

PUBLIC HEARING

JUNE 29, 2010

6:00 P.M. - 8:30 P.M.

KEAAU-PAHOA ROAD IMPROVEMENTS

ISLAND OF HAWAII

KEAAU ELEMENTARY SCHOOL

16-680 KEAAU-PAHOA ROAD

KEAAU, HAWAII

PRESIDING OFFICER: KEN TATSUGUCHI

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

1 (At 6:30 p.m. meeting called to order.)

2 MR. SUMADA: Good evening. My name is
3 Jiro Sumada. I'm the Deputy Director for the Department
4 of Transportation, the Highways Division.

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

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

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

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

23 (Applause)

24 And State Representative Bob Herkes.

25 (Applause)

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

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

13 UNIDENTIFIED SPEAKER: Aloha Ed.

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

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

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

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

25 JIRO SUMADA: Okay. RJ. Thank you.

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

8 Jon Olson.

9 (Applause)

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

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

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

24 (Applause)

25 This is probably the biggest gathering of

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

10 UNIDENTIFIED SPEAKER: You mean July 23rd?

11 CHERYL SOON: Did I say something
12 different?

13 UNIDENTIFIED SPEAKER: Yes.

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

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

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

20 DOUG ZANG: Thank you, Ken.

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

25 Basically just to give you a very brief

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

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

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

1 reasons.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

25 Visual effects of this project, as you can

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

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

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

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

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

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

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

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

19 UNIDENTIFIED SPEAKER: 2018.

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

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

25 And if anybody hasn't signed in to

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

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

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

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

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

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

16 LINDA DUSAK RAVANELL: You did well.

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

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

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

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

3 Thank you, Emily.

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

8 Could we all give a hand to them.

9 (Applause)

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

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

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

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

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

1 grade was killed there.

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

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

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

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

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

6 Thank you very much.

7 (Applause)

8 KEN TATSUGUCHI: Thank you,
9 Representative.

10 Our next testifier is Linda Dusak
11 Ravanell.

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

14 LINDA DUSAK RAVANELL: Face you?

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

7 Changes have to be made to this road --

8 KEN TATSUGUCHI: You are going to have to
9 speed it up.

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

15 Thank you.

16 (Applause)

17 KEN TATSUGUCHI: Thank you, Linda.

18 Our next testifier we will hear testimony
19 from is Kathy Stephens. Thank you.

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

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

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

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

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

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

18 Let's see, what else.

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

22 CHERYL SOON: Single lane.

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

1 think they are that expensive or that hard to move.

2 Let's see. I was wondering if maybe, if
3 you were considering a roundabout, which I hope you
4 aren't, that you might want to survey the people in that
5 area going down Kahakai, there is Hawaiian Beaches,
6 Beaches, Parks, Hawaiian Shores, which is where I live,
7 and ask the people in Pahoa, even Nanawale, Leilani, what
8 they would like to have at that intersection, whether
9 they want the single lane roundabout or regular traffic
10 lights. I think it makes a lot of sense.

11 Anyway, thank you so much for your time.

12 (Applause)

13 KEN TATSUGUCHI: Thank you, Kathy.

14 The next testifier is Gregory Smith, and
15 the person after that is Ms. Folena.

16 GREGORY SMITH: Okay. Thank you. My name
17 is Gregory T. Smith. I live --

18 CHERYL SOON: Greg, can you face the court
19 reporter so she can hear you.

20 GREGORY SMITH: Oh, I'm sorry.

21 CHERYL SOON: Thank you.

22 GREGORY SMITH: My name is Gregory T.
23 Smith, and I come from near Pahoa Town.

24 Anyway, I do have some things to say about
25 roundabouts. I have lived and worked in 12 different

1 countries and they do have roundabouts in almost every
2 one of those countries because they are safer. People
3 that don't know them, have never really driven on them,
4 are usually the ones that are the greatest critics. The
5 fact of the matter is that I would hope that a roundabout
6 does, particularly at Kahakai, they slow down traffic
7 even better than a stop light.

8 And also I do have great concern over how
9 the Woodland Center project came about, because
10 apparently the county decided to allow this project to
11 come ahead without any promise or working arrangement
12 with the State of Hawaii, DOT, to get the traffic
13 situation worked out and in place while the project was
14 coming ahead.

15 If Woodlands is allowed to open before
16 such time that the Kahakai intersection is not completed,
17 we have a desperate situation at the intersection now at
18 mile marker 10. There will be gridlock if Woodlands is
19 allowed to open before Kahakai Boulevard is open. This
20 is no doubt because the morning of the tsunami, that
21 place was gridlocked all the way through to what, to the
22 intersection now at mile marker 10. It was so bad that
23 the construction crew that morning, on the morning of the
24 tsunami, because everybody was trying to get gas at
25 Paul's Gas Station, right, they couldn't get to work.

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

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

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

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

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

3 Anyway, thank you.

4 (Applause)

5 KEN TATSUGUCHI: Ms. Folena.

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

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

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

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

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

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

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

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

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

3 CHERYL SOON: Sniffen.

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

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

22 That's it.

23 (Applause)

24 KEN TATSUGUCHI: Thank you. The next
25 testifier we have is Mr. James Weatherford and after that

1 Mr. Rees.

2 JAMES WEATHERFORD: Hello, good evening.
3 My name is James Weatherford, I'm a resident of Hawaii
4 Paradise Park.

5 I just want to make a few points and
6 comment directly on the Environmental Assessment. There
7 is quite a lot of reference in it to the year 2038 kind
8 of being the goal we're working toward. I want to thank
9 Robin for his discussion before the meeting started this
10 evening in explaining it to me that that's because the
11 20-year planning horizon is required, you don't expect
12 construction to begin in 2018. I would strongly
13 encourage you to write that out and explain that in the
14 final Environmental Assessment because that's not
15 explained anywhere, it just begins with 2038 without a
16 reason for doing so.

17 The second point I wanted to raise is
18 closely related to that, and in regards to the travel and
19 land use patterns and the trip generation, otherwise why
20 aren't people driving on the road. Large changes are
21 highly probable. Right now most is because they are
22 driving from and to Hilo and back again, and for all
23 kinds of reasons that are both being planned, the
24 community development plan, and it's just reasonable to
25 see as our population grows that there are going to be

1 large changes in these travel patterns and trip
2 generation and land use, and I understand they are
3 included in one of the appendices and, or at least some
4 changes are anticipated there, but I just wanted to
5 suggest that the changes in the travel patterns and the
6 land use patterns need to be considered to be large in
7 the coming years and included in the planning.

8 And, finally, regarding Alternative Two,
9 Transportation Systems Management, I would assume that
10 that is, if not planned, at least doable prior to 2018,
11 otherwise it's probably the soonest thing that we can
12 begin on. As soon as I saw it, especially the access
13 management approach, I really appreciated the innovation.
14 Clearly people were not just, just doing copy/paste on
15 some job they had done before, they were really looking
16 at the local situation. That's good.

17 My understanding is that this is the lower
18 cost and the most doable, most doable much sooner. So if
19 you are talking about time and money, time is not on our
20 side here, and perhaps we are overdue doing something,
21 and in terms of money, there's not much of it to be had
22 for the foreseeable future, at least the way I read these
23 things, and maybe we need to get used to that and plan
24 accordingly and really take a serious look at what we can
25 do with traffic systems management.

1 I want to thank you very much, all of you,
2 for your work, and have a good evening.

3 (Applause)

4 KEN TATSUGUCHI: The next testifier is
5 Tim Rees, and after Mr. Rees we have Gail Clarke.

6 TIM REES: Good evening. My name is
7 Tim Rees, R-e-e-s, a resident of North Hilo and lower
8 Puna, so I use this highway, as many of us do here.

9 I also want to add to Mr. Weatherford's
10 comment and thank everybody that's been involved on this.

11 The four main points that I would like to
12 bring up this evening, the first one is actually a kind
13 of a detailed engineering principle regarding, well, it's
14 a traffic flow issue.

15 You know, ever since I moved to Hawaii
16 about 20, 22 years ago, there is one thing that puzzled
17 me with the traffic metering in this state, that was
18 these right turn yield signs. See I understood as a
19 general principle of highway safety and movement as you
20 try to get people where they are going as safely and
21 efficiently and in orderly fashion as possible, and
22 generally a right-turn lane is not considered a
23 conflicting movement, and yet if you, to give the folks a
24 visual representation, if you think of the Pahoa
25 intersection, right before Kahakai Boulevard when you

1 have a yield sign right there where you are turning
2 right, here is where you get this start/stop and kind of
3 a hindrance to smooth traffic flow, or potential
4 hindrance. You don't know if the person coming up is
5 going, for a period of your visual sight line you don't
6 know if they are even going to put on their blinker and
7 get into that left pocket lane to try to turn against
8 you, across you, where you are supposed to yield for
9 them.

10 Also you don't know, even if you are very
11 carefully monitoring traffic behind you when you move
12 into the right-turn lane, you don't know if they have got
13 a possible clear chance to swing a left. So you end up
14 waiting and you can even stack up traffic while you are
15 waiting, if you are a hesitant driver, and you can wait
16 there for a minute or two minutes when there is no real
17 need for it.

18 So I would hope that anywhere in this plan
19 if these yields are planned, please just have a second
20 look at that. I would say the more ideal way to deal
21 with that engineering wise might be an actually metered
22 lane signal light for right turners. I think that would
23 be preferable.

24 The other one is a much bigger issue.
25 It's a social cultural issue as relates to the

1 Environmental Assessment draft report right now that we
2 have in front of us. Needless traffic delay.

3 Now, when the first phase of this plan,
4 whatever one actually moves forward and is implemented,
5 we currently have this afternoon what I consider a
6 needless Keaau Bypass afternoon backup condition. That's
7 going to be drastically exacerbated when we do the very
8 first phases here, which it sounds like it's going to be
9 makai shoulder lane widening and permanent lane
10 improvement over there on the makai side between Keaau
11 Village Road, the end of the Keaau Bypass and
12 Shower Drive.

13 It will further be exacerbated by the
14 looky-loos that slow down and don't pay attention when
15 there is a construction zone that they are in, and it's a
16 huge problem actually right now. It's going to be an
17 enormous problem here, and if there is a campaign season
18 going on while this construction is happening, good luck
19 to everybody, because there is going to be a heck of a
20 lot of fender benders and rear-enders.

21 Also when the mauka lane widening, the
22 shoulder widening there, which includes increasing the
23 bridge at Waipahoehoe, that flood control channel there,
24 we are going to have trouble.

25 Now, there is a simple solution.

1 Keaau Bypass, the engineering parameters are fairly
2 simple, and a video camera proves this. Anyone can sit
3 at the corner by Diamond Head Papaya, that service road
4 right there where Highway 11 sweeps two lanes into the
5 Keaau Bypass. You can count, you can meter the traffic,
6 you don't need to be a highway engineer, you can count a
7 maximum of about 40 vehicles in two lanes on every
8 traffic pulse.

9 So because lanes are split generally
10 evenly, you simply need to merge about 20 vehicles on
11 every traffic light pulse into the left lane, from the
12 right lane into the left lane. Once you have
13 accomplished that, and, by the way, the best way to
14 accomplish that is at some speed. Once you get down to
15 the end of this bottleneck that we have and everybody is
16 going five or two or zero miles an hour, it's going to
17 take forever to get that traffic to clear through.

18 If you accomplish your lane merge
19 smoothly, at a modest speed, such as 45 miles an hour,
20 you have 3900 feet before the first intersection, which
21 is Milo coming from Highway 11, you have an additional
22 3600 feet from between Milo and Kukula Street.
23 Kukula Street has a beautiful right turn pocket lane for
24 anybody that is confounded and has not yet merged
25 properly into the left lane, you could consider an escape

1 route where they can still get around and get back in
2 over here at Keaau Village Road.

3 So this is not an engineering problem. My
4 point is that we need to look very carefully at that and
5 we need to do the study and see if it can possibly be
6 implemented, because if we don't do something like that
7 before construction begins, that backup is going to go
8 all the way to Highway 11 and you are going to have huge
9 problems.

10 So, you know, I am just kind of seeing a
11 little fire from our county prosecutor, Rick Damerville,
12 he made this speech in court one time, the point he was
13 making was the length of the Gettysburg Address, one of
14 the most popular speeches in human history, and it's only
15 like two minutes long.

16 The pulse between green lights on
17 Highway 11 is two minutes. So the real question is, can
18 you simply merge over a distance of a mile and a half at
19 45 miles an hour 20 vehicles from the right lane into the
20 left lane and get them smoothly on through in a
21 single-lane fashion.

22 It's so easy to meter the signal lights we
23 have here. Keaau Bypass is built to a high standard,
24 it's a wonderful piece of highway. It's not presently
25 being, the traffic lane configurations aren't correct for

1 the afternoon situation.

2 Thank you for your patience on that.

3 The third item was the PMAR is vital for
4 all practical public safety, health and welfare purposes,
5 along with concurrent community village costs and
6 planning.

7 And the last thing I would like to speak
8 on, by the way, the delay on the Keaau Bypass has been
9 anywhere from 15 to 40 minutes on average for years.
10 Brennon Morioka came out publicly and stated that every
11 minute on an annual basis of unnecessary delay on a
12 highway when you are waiting in congested traffic costs
13 not, quote, the taxpayers, it costs that individual in
14 the car or that family vehicle \$60 a minute. So the cost
15 to the persons that are actually caught in that
16 congestion is anywhere from 800 to 2400 dollars a year.

17 Now multiply that times approximately
18 25,000 vehicles that use this corridor and we are talking
19 about big money. We can fix that.

20 (Applause)

21 The last item -- thank you, sir -- now,
22 please don't take this wrong, I am a little bit of a wise
23 guy, but there is this new buzz phrase going around that
24 was actually brought to my attention during this process,
25 and I am appreciative of everybody's work on it, I just

1 don't want to see it popping up in all these new
2 government reports. So take this as tongue in cheek.

3 The new buzz phrase, Context Sensitive
4 Solutions. I think it was Mark Twain, Samuel Clemens
5 that said, If a solution does not sensitively address the
6 specific issues and parameters of a known identifiable
7 problem, the context, then it's not really a solution, it
8 defines the lesser unfortunate circumstances of an
9 awkwardly misguided proposition.

10 So I hope that phrase just drops out of
11 the picture. You all have done great work. Thank you.

12 (Applause)

13 KEN TATSUGUCHI: The next speaker we have
14 to testify is Gail Clarke.

15 GAIL CLARKE: Aloha everyone. I know I am
16 supposed to look over there, but I am really glad you are
17 all out here this evening.

18 My name is Gail Clarke and I am here as a
19 two decade plus resident of Puna, and also representing
20 the Arts and Science Center, a nonprofit partnering with
21 the public charter school Hawaii Academy of Arts and
22 Science located off the Pahoehoe Bypass.

23 I'd like to make a comment, note an
24 omission and possibly correct an error.

25 My comment is mahalo to the efforts. A

1 most interesting part of the document is the population
2 table. We were, in 1970, 5,154 people in Puna. 1980,
3 11,000, 1990, 20,000, the year 2000, 30,000. So 500
4 percent growth. We need to address these issues, and I
5 think a very good job has been done to involve the public
6 in this process.

7 In section three on page 56 and 57 on
8 education facilities, there is no notation of public
9 charter schools, there are only the Department of
10 Education schools noted. So I would like to see the
11 addition of at least two charter schools that I am aware
12 of that have property right on the corridor at this point
13 in time. That would be Hawaii Academy of Arts and
14 Science and Nawahi (Nawahiokalaniòpuù) and I have
15 written it down so the website can get visited.

16 I am also very curious. My first comment
17 was what is Nanawale Homestead Road. And when I look at
18 the big map, I see that you are calling Post Office Road
19 and Homestead Road, Nanawale Homestead Road.

20 Having just entered a contract to pay
21 \$8,000 for a TIAR, or a traffic impact study at that
22 intersection for our charter school for our county
23 permitting process that we now need to go through, which
24 we didn't need to go through when we started the project
25 but now we need to go through it, I've studied many maps

1 and I have never seen that roadway referred to as
2 Nanawale Homestead Road. So if you are curious, if you
3 would share that documentation if it's validated or
4 whatever it takes to do that.

5 So lastly, this group has helped bring
6 attention to the bypass in Pahoā, and I am appreciative
7 that the speed limit has been dropped to 45 miles per
8 hour, and I would like to publicly express my thanks for
9 helping make that road just a little bit safer at this
10 point in time.

11 And don't get a speeding ticket, it is now
12 45. Thank you.

13 (Applause)

14 KEN TATSUGUCHI: All right. Thank you,
15 Gail.

16 The next speaker is Rod, I am sorry, next
17 testifier is Rod Thompson, and after that is Dick Mundy.

18 ROD THOMPSON: I do better when I hold it,
19 then I can hold it the right distance.

20 Rod Thompson. I live in Hawaiian
21 Paradise Park. I am sorry that the camera left. I am
22 not going to be on TV.

23 I wanted to talk about the look of the
24 road when the project is finished. There was comments
25 earlier this evening, and I forget the exact wording,

1 that it should fit into Puna. And I was struck by the
2 view, as Mr. Zang spoke, of the cross-section, one side
3 of the road to the other, with the wide median in the
4 center.

5 Now, I fully understand that that's not
6 necessarily what's going to happen, that's just a
7 concept, it could be wider, it could be narrower, there
8 might be none whatsoever.

9 I'm hoping that it would be some kind of
10 median that would be sufficient for planting, and the
11 effect of planting when done right would be to change a
12 possibly four-lane wide road visually back to a two-lane
13 wide road going in this direction, and this other going
14 in that direction, which is what we used to see here in
15 Puna.

16 I realize there is a lot of difficulties
17 in that. If your planting is too low, like three feet or
18 less, it doesn't really visually divide it up. You can't
19 put trees, big tall broad-leaf trees, their roots grow
20 out and destroy pavement. So you have to find something
21 in the middle, five feet, six feet high, and then it has
22 to be something that doesn't cost too much to maintain.
23 But there's the challenge that I would like to see an
24 attempt made to solve.

25 (Applause)

1 KEN TATSUGUCHI: Thank you, Mr. Thompson.
2 The next testifier is Dick Mundy.

3 DAVE MUNDY: Aloha and good evening. My
4 name is Dick Mundy. I live in Hawaiian Shores and
5 Recreation Estates.

6 I would just like to suggest to the
7 consultants and design team that some acknowledgment and
8 discussion be made of either car pooling or high
9 occupancy vehicles as another means of reducing the
10 intensity of traffic flow along this corridor.

11 And I would just like to go on record of
12 being in favor of roundabouts. I have lived with them, I
13 have driven in them, in multi-lane roundabouts, and they
14 do work.

15 Thank you.

16 (Applause)

17 KEN TATSUGUCHI: Thank you, Mr. Mundy.
18 The next testifier is Elizabeth
19 Weatherford.

20 ELIZABETH WEATHERFORD: Hi. My name is
21 Elizabeth Weatherford. I live in Hawaiian Paradise Park.

22 First I want to say that I haven't lived
23 here for a long, long time, I have lived here for almost
24 a decade. The decade before that I lived in Australia
25 where roundabouts are extremely common, and I have done a

1 lot of research on them since then. And I can understand
2 people's apprehension about them, but I'll address that
3 right away.

4 There's been surveys of people, residents,
5 about whether they want roundabouts and/or how they want,
6 what sort of intersection treatment they want, where
7 before a roundabout was installed people were 70 percent
8 against and 30 percent for, and actually that flips
9 upside down after the roundabout has been installed
10 because people become familiar with how they work, so you
11 get 70 percent in favor and 30 against after the
12 roundabout has been installed. And this is very
13 widespread, and the reason is the safety for all users is
14 greater, including for pedestrians and cyclists, and
15 there are ways to address handicap access as well.

16 I want to thank the consultants for the
17 work they have done. It's prodigious, you know, it's a
18 prodigious amount of work you have done producing all of
19 this.

20 I personally favor a Transportation
21 Systems Management. And I, for cost and, and how quickly
22 things can get done. I do think, however, that the
23 Transportation Systems Management needs to be divided
24 into two streams, an A and a B, an A for signals and B
25 for roundabouts, because they would be different in, on

1 three, at least three bases.

2 The first is capacity, because roundabouts
3 pass through a great capacity. Capacity is determined,
4 transportation engineers refer to how many cars go
5 through. So you get greater capacity.

6 Lower cost over time because of reduced
7 maintenance and also because of reduced emergency call
8 out costs. Now, I'm prepared to defend that, although
9 the State Department of Transportation says it's not
10 true. I'm prepared to argue that it is.

11 You have something like nine deaths over,
12 over time for a signal to one for a roundabout, and this,
13 this means that it's the county that pays for the police,
14 ambulance, fire, and all the clean up. That's our cost
15 of it for county, and those are significant. One
16 fatality, the cost to the community for one fatality is
17 like 4.2 million dollars.

18 The safety is much greater and we have the
19 reduced cost on the grounds of both the maintenance and
20 safety issues.

21 Thank you very, very much. Thank you very
22 much. Okay. Aloha.

23 (Applause)

24 KEN TATSUGUCHI: Okay, Elizabeth.

25 We have gone through the testimony sign-in

1 sheet. Is there anyone else?

2 SOLOMON SINGER: Hello. My name is
3 Solomon Singer. I'm a candidate for State House for
4 Puna, and I feel one of the more important issues which
5 we should also face is we need to ask what the community
6 wants. And my friend Emily over here said one of the
7 best ideas for doing that would be to put it on the
8 ballot for the local residents to vote for whether we
9 want roundabouts, whether we want no change, or, you
10 know, any of the aforementioned issues, as well as street
11 lights. You know, so those kind of things can be put on
12 the ballot and then really the community who this serves
13 will be able to ask and, you know, tell who, you know,
14 who is doing this what they want. So I think that would
15 be a really good thing for the community.

16 And also I feel as a representative,
17 hopefully a future representative for Puna, this is a
18 very, very dangerous road as it is. I've had several
19 near misses myself which have blown my mind, you know.

20 UNIDENTIFIED SPEAKER: Here-here.

21 SOLOMON SINGER: This happens every day in
22 Puna, and I feel this road is one of the most important
23 issues to fix. And, frankly, I'm shocked. I have lived
24 here all my life, and I don't know why this hasn't been
25 fixed before, but I am really wanting to thank everyone

1 for their support doing this project, and I also want to
2 try to urge them to fix the issue a lot quicker.

3 They were saying in the presentation, you
4 know, many years from now. A lot of our residents here
5 won't be living here, you know, by then, or they will
6 have moved or there will be more people, and by that time
7 there might be, you know, more need for this.

8 So maybe we can, you know, try to urge
9 them to fix it as soon as possible. This is an important
10 issue, and I feel the community should have a voice, and
11 this comment period is very good for that. Please,
12 everyone comment and we need to get this thing in.

13 Thank you everyone and good luck.

14 (Applause)

15 KEN TATSUGUCHI: Okay. Any other
16 testifiers.

17 Okay. Please state your name.

18 WALTER GRACE: My name is Walter Grace.
19 Turnabouts, okay, not the right thing for Puna, more
20 accidents, delay, you know, and we are all on the rock,
21 you know, going to get space.

22 Like I am totally against roundabouts.

23 Okay. Thank you very much for your
24 hearing my statements.

25 KEN TATSUGUCHI: Thank you. Did we have

1 anybody else?

2 MARIE BRICKER: My name is Marie Bricker.
3 I'm a 30-year resident of Orchidland, so I am on the
4 opposite side from a lot of you folks that I hear talking
5 and speaking on behalf of the lower side of the road.

6 I come to most every informational meeting
7 just to advocate for my side of the road. I want to
8 thank you all, when I come out in the morning to go to
9 work, I work in Hilo, that you all share so much aloha
10 with those of us on the upper side and are able to turn
11 out onto the highway. Thank you so much.

12 It's less polite in the evenings. It's
13 scary to try and come out from the Orchidland side, the
14 Ainaloa side, and try to turn left to go to Keaau or Hilo
15 for any kind of evening time because the lighting is bad,
16 the cars, there is no aloha, you know, you just, I turn
17 right. I turn right at Pohaku, Ainaloa, Paradise and go
18 through HPP and come back out on the road, and that's why
19 you have got some of your high counts when you count the
20 road, the cars coming out of Shower, it's because those
21 of us that are on the other side have to take a right and
22 then come back around.

23 So I am advocating, I see on this bulletin
24 up here the Orchidland intersection is, you know, coming
25 up Orchidland, Paradise and Ainaloa intersections are

1 going to have some changes. I just have to speak for
2 Orchidland because that's the one I come out on where I
3 really feel it really needs to be prioritized. If you
4 are going to set all three of those up, I want to see the
5 Orchidland intersection, that all the commerce, the
6 vendor trucks coming in and out, the buses.

7 Right now we have got a real popular gas
8 station there, so that gas tanker has to come out, and I
9 think, I feel like I am speaking for the vendors as well,
10 you know, it's not just the residents that live in
11 Orchidland.

12 So I would like to see that Orchidland
13 intersection be prioritized as far as giving us a
14 pull-out lane, a pocket lane, which every other major
15 intersection already has. Orchidland doesn't have that
16 yet.

17 Another comment I would like to say, I've
18 experienced roundabouts. I have a comment about whether
19 I want to have a roundabout or a stop light. I think
20 before a roundabout comes about, maybe an initial
21 educational campaign needs to be broadcast to the
22 community to emphasize that in a four-lane roadway that
23 right lane is your slow lane and left lane is your
24 passing lane and until we can educate people to do that,
25 it's a little bit scary to think that we are going to be

1 able to step ahead and learn a whole new technique of
2 going through an intersection with a roundabout. It
3 needs to have a little bit more of a campaign there.

4 Thank you very much for your effort and
5 your time.

6 (Applause)

7 KEN TATSUGUCHI: Thank you. Anyone?

8 DARRELL STEPHENS: Hi. I'm

9 Darrell Stephens and I live in Hawaii -- where do I live.
10 Hawaiian Shores Recreational Area, and I drive that road,
11 the whole length of it, so I see a, you know,
12 Paradise Park and Orchidland and everything, and, you
13 know, when, when we have rush hour and that road, that
14 two-lane road is running at max, I mean, its use, it's
15 got all the cars, so what I am saying is that there's no
16 way that we can keep a two-lane road there. We need four
17 lanes, folks. I mean, you got to move a lot of traffic,
18 and the only way you are going to move it is to get a
19 couple extra lanes.

20 So if this would put down the or put to
21 sleep the idea of the roundabouts one way or another,
22 because here in Hawaii you can't have them on a four-lane
23 road. So but we are going to have to have four lanes. I
24 mean, look, if this isn't going to get done until 2018,
25 how much traffic are we going to have then.

1 So, anyway, I'm saying it's got to be four
2 lanes, folks, or nothing. So thank you.

3 (Applause)

4 SATIVA JONES: Excuse me.

5 KEN TATSUGUCHI: You have a comment?

6 SATIVA JONES: Thanks.

7 Aloha. My name is Sativa. I just want to
8 say briefly that I just had spoken to some friends in
9 California on the mainland, and they were just telling me
10 how much they felt that roundabouts create havoc on the
11 road and a lot of confusion, and I was just there. I
12 have never experienced one, but they have experienced
13 roundabouts and they were just very, very much against
14 roundabouts, and they just let me know that.

15 And also wanted to say that if you go to
16 Kona on the west side, there is many, many traffic
17 lights, they have a lot of that infrastructure that I
18 think that we could benefit from some of that as well.

19 So I would support more traffic lights
20 that they have on the west side and that we really, if we
21 are going to create something like a roundabout, we
22 really study it, and I know you are doing that, and
23 really listen to a lot of people who are living with
24 roundabouts and how they feel about it.

25 That's all. Thank you very much. Aloha.

1 (Applause)

2 KEN TATSUGUCHI: All right. Does anyone
3 else want to provide testimony?

4 EMILY NAEOLE-BEASON: RJ.

5 RJ: No, no, no, dear, please.

6 ADEN DAVID: My name is Aden David. I
7 live in Pahoa Town. I want to just have you all hear,
8 it's been said before, but in Pahoa Town we have a big
9 traffic problem with what's called Pahoa Marketplace,
10 better known Malama Market. The new Woodland Center is
11 going to create more craziness. I mean, it's at a crisis
12 level.

13 And I also think what hasn't been
14 addressed, which someone else brought up, is what we
15 warmly refer to as Post Office Road is going to become a
16 major thoroughfare into the city, and it is a single-lane
17 road. It's going to become a major. People are already
18 using it, but as soon as the congestion increases
19 dramatically with Woodland and Malama, both of which the
20 roads are inappropriate for the neighborhood, Post Office
21 Road needs to be addressed, guys, and we are all going to
22 start using Post Office Road, and it's bumpy and it's
23 single lane, and it leads to our post office, which is
24 very busy, probably as busy as any grocery stores.

25 And I just want to go on record for coming

1 out for roundabouts, and I love them.

2 (Applause)

3 KEN TATSUGUCHI: All right. Thank you.

4 Any more?

5 Excuse me, the last testifier, can you
6 sign in, please? Thank you.

7 All right. Now we are going to get to the
8 questions and answers part.

9 Okay. We received a question from, I want
10 to recognize this person, I apologize if I say the name
11 wrong, maybe correct me, Inge Misajor.

12 INGE MISAJOR: Misajor.

13 KEN TATSUGUCHI: Misajor. Okay. I am
14 going to read her question and if you can maybe help me,
15 I'm not, I'm not real clear what the question is.

16 Could anything be done sooner than 2012 so
17 the paved H22 could be relieved of some of the heavy
18 traffic, day and night. It's not safe to ride your bike
19 or walk your dogs anymore.

20 INGE MISAJOR: Or get a good night sleep.

21 UNIDENTIFIED SPEAKER: 22nd Street.

22 KEN TATSUGUCHI: Okay. So you are talking
23 about Paradise?

24 INGE MISAJOR: Yeah. That is a road in
25 Paradise Park, it's 22nd, it's been paved all the way,

1 and since Shower Drive, it's the last road, they don't
2 have to stop very long, they don't have to look right so
3 they just shoot around there on Shower. Everybody stay
4 on that road, everybody day and night going through that
5 road now, because the road above is such a mess.

6 KEN TATSUGUCHI: Okay. So let me rephrase
7 your question. You have concern about the congestion on
8 road 22?

9 INGE MISAJOR: Yeah, it's paved, it's used
10 by everyone now.

11 KEN TATSUGUCHI: Okay. I will respond and
12 also request staff to respond also. Okay?

13 INGE MISAJOR: Okay.

14 KEN TATSUGUCHI: All right. Thank you.
15 We are going to get to this Keaau-Pahoa
16 Road improvement project, we are looking at --

17 INGE MISAJOR: 2018.

18 KEN TATSUGUCHI: -- 2018 and there will be
19 intersection improvements, right, and that will be
20 awhile. Let me ask staff if there will be any.

21 JIRO SUMADA: I don't see too many people
22 jumping up from our office, but I think your question
23 relates to people taking shortcuts through Paradise Park
24 because of traffic problems on Highway 130 and if we can
25 do something before 2018 --

1 INGE MISAJOR: Yeah.

2 JIRO SUMADA: -- to relieve the traffic
3 problems. We do have a series of smaller scale projects
4 planned. Mainly they are safety, focused on safety, not
5 so much capacity. So this major project from the
6 Keaau Bypass all the way to Pahoa, it will address the
7 capacity issue.

8 Some safety, short-term safety projects
9 are coming up in the near future, and if you stick around
10 until after this formal meeting or hearing, we will go
11 over some of it.

12 So I don't know if that answers your
13 question, but we are going to be doing something in the
14 interim and not just waiting until this project is
15 finished.

16 Thank you.

17 KEN TATSUGUCHI: Thank you. The next
18 question we have is from Walter Grace.

19 WALTER GRACE: That's the same.

20 KEN TATSUGUCHI: It's the same?

21 Okay. We're going to the next question.
22 Mr. Grace said we don't have to go over his question.

23 The next question we got is from Mr. James
24 Weatherford. He has three questions.

25 The first question is would a FONSI apply

1 to each and every and all alternatives, that is, is it
2 possible some alternatives may while others may not --
3 let me read it again. That is, is it possible some
4 alternatives may while others may not.

5 I am going to ask Cheryl Soon to respond.

6 CHERYL SOON: Based on the assessments
7 upon the specialty consultants that are in the
8 Environmental Assessment, at this point in time all
9 alternatives would result in a FONSI. We have not
10 identified anything that would not be a FONSI.

11 Yeah, but we are still working on it based
12 on the comments.

13 KEN TATSUGUCHI: All right.

14 Mr. Weatherford's next question.

15 In Alternatives Three, Four and Five there
16 are places where lanes change from either four or six
17 lanes to two lanes. Please explain how this is done.

18 CHERYL SOON: There becomes a tapering and
19 the change occurs at an intersection from six to four to
20 two and they become tapering lanes to bring people into
21 the next configuration, the smaller configuration or the
22 wider configuration depending upon the direction, and
23 maybe Robin can show you that on the drawings.

24 KEN TATSUGUCHI: Mr. Weatherford's third
25 question.

1 What is the impact cut through, what is
2 the impact on cut-through traffic. Drivers now use HPP
3 roads to overcome turning, overcome turning and
4 congestion -- I'm not sure.

5 CHERYL SOON: I think this is similar to
6 Inge's question. We are very familiar with the problem
7 of cut-through traffic in HPP. We believe that
8 improvements to the highway, addition of lanes and
9 possibly the access management alternative which lines up
10 the intersection and improves some of the parallel roads
11 immediately adjacent to the highway will reduce the
12 amount of cut-through traffic, and obviously these are
13 things you want to get to sooner than later.

14 In the next period of time as we are
15 choosing the Preferred Alternative, the phasing of that
16 will also take place, discussion about phasing will take
17 place, and perhaps those will be one of the things that
18 the community prefers in the earlier phases.

19 KEN TATSUGUCHI: Thank you, Cheryl.

20 The next question is from Brooks, okay,
21 Brooks Maloof. Are you here?

22 Well, I will read the question. There are
23 two questions.

24 Regarding immediate fixes, a reference for
25 work driveway.

1 The next question is Shower/Pohaku traffic
2 light operational when.

3 I am going to defer this to -- okay.
4 Actually these questions will be responded to in the next
5 presentation, so if you can hang around for that.

6 Okay. Are there any more questions?

7 UNIDENTIFIED SPEAKER: Yes. It's coming.

8 CHERYL SOON: Come up to the mike.

9 KEN TATSUGUCHI: Can you come up to the
10 mike.

11 KURT KAMINSKI: You can hear me from here.

12 Many years ago the State of Hawaii was
13 planning on building a road on Railroad Avenue, from the
14 Hawaiian Beaches from Paradise Park all the way to Hilo.
15 Has anybody ever thought about doing something like that?
16 Have you ever heard of Railroad and do you think --

17 KEN TATSUGUCHI: I think you are referring
18 to the county's effort, the PMAR. I think they are
19 looking at, I think it's the Puna Makai Alternative
20 project I think.

21 KURT KAMINSKI: Whatever it is, the
22 railroad, it runs from Kapoho all the way to Panaewa.
23 And many years ago the State of Hawaii was thinking about
24 building a road through there to relieve some of the
25 traffic from 130.

1 KEN TATSUGUCHI: Yes.

2 KURT KAMINSKI: Has anybody ever thought
3 about doing that again?

4 KEN TATSUGUCHI: The state is not pursuing
5 that. The county is pursuing that.

6 KURT KAMINSKI: Why isn't the State
7 pursuing it?

8 JIRO SUMADA: Well, the county has taken
9 the lead role in this Puna Makai Alternate Route. So
10 they are undertaking that effort.

11 I don't have the exact status of that
12 particular effort, but maybe there is someone from the
13 planning department that can answer that after the
14 meeting.

15 KURT KAMINSKI: Okay. Thank you.

16 JIRO SUMADA: You are welcome.

17 KEN TATSUGUCHI: All right. We have
18 another question from Mr. Larry Brown. His question is
19 are the access management strategies in section 2.2.3
20 included in Alternatives Two, Three, Four, Five and
21 Seven. Is that --

22 CHERYL SOON: Yeah, two, three, four and
23 five.

24 KEN TATSUGUCHI: I am sorry, it's Two,
25 Three, Four and Five.

1 CHERYL SOON: All of the elements in TSM,
2 including access management, can be incorporated into
3 Alternatives Three, Four and Five. The document
4 describes that in order to isolate the effects of it they
5 were put into the TSM rather than being repeated three
6 times, but that the features of TSM, including access
7 management, can be combined in the Preferred Alternative
8 should it be Alternative Three, Four or Five. So --

9 LARRY BROWN: Can you follow up on that?

10 CHERYL SOON: Yeah, if access management
11 becomes desired, it can be part of any of the
12 alternatives.

13 LARRY BROWN: Is it, by the language in
14 the draft document, it doesn't seem to make it optional,
15 it sounds like it is actually an element of each one of
16 those alternatives and it's clearly depicted on the maps
17 in the document but not even suggested on the maps
18 presented on display here and --

19 CHERYL SOON: I think it's the opposite
20 way, actually. It's depicted in the TSM Alternative with
21 a statement that it could be in Three, Four or Five.

22 LARRY BROWN: That's not shown on this
23 document. No, not that it could be, it says it would be.

24 CHERYL SOON: I disagree but --

25 LARRY BROWN: Maybe you can, you know,

1 read it, and a follow up to that is -- well, I tried, but
2 it was -- I assume that the budgets shown for the
3 different alternatives would not include those access
4 management strategies, in other words, the 20 million
5 dollars for the TSM is not approved.

6 CHERYL SOON: That's partially correct.
7 None of the alternatives include land costs and parts of
8 the access management costs are going to be the land
9 costs, so part of the access management costs are the
10 land costs and none of the land costs have been included
11 in the document.

12 LARRY BROWN: Right, that's clearly stated
13 in there.

14 Do you want me to answer that
15 Railroad Avenue question.

16 KEN TATSUGUCHI: All right. Thanks,
17 Larry. Thanks, Cheryl.

18 Do we have any more questions?

19 All right. That concludes the formal
20 portion of our meeting. Thank you for your presence here
21 tonight and for your participation.

22 It is now 8:30 p.m. and I declare this
23 meeting to be closed.

24 (Hearing concluded at 8:30 p.m.)
25

C E R T I F I C A T E

1
 2 STATE OF HAWAII)
 3) SS
 4 CITY AND COUNTY OF HONOLULU)

5
 6 I, PATRICIA L. NELSON, do hereby certify;

7
 8 That on June 29, 2010, the proceeding was taken down
 9 by me in machine shorthand and was thereafter reduced to
 10 typewritten form under my supervision; that the foregoing
 11 represents to the best of my ability, a true and correct
 12 transcript of the proceedings had in the foregoing
 13 matter.

14
 15 I further certify that I am not an attorney for any
 16 of the parties hereto, nor in any way concerned with the
 17 cause.

18
 19 DATED this 20th day of July, 2010, in Honolulu,
 20 Hawaii.

21
 22
 23 _____
 24 PATRICIA L. NELSON, CSR-465

25 My Commission Expires: 9-28-2012