ghbnhwaai.com

April 16, 2001

Mr. Clifford S. Jamile
Manager & Chief Engineer
Board of Water Supply
City & County of Honolulu
630 S. Beretania Street
Honolulu, Hawaii 96843

Attn: Scot Muraoka

38

SUBJECT: Draft Environmental Assessment
Kaimuki Traffic Calming Project

Dear Mr. Jamile:

We thank you for your comments regarding the subject project dated February 8, 2001. We are providing the following responses to your comments:

1. You have identified BWS system improvements/modifications that will be necessary affecting your 12-inch main on 12th Avenue resulting from the implementation of the Project's Town Square feature. Your requirements will be met and coordination meetings will be scheduled with your staff prior to design of this Phase of the Project. The Town Square feature is identified as part of Phase Two of the Project.
2. You have identified BWS System Design Standards for clearances for street trees and other improvement features to allow compliance with your Standards. Construction plans for the Project will be submitted to your staff for review and your approval prior to construction. This processing stage will allow and ensure compliance with your Standards.
3. You have identified that the use of Architectural-type paving to enhance aesthetics may in fact impact future construction and/or maintenance and repair projects. By means of this letter, your concerns are already a matter of record. Further, all construction plans will be processed through your staff and any concerns regarding the specific pavement types can be confirmed by DTS and BWS through this review process.
4. Your correspondence identifies BWS projects that are scheduled in the project area. Your projects are scheduled to start in January of 2002. The first Phase of this Project is scheduled to be completed by the end of 2001. We would like to coordinate three areas of common work to avoid digging up the streets twice and inconveniencing the area.

Mr. Clifford S. Jamile
April 16, 2001
Page 2

5. All phases of the proposed project will be developing construction plans which will be processed through BWS for review and approval.

We thank you for participating in the Environmental review process. Your DEA comments as well as this response will be incorporated into the Final Environmental Assessment.

Should you have any questions regarding this matter, please contact our office at 521-0306.

Very truly yours,

GRAY, HONG, BILLS, NOJIMA & ASSOCIATES, INC.

David B. Bills

DB:co
2785-EA

Feb 14 01 01:12P State of Hawaii - DEQC (808) 586-4186 P.1

To: ~~HEATHER OSTROB~~ DAVID
Policies, Procedures & "Tools of the Trade" f: 523-4730

KAIMUKI TRAFFIC CALMING

JOHN C BOONE
HBM-NEW BERN N C-HI UNITED FRONT AM
2670 KILIKAU ST BOX M2
HONOLULU HI 96819-2020

FR: DEQC

01 FEB -6 P3:10

Taxpayer Identification Number: 99-0303239

UFC of HI, DEQC

January 22, 2001

To: Office of Environmental Quality Control

235 S. Beretania St. Suite 702 Honolulu HI 96813

Subject: Article: The Honolulu Advertiser / Page A27 - Sunday, January 21, 2001

• East Honolulu: Walters invited to Kaimuki.

1: Great direction for Kaimuki / walker friendly - I've worked in that area. I'd even go back to walk and sleep.

2: Could someone from your office take a short look at Mapunapuna and its streets without cross walks? I currently have a small sole owner business there plus I work for a company in the area as well.

• Its not fun having to walk in the streets when the sidewalks are full of cars and you can't get a load on a hand truck by the car.
3: In behalf of bikers and walkers who work and ride through the area via the bike trail - you better not be experiencing a bad day with your mind some where else - you will be dead be cause there on my office I'm the dont care and they will run right over you with their cars and trucks.

John C. Boone



Gray • Hong • Bills • Nojima & Associates, Inc.
CONSULTING ENGINEERS

David S. C. Hong, PE
David B. Bas, PE
Mae Nojima, PE
Beverly G. Ho, PE
841 Bishop Street, Suite 1100
Honolulu, Hawaii 96813
Telephone: (808) 521-0306
Fax: (808) 531-8018
honolulu@bhnhawaii.com

April 16, 2001

Mr. John C. Boone
HBM-BERN N C-HI UNITED FRONT
2670 Kilikau Street, Box M2
Honolulu, Hawaii 96819-2020

SUBJECT: Draft Environmental Assessment
Kaimuki Traffic Calming Project

Dear Mr. Boone:

We thank you for your comments regarding the subject project dated January 22, 2001. We offer the following responses to your comments:

1. Your comment shows appreciation for the project and it is duly recognized.
2. Your comment requests that the Mapunapuna area assess similar type improvements. We will forward your comment letter to the Department of Transportation Services where you should expect a separate response.
3. Your comments express concern over the conflict and/or difficulty bike users experience on Oahu roadway systems. While this Project does not specifically implement any bike systems, it reserves and respects such corridors for future implementation.

We thank you for your participation in the Environmental review process. Your comments regarding the DEA as well as this response will be incorporated into the Final Environmental Assessment.

Should you have any questions regarding this matter, please contact our office at 521-0306.

Very truly yours,

GRAY, HONG, BILLS, NOJIMA & ASSOCIATES, INC.

David B. Bills
David B. Bills

DB:CO
2785-EA

734 16th Avenue
Honolulu, Hawaii 96816

December 7, 2000

Mr. Michael Oshiro
Department of Transportation Services
City and County of Honolulu
711 Kapiolani Boulevard, Suite 1200
Honolulu, Hawaii 96813

Dear Mr. Oshiro:

Subject: Kaimuki Traffic Calming Project, Increment 1

The subject project is another traffic calming project in this area that the City is trying to implement without much thought. First, the project at Koko Head Avenue and 12th Avenue has not been designed to take care of the fire trucks. The fire trucks already have a difficult task exiting the fire station. Now they have a difficult task making the turn at the intersection. The fire truck responds to emergencies where minutes could cost someone's life. Second, the project at 6th Avenue and Kaimuki Avenue has not considered the ease of the turning movement from 6th Avenue into Kaimuki Avenue or the sight clearance of the adjacent intersections and the parking which obstructs the sight clearance.

The main purpose of the street right-of-way is to move the vehicular and pedestrian traffic from one point to another point, not to provide landscaping or streetscape amenities. Landscaping, etc. should be provided within private property. The creating of curbed parallel parking bays is not acceptable for main thoroughfares such as Waialae Avenue. Kapahulu Avenue which the City developed with the same concept looks like a slum—because it cannot be cleaned as the streets without the curbing protruding into the pavement area. The "improvement" does not seem to have improved pedestrian accessibility and stimulated the area's economic vitality. How is this proposed project to improve pedestrian accessibility and provide a stimulus to the area's vitality?

What happens if H-1 Highway is blocked? The public should have and will need the flexibility to travel onto Waialae Avenue which is one of the main thoroughfares through the area. Consideration should be given to possibly widening Harding Avenue or a portion thereof.

If the intent of this project is for this area to compete with the shopping centers and restaurants, then more parking and possibly free parking should be provided.

If this project is to be implemented, consideration should be given to the following:

What will happen to the vehicles that need to load and unload for the businesses along Waialae Avenue?

What will happen to the bus lane and routes? The starting and stopping of the buses creates pavement failure.

How will the drainage be provided?

How will the streets, landscaping, and streetscape amenities be maintained? The City does not adequately trim and maintain the existing trees in the area now. Parking bays are more difficult to maintain. Will the City clean and maintain the streetscape amenities as it does Downtown and Chinatown?

How will pedestrian accessibility be improved?

What kind of stimulus will this project provide to the economic vitality?

What are the normally acceptable ranges of the peak and average traffic volumes for the present? for the future?

Thank you for the opportunity to comment on this project.

Very truly yours,


Faith Kunimoto

cc: Gray, Hong, Bills & Associates, Inc
OEQ C

734 16th Avenue
Honolulu, Hawaii 96816
February 6, 2001

Ms. Cheryl Soon
Department of Transportation Services
City and County of Honolulu
711 Kapiolani Boulevard, Suite 1200
Honolulu, Hawaii 96813

Dear Ms. Soon:

Subject: Kaimuki Traffic Calming Project

This letter supplements my letter to Mr. Michael Oshiro, dated December 7, 2000, relating to Increment 1.

Whoever is recommending these improvements should have the businesses survey the customers that frequent the establishments opine on the various proposals. I, as a frequent customer do not favor the implementation of this project and request that addressing of the following:

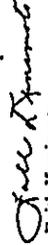
1. Waialae Avenue is a major street in the street network and should not be narrowed. The section proposed with one lane in each direction with the turning center lane and bus lanes is unacceptable. Mitigation measures to provide alternate routes through the Kaimuki area should be implemented before or concurrent with the project. The traffic should not be diverted to the residential areas. If this project is to be implemented, as part of this project consideration should be given to widening 11th Avenue and Harding Avenue.
2. Presently, Waialae Avenue is relatively a clean and safe area. With your proposal of trees and special paving, are the abutting property owners responsible for cleaning and maintenance?
3. With the closure of 12th Avenue, the buses are proposed to be rerouted onto 11th Avenue and Harding Avenue. The pavement structure on 11th Avenue and Harding Avenue should be reconstructed to accommodate the buses before implementation of this project. The turning movement at Harding Avenue should also be checked and redesigned if necessary because cars have difficulty making that turn when the vehicles are stopped at the traffic signal light on Harding Avenue.

4. With the closure of 12th Avenue, the traffic signal light and crosswalks at that intersection would no longer be justified. Will the traffic signal then be relocated to Center Street which is more mid-block between 11th Avenue and Koko Head Avenue?
5. The closure of 12th Avenue at Waialae Avenue should be studied. If you evaluate the exits from the parking lots, 12th Avenue is the most convenient and safe exit to the mainstream traffic. All the other exits are hazardous and harder to exit into the mainstream traffic.
6. Reducing the eastbound lanes to two lanes to add to the promenade fronting the park should not be implemented. The lane being eliminated is used as the route to 11th Avenue and the freeway.
7. Illumination should be designed to have sufficient lighting when trees are fully grown.
8. Buses will have difficulty traveling on 16th Avenue because of the parked vehicles. Will sections of 16th Avenue be widened to accommodate the buses or will parking be eliminated?
9. The trolley comes through this area at this time, but I have not seen any tourists, etc. Kaimuki Town caters to the local people. How are the businesses going to change to attract others to the area? If the project makes the area less convenient to patronize, we can shop, bank and eat elsewhere.

The assessment states that various measures can be done such as rerouting traffic and buses but it does not address how the various measures impact the other streets and areas. Mitigation measures should be completed before implementing the project.

Thank you for the opportunity to comment on this project.

Very truly yours,


Faith Kunimoto

cc: Gray, Hong, Bills & Associates, Inc
OEQC



GHA • Gong • Hoog • Bills • Nojima & Associates, Inc.
CONSULTING ENGINEERS

541 Bishop Street, Suite 1100
Honolulu, Hawaii 96813
Telephone: (808) 531-0306
Fax: (808) 531-8018
honolulu@gha.com

April 16, 2001

Ms. Faith Kunimoto
734 16th Avenue
Honolulu, Hawaii 96816

SUBJECT: Draft Environmental Assessment
Kaimuki Traffic Calming Project

Dear Ms. Kunimoto:

We thank you for your letter dated February 6, 2001 regarding the subject project. We also thank you for your comment letter (dated December 7, 2000) regarding a previous version of this DEA which was withdrawn since it only addressed Phase One of the project and not the whole project in totality. Both of your letters are addressed below:

December 7, 2000 Letter:

- A. Please be assured that the City is implementing traffic calming measures with the appropriate thought and consideration of the many factors necessary to provide a livable, useful street system. In many cases, there may need to be some tradeoffs in accessibility for large vehicles in order to achieve the broader traffic calming goals. The projects at the intersection of Koko Head Avenue and 12th Avenue and at 6th Avenue and Kaimuki Avenue are examples of the effects of these tradeoffs.
- B. As you have stated, "the main purpose of the street right-of-way is to move the vehicular and pedestrian traffic" (emphasis added). The proposed project, including the streetscape and landscaping treatments, enhances the street for pedestrians. With regard to the same concept on Kapahulu Avenue, our position is that it is successful but in retrospect, could only have been enhanced by devoting more money to the streetscape aspects of the project.
- C. The Kaimuki Traffic Calming Master Plan and the subsequent DEA recognized that additional burdens would be placed on Waialae Avenue in the event of an H-1 blockage and identified the proposed project as one that could reduce the capacity of Waialae Avenue. The reduction of the vehicular volume and speeds on Waialae Avenue is consistent with the goal of the project. Intersection improvements on Harding Avenue were considered separately, but at the same time, as the development of the Kaimuki Traffic Calming Master Plan. The community had opposed the Harding Avenue improvements.
- D. The Kaimuki Traffic Calming Master Plan and the subsequent DEA recognized that additional burdens would be placed on Waialae Avenue in the event of an H-1 blockage. However, the Master Plan did not conclude that Harding Avenue improvements were necessary to mitigate the effects of this relatively infrequent event.

Ms. Faith Kunimoto
April 16, 2001
Page 2

E. The intent of the Project is to enhance the Kaimuki area as a business area and an area which is desirable to visit. It is also intended that the Project not have significant undesirable impacts on the area as a secondary trans-Honolulu thoroughfare. By retaining as much on-street parking as possible, the area's intent is enhanced (especially for existing businesses).

Your letter also suggests that consideration should be given to specific events/occurrences. The following addresses the events/occurrences you have identified:

- F. Businesses that need to load and unload will make the necessary adjustments to ensure that the needs of their patrons will be met. For example, if a delivery needs to be made earlier or later to enhance the ability to acquire an on-street parking spot, this fact will be recognized by the supplier.
- G. Bus lane starting and stopping locations will be identified and addressed since these are areas where pavement failure can occur. The primary method of addressing this pavement failure is to specify reinforced concrete pavement in bus starting and stopping zones. The design plans will comply with these criteria and will be reviewed and approved by the applicable City agency prior to construction plan approval.
- H. Drainage will be addressed in a similar fashion to all construction plans approved by the City. In principle, positive drainage will be maintained by use of pipe connections to the existing storm drain system.
- I. The City and County of Honolulu Road Maintenance Division, Facility Maintenance Department, and Parks and Recreation Department will be charged with and responsible for maintaining City improvements resulting from this project. In addition, all required ADA improvements will be made.
- J. The Kaimuki Traffic Calming Master Plan states that the sidewalk improvements in the vicinity of intersections, which will shorten the Waialae Avenue pavement width, are a significant feature aimed at improving area accessibility.
- K. The exact effect of the Project's improvements as a stimulus to the area's economic viability has not been quantified. However, the Project is an outgrowth of the City's Vision Plan process. The basis of the Vision Plan process was local participation to develop City CIP expenditures to enhance individual areas. This Project has moved forward as a result of coordination of the Kaimuki Business and Professional Association, Kaimuki Neighborhood Board No. 4 and the Kaimuki-Palolo-Waialae-Kahala Vision Team No. 15. These groups are integral components of the area.

Ms. Faith Kunimoto
April 16, 2001
Page 3

- L. The Kaimuki Traffic Calming Master Plan and the DEA identified the peak and average traffic volumes and Levels of Service for the Project area under existing conditions and at current traffic flow projections. The Plan and DEA further reported Levels of Service as result of the proposed improvements. Even when the Level of Service was diminished as a result of the Project, the levels were still acceptable. With respect to your suggestion to evaluate future peak and average daily flows, the area is generally considered fully developed with respect to local traffic and no appreciable increase is projected and/or anticipated.

February 6, 2001 Letter:

Your letter questions the validity of the implementation of the Project and states that business surveys of users of the area have been ignored. In response, it is identified that the proponents of this Project included the Kaimuki Business and Professional Association, Kaimuki Neighborhood Board No. 4 and the Kaimuki-Palolo-Waiālae-Kahala Vision Team No. 15. Regardless, you have identified your disfavor with the Project and have asked that certain issues be addressed. The following addresses your comments:

1. The project will maintain Waiālae Avenue as a four-lane, two-way street. During peak traffic periods, however, the current practice of prohibiting curbside parking ("two-away zones") will be eliminated due to the sidewalk bulbouts at the intersections. The traffic assessment included as part of the master plan identified that the project will reduce traffic capacities, but the resulting levels of service will be acceptable. Regarding other roadway improvements in the area to increase capacity, a separate project to improve Harding Avenue was reviewed by the community simultaneously with this project; community support was non-existent and the Kaimuki Neighborhood Board did not support the Harding Avenue project.
2. Your letter questions who is responsible for cleaning and maintenance for trees and special paving. The City's Road Maintenance Division has responded that they are fully capable of maintaining the City right-of-way as proposed.
3. Your letter questions the structural integrity and turning radii of 11th Avenue and Harding Avenue to accommodate buses when 12th Avenue is closed. Your questions are valid, but pavement reinforcement/reconstruction is routinely implemented and reconstruction of curb return radii to accommodate public benefits are not atypical and can be implemented. Based on the fact that standard City buses operate routinely on two-lane, two-way streets throughout the City, your concerns can be addressed and accommodated. The Phase Two Project design will specifically address these issues with the City and County of Honolulu Department of Transportation Services with consultation with TheBus (Oahu Transit Services, Inc.) prior to design approval.

Ms. Faith Kunimoto
April 16, 2001
Page 4

As additional information to address your comment, Phase Two possibly calling for "test closures" is also applicable to the transit system.

4. Your letter suggests the relocation of traffic signals and crosswalks to Center Street when 12th Avenue is closed. This may or may not be warranted, but due to the close proximity of Center Street to 12th Avenue, the pertinent factor controlling street crossings at Center Street/12th Avenue are the signals at Sierra Drive and Koko Head Avenue. This will be coordinated with the City and County of Honolulu, Department of Transportation Services as a part of the construction plan review process.
5. Your letter states the closure of 12th Avenue should be studied. As a result of DEA review comments, Phase Two may call for "test closures" to allow additional evaluation of the Project's overall traffic impacts. To emphasize the value of "test closures", we suggest a previous actual City traffic modification that under operating conditions proved unacceptable. This project was the reconfiguration of the Kapiolani Boulevard/Ward Avenue intersection to allow left-hand turns from Kapiolani Boulevard (Diamond Head bound left lane onto Ward Avenue heading north/mauka). While indications were that the intersection level-of-service would not be significantly reduced, the actual end result mandated immediate reconfiguration back to the pre-existing condition which prohibited the left-hand turn.
6. Your letter states that eliminating the existing eastbound third lane between 10th Avenue and 11th Avenue should not be implemented to allow the construction of the proposed Promenade since this lane is an integral part of access to the H-1 Freeway. The DEA's traffic analysis narrative specifically addressed this condition and concluded the impact was not significant due primarily to the implementation of shorter pedestrian crossings.
7. All street lighting will be designed to conform to City Standards. It is implied and assumed that these Standards take into account trees that are fully grown and the impact on lighting.
8. Your comment letter states that buses will have difficulty traveling on 16th Avenue because of parked vehicles. We do not concur with this comment and offer the fact that there are numerous similar conditions where the bus system operates on two-lane two-way streets with on-street parking aisles. There may be a need to restrict parking locally to accommodate bus stops or turning radii, but this is not an unusual or extraordinary situation. The actual detailed evaluation of the bus operation will be performed prior to implementation and reviewed by TheBus (Oahu Transit Services, Inc.) as well as the City's Department of Transportation Services.
9. Your letter suggests that the trolley comes through Kaimuki and is usually relatively empty. You have further concluded that the existing Kaimuki area primarily caters to local patrons and

Ms. Faith Kunimoto
April 16, 2001
Page 5

business redirection to attract others to the area may make the area less convenient to the current population base using the area. We only offer the response that responsible community groups having business and community concerns have requested that the project move forward. These groups in all probability did not envision losing local patronage as a result of the proposed modest community improvements.

Your concluding statement implies that the overall impact of the project does not specifically address the effect on "other" streets and areas. We do not concur with your conclusion and believe the traffic analysis does address these issues. However, we do agree that "rest closures" are a viable step to ensure that the "Community Enhancement" theme of the project is not unduly compromised.

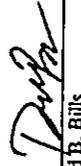
44

We thank you for participating in the Environmental review process. Your comments and our responses to the DEA will be included in the Final Environmental Assessment.

Should you have any questions regarding this matter, please contact our office at 531-0306.

Very truly yours,

GRAY, HONG, BILLS, NOJIMA & ASSOCIATES, INC.


David B. Bills

DB:co
2785-EA

BIBLIOGRAPHY

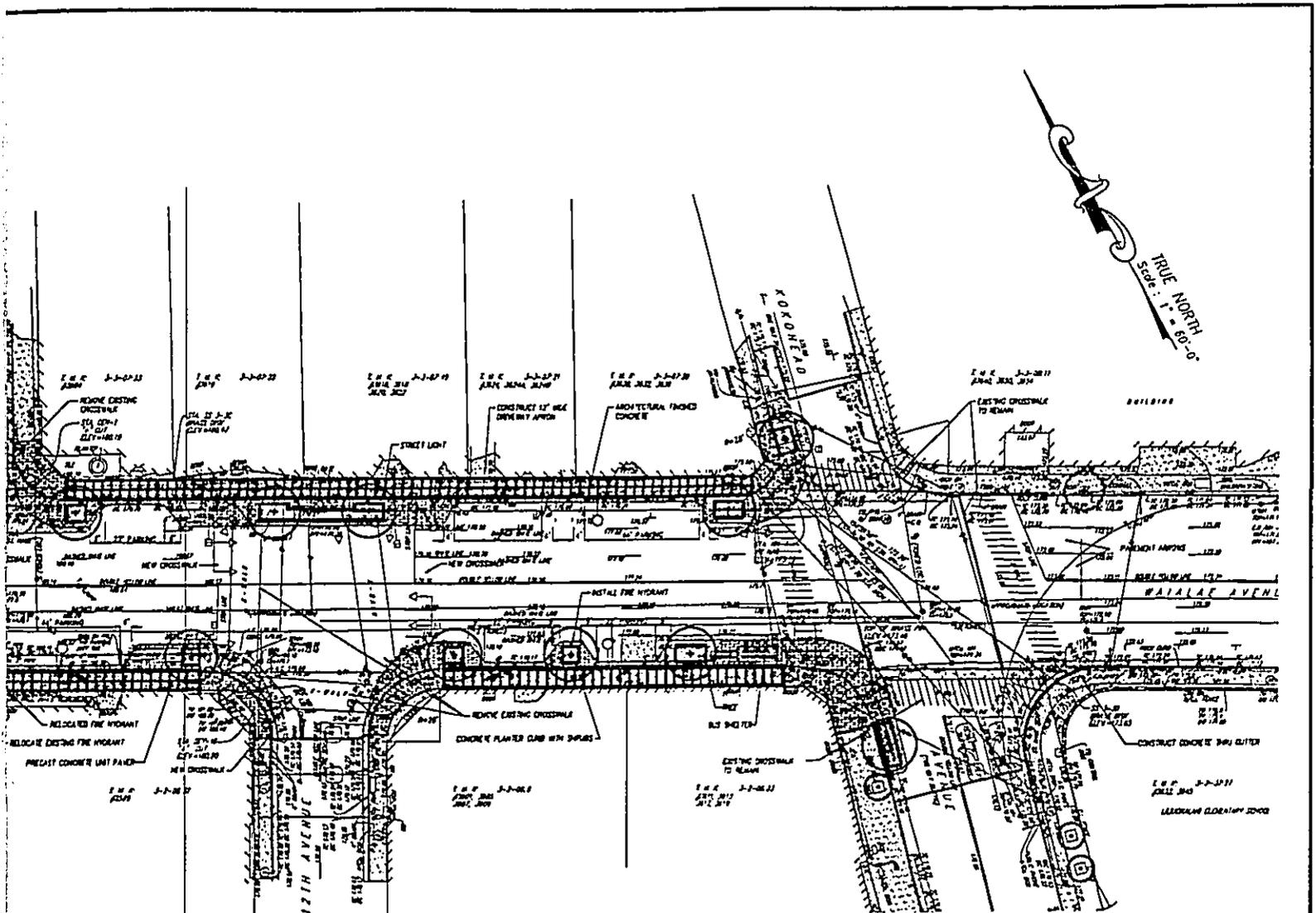
1. "Kaimuki Traffic Calming Project Master Plan" prepared by Alan Y. Fujimori, Landscape Architect, December 1999.

APPENDIX A

KAIMUKI TRAFFIC CALMING PLAN

INCREMENT 1

DOCUMENT CAPTURED AS RECEIVED



	GRAY, HONG, BILLS & ASSOCIATES, INC. CONSULTING ENGINEERS 119 MERCHANT ST. SUITE 607	
	KAIMUKI TRAFFIC CALMING PLAN INCREMENT 1 (WAIALAE AVENUE BETWEEN KOKOHEAD AVENUE & SIERRA DRIVE) KAIMUKI, OAHU, HAWAII	
RECONSTRUCTION PLAN		
DATE AUGUST 31, 2000		SCALE: 1" = 60'