

**KEAAU-PAHOA ADVISORY GROUP (KPAG)**  
**Meeting No. 10 Summary**

Monday, October 18, 2010 – 5:45 p.m.  
Keaau Elementary School  
Keaau, Hawaii

**PURPOSE:**

- 1) Discuss comments received on the Draft Environmental Assessment (EA); and 2) Explain what will occur during the preparation of the Final EA.

**SUMMARY OF MEETING:**

**I. Welcome – Ed Sniffen, Hawaii Department of Transportation (HDOT)**

The following representatives of the project team were present:

Hawaii State Department of Transportation (HDOT) – Ken Tatsuguchi, Planning Branch.

SSFM International, Inc. - Cheryl Soon, Douglas Zang, and Heather Forester; Unlimited Learning - Barbara Lively and Diane Gentry.

KPAG Members marked with a symbol were present:

	<b>Name</b>	<b>Group</b>
❖	Hunter Bishop	Public Relations Specialist, County of Hawaii
❖	Fred Blas	Council Member, District 5
❖	Larry Brown	County of Hawaii Project Manager for PRCP and PCDP and Hawaiian Paradise Park Resident
	Tom Brown	Mass Transit Agency
	Susan Cordell	Paradise Park Resident
❖	Oliver English	W.H. Shipman, Limited
	Neil Erickson	Architect, Planner, Community Service Member, and Cyclist
	Keith Lawrence	Sitting in for Frank Lawrence
	Manny Mattos	Resident & Retired Police Officer
❖	Jon Olson	Puna Traffic Safety Committee & PCDP Chairman & Sierra Club Big Island Chapter, Moku Loa Group
❖	Wesley Owens	VP of Orchidland Association and Cyclist
❖	Jennifer Perry	Resident of Kapoho and Produce and Flower Transporter

	<b>Name</b>	<b>Group</b>
❖	Elizabeth Salfen	PCDP Community Liaison & PMAR Working Committee; and Weed and Seed
	Faye Hanohano	House of Representatives, District 4
	Damon Tucker	Pahoa Resident

Friends of the Advisory Group and public participants in attendance included: Stan Gapol, Ioane K., Shirley Pedro, Susan Kaneshiro, Elizabeth Weatherford, James Weatherford, June Conant, Amy Miwa, Conrad Hokama, Steve Sparks, Joyce Folena, Greg Smith, Rob Tucker, and Kimo Lee.

**II. Overview of Tonight’s Meeting – Cheryl Soon, SSFM**

Ms. Soon stated that tonight’s meeting will include a discussion on the comments received on the DEA, explain the preparation process for the Final EA, and present the Preferred Alternative and Proposed Phasing. The PowerPoint can be found in Appendix A.

**III. Discussion of Comments Received on the Draft EA – Doug Zang, SSFM**

The Draft EA was published in the OEQC’s Environmental Notice on May 23, 2010. The comment period for the Draft EA was from May 23 through June 23, 2010. During the comment period, 17 agencies and 8 citizens provided comments. A Public Hearing soliciting comments occurred on June 29, 2010. At the Hearing, two individuals gave written testimony and 17 individuals gave oral testimony. All comments received will be given a formal response. A complete list of comments can be found in Appendix B.

**IV. Preparation of Final EA – Doug Zang, SSFM**

The Final EA will address the comments received on the Draft EA during the comment period. A Finding of No Significant Impact (FONSI) is anticipated for this project.

**V. Preferred Alternative and Project Phasing – Cheryl Soon, SSFM**

Ms. Soon went over the alternatives studied in the Draft EA, then moved into an explanation of the elements of the Preferred Alternative. The Preferred Alternative is a four-lane widening for the entire length of the corridor, insulation of signals or roundabouts at major intersections, improvements to turning/storage lanes, addition of a median, bike and pedestrian accommodations, bus pullouts, and access management measures. It was noted that additional environmental studies will need to be conducted for areas impacted by the access management strategies. Further discussion of access management roadway ownership will need made.

The proposed phasing plan was presented and its objectives include: build as funds become available, least disruptive construction activity, implement safety projects in the short term, and then later widen the corridor. The proposed phasing plan can be seen in Appendix C.

The following comments/questions were fielded:

1. Why are we proposing a roundabout at Kahakai Boulevard rather than a right-in/right-out?
  - This is what the KPAG had discussed and favored.
2. Will there be pedestrian accommodations between Keaau and Shower Drive?
  - Yes.
3. Comment: The State approved all the lots in Puna, so this project should be a top priority, not “as funds are available.”
  - It was noted that the State only gets a certain amount of money a year, so the project could not be built at one time. Funding would be allotted by year.
4. For the access management strategy, wasn't it going to be a four-way intersection Orchidland Drive OR Paradise Drive, not both?
  - The group determined that Orchidland would be the preferred location for a four-way intersection and Paradise Drive would become right-in/right-out. Improvements on 32<sup>nd</sup> avenue would connect those exiting Paradise Drive (Pahoa Bound) to Orchidland Drive where the left-hand turning movement could be made. Further discussion with resident in the area would be desirable.
5. Comment: Makuu Market is currently used as a Park and Ride.
6. Why is the bike and pedestrian path separated from the road?
  - To protect the bicyclists and pedestrians.
  - Comment; There is too much pavement, prefer gravel.
7. What about burring utilities?
  - KPAG looked at this option and threw it out because of cost.

## **VI. Next Steps**

This was the last meeting of the KPAG during the planning phase, it was unanimous that the group wanted to continue the Context Sensitive Solutions Process into design. Existing KPAG Members would like to be given the opportunity to stay in the group, as well as bring on new recruits. It was agreed that one more Public Informational Meeting will be held once the Final EA is published.

# **ATTACHMENT A**

**PowerPoint Presentation  
by Project Team  
on October 18, 2010**

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## Kea'au-Pāhoa Road Improvements Project

Kea'au-Pāhoa Advisory Group Meeting #10  
Monday, October 18, 2010 • 5:45 PM  
Kea'au Elementary School




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# Welcome

Ed Sniffen, Highways Division  
Administrator, Hawai'i Department  
of Transportation

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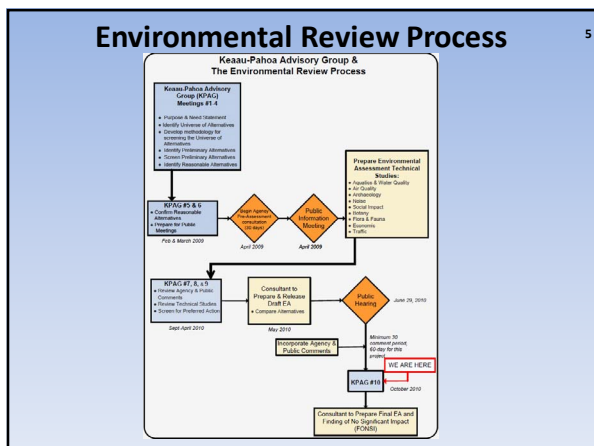
## Meeting Overview

Cheryl Soon, FAICP, Planning  
Director, SSFM International

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### Overview of Tonight's Meeting

- Discuss Comments on Draft EA
- Discuss Preparation of Final EA and FONSI
- Present and Discuss "Preferred Alternative" and Project Phasing



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### Next Steps - Project Timetable

- Prepare Final EA
- Prepare FONSI (expected late 2010 or early 2011)
- Right of Way Acquisition
- Final Design
- Construction
- Full Build-Out Expected Around 2018

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## Comments Received on Draft Environmental Assessment

Doug Zang, AICP, Senior Planner,  
SSFM International

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## Draft Environmental Assessment

- Notice of Draft EA published in May 23, 2010  
*OEQC Environmental Notice*
- 41 hard copies of the EA went to 25 separate recipients (agencies, libraries, and individuals)
  - Hard Copies included a CD-ROM
- 140 copies of the EA on CD-ROM went to 117 separate recipients, which included the media
- Document was accessible electronically from project website or the OEQC website

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## Comments Received

- Comment Period: May 23 – July 23, 2010
- Public Hearing on June 29, 2010
- All comments will be copied and addressed in Final EA
- Responses will be sent to commenters

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## Citizen Comments Received

- **Testimony from June 29 Public Hearing:**
  - 2 individuals gave written testimony
  - 17 individuals gave oral testimony
- **8 Citizens Commented Separate From Public Hearing**

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## Agency Comments Received

- No regulatory agencies testified at public hearing
- 17 Agencies Provided Comments:
  - 1 Federal
  - 11 State (from 10 separate agencies)
  - 5 County
- No agencies cited opposition to the project; most comments were standard concerns related to that agency's interest

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## Examples of Comments Received

<ul style="list-style-type: none"> <li>• Safety is a concern</li> <li>• Capacity/mobility improvements needed</li> <li>• Support for PMAR</li> <li>• Serve/provide transit</li> <li>• Provide roundabouts</li> <li>• Oppose roundabouts</li> <li>• Provide traffic signals</li> <li>• Widen to four lanes (Alternatives 3 and 4)</li> <li>• Keep road 2 lanes (TSM)</li> <li>• Traffic and safety concerns near Woodlands development and Pāhoā Marketplace</li> <li>• Post Office Road: Turn lanes needed, traffic increase concern</li> </ul>	<ul style="list-style-type: none"> <li>• Improve intersections (turn lanes)</li> <li>• Open up Kahakai Boulevard</li> <li>• We don't want to wait a long time for these improvements</li> <li>• Improve conditions for bicycle use</li> <li>• Dangers to pedestrians and transit users, need crosswalks</li> <li>• Support the Puna CDP's Vision</li> <li>• Mitigate impacts on utilities, natural resources, community</li> <li>• Cut through traffic creates impacts in subdivisions</li> <li>• Sight line concerns for turning traffic</li> <li>• Lower Puna is going to continue to grow rapidly</li> <li>• Fix the bottleneck in Kea'au</li> </ul>
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### Prepare the Final EA/FONSI

- Document revised from the Draft EA based on comments received, clarifications, new issues, etc.
- Deletions since Draft EA shown in ~~strike through~~, new text underlined
- Respond to comments received during study period
- Perform new assessment as needed on access management roadways
- Include a FONSI (Finding of No Significant Impact) attachment letter

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### Anticipated Determination

- Hawai'i law\* considers 13 criteria for determining "significance" of impacts
- **No Significant Impacts were identified under any alternative, including the Preferred Alternative.**
- **A Finding of No Significant Impact (FONSI) will be submitted with the Final EA.**

\*State Department of Health's Administrative Rules Title 11, Chapter 200.

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### Preferred Alternative and Project Phasing

Cheryl Soon, FAICP, Planning Director, SSFM International

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### Purpose and Need/Comments Drive Preferred Alternative Selection

**KPAG identified the most important purposes of the Kea'au-Pāhoa Road Improvements:**

- Improve Safety.
- Provide Mobility and Relieve Congestion.
- Improve Travel for Alternative Modes.
- Address Future Traffic Increases.
- Support Future Land Use Objectives.
- Enable Civil Defense, Emergency Travel, and Evacuations.



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### Alternatives Studied In Draft EA

- No-Build Alternative
- Traffic System Management (TSM) Alternative #2
  - Turn Lanes
  - Access Management
  - Bus Pullouts
  - Intersection Treatments
  - Bicycle/Pedestrian Crossings
- "Build" Alternatives # 3, 4, & 5
  - TSM Elements Above Could be Incorporated into any Build Alternative

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### Elements of the Preferred Alternative

- Alternative 4 (Widen road to 4 lanes from Kea'au to Pāhoa)
- Install Signals or Roundabouts Depending on the Construction Phase
- Add/Improve Turn Lanes/Storage at Intersections
- Median Plantings and Barriers
- Bike/Pedestrian Accommodations
- Bus Pullouts
- Access Management:
  - Extend Streets to Create Four-Way Intersections
  - Convert Some Streets to Right-In-Right-Out Access
  - Cul de Sacs at Several Streets

### Preferred Cross Section: Build Alternative #4

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- 4 Lanes of traffic from Kea'au Bypass to Pāhoa-Kapoho Road

### Four-Lane Typical Section

20

80' Existing Right-of-Way (minimum)  
108' Right-of-Way

**Schematic View:**

- Barriers, Guardrails, etc. may/may not be provided in any given location. Type of barrier/guardrails may vary.
- Widths of roadway, median, green borders may vary

### Medians

21

80' Existing Right-of-Way (minimum)  
108' Right-of-Way

- 10-foot medians can be planted/landscaped if appropriate
- Barrier may or may not be provided as required for safety

### Bicycles

22

80' Existing Right-of-Way (minimum)  
108' Right-of-Way

- 8-foot shoulder/bikeway for bicycles
- Rumble strip separates travel lanes from main shoulder/bikeway area
- Striping for bikes through intersections

### Pedestrians

23

80' Existing Right-of-Way (minimum)  
108' Right-of-Way

- 5-foot wide area separated from travel lanes by green border, optional barrier (if needed) and shoulder/bikeway
- Must comply with Americans with Disabilities Act

### Bus Pullouts

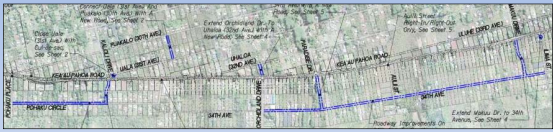
24

11' Aux. Lane  
Proposed Bus stop  
136' ROW

- Eight Bus Pullouts at:**
  - Shower/Pōhaku Drives
  - Kaloli Drive
  - Pōhaku Circle
  - Orchidland Drive
  - Paradise Drive
  - Maku'u Drive
  - Ainaloa Boulevard
  - Maku'u Farmer's Market
- Crosswalk improvements in these areas**
- Must comply with Americans with Disabilities Act**

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### Access Management Measures: Overview



- Shown as part of TSM Alternative in Draft EA
- **Included as part of Preferred Alternative**
- Favorably supported by public
- Improve safety (limit left turns, reduce cut-through traffic)
- Support land use objectives/connectivity between subdivisions
- Will require some additional assessment in Final EA

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### Access Management Measures: Extensions



- New roadway extensions built to county standards
- Will direct traffic to major intersections and reduce cut-through traffic
- Will improve travel between subdivisions
- May reduce travel on Kea'au-Pāhoā Road itself

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### Access Management Measures: Road Improvements



- Existing Subdivision Roads Improved to County Standards:
  - About a half mile of Pōhaku Circle from Pōhaku Place to Extension of Kaloli Drive
  - About 1.5 miles of 34<sup>th</sup> Avenue from Orchidland Drive to Ilima Street
- Serve access changes (new connections, new restrictions on access)

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### Access Management Measures: Closures



- Lower-volume Intersections Converted to Right-In-Right Out or Cul-de-Sacs for safety

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### Intersection Treatments

- Turn Lanes Lengthened/Added as Needed
- Stop Signs at Minor Intersections
- Signals at:
  - Shower/Pōhaku Drives (from Shoulders Conversion)
  - Kaloli Drive
  - Orchidland Drive
  - Paradise Drive
  - Maku'u Drive
  - Pāhoā-Kapoho Road (existing)
- Roundabouts as Interim Treatment:
  - Old Pāhoā Road
  - Ainaloa Boulevard
  - Kahakai Boulevard



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### Proposed Project Phasing

- Project Phased in Segments
- Objectives of Phasing Plan:
  - Build as funds are reasonably available
  - Phase construction to be least disruptive
  - Implement highest priority safety projects in short term
  - with later widening, assess conversion to signals or wider roundabouts

### Phase I

31

- Right-of-Way Acquisition
- Design and Engineering
- Access Management Readiness Measures
- Single-lane Roundabouts at Kahakai, Old Pāhoia Road, and Ainaloa
- Second Travel Lane added Pāhoia-bound between Kea'au and Shower Drive

### Phase IIa

32

- Widen 2.1 Miles Kea'au-bound lanes from Paradise to Shower with bicycle, pedestrian, bus pullouts on that side
- Open 4-way intersections with traffic signals at Kaloli, Orchidland, and Paradise Drives

### Phase IIb

33

- Widen 2.1 Miles Pāhoia-bound lanes from Shower Drive to Paradise Drive with bicycle, pedestrian, bus pullouts on that side

### Phase IIIa

34

- Widen 4.3 Miles Kea'au-bound lanes from Paradise to north end Pāhoia Bypass with bicycle, pedestrian, bus pullouts on that side
- Reassess Ainaloa and Old Pāhoia Roundabouts – convert to traffic signal or two-lane roundabouts (if HDOT policy changes)

### Phase IIIb

35

- Widen 4.3 Miles Pāhoia-bound lanes from Paradise to north end Pāhoia Bypass with bicycle, pedestrian, bus pullouts on that side

### Phase IV

36

- Widen remaining 1.3 miles of Pāhoia Bypass from north end to Pāhoia-Kapoho Road
- Reassess Kahakai Roundabout – convert to traffic signal or two-lane roundabout (if HDOT policy changes)

**Questions?**

# **ATTACHMENT B**

## **Comments Received on the Draft EA**

	Contact/ Title	Agency/ Organization	Comments (noted if summarized)
1	Elizabeth Weatherford (see also comments 3 and 23 below)	Citizen	<p>[Summarized, not verbatim]:</p> <ol style="list-style-type: none"> <li>1. I withdraw prior support for turn lanes at intersections under TSM. They create danger from line-of-sight interference. Left-turning vehicles, which have to cross lanes of traffic, have line-of-sight interference at stop-signed controlled intersections. Extensive and reliable documentation shows that modern roundabouts are better in many locations, and are far safer and cheaper. Roundabouts must be covered and considered in the EA.</li> <li>2. I hope to see genuine analyses for roundabouts at these intersections, and if the analysis is genuine, there must be roundabouts.</li> <li>3. Reduce speed limits in accordance with FHWA's guidelines for Highway Functional Classification System. Keaau-Pahoa Road should not be a high speed road. The road's functional role in the community and county should reflect this.</li> <li>4. I previously supported adding turn lanes and acceleration lanes under the TSM alternative, but I recently saw two near-crashes at the top of Maku'u Drive between a stopped bus and a vehicle turning right out of Maku'u drive that have changed my outlook.</li> </ol> <p>Heading southbound onto Highway 130, we recently almost crashed at Ainaloa Boulevard with a car turning onto Highway 130. There was a truck turning right onto Ainaloa that blocked our view of other car, nor could they see us. There was also a northbound vehicle trying to turn left onto Ainaloa Boulevard, which we would have hit if trying to avoid the first vehicle. A good friend had a crash at the Maku'u intersection with damages and trauma to both drivers and vehicles.</p> <p>I drew a diagram of the Maku'u intersection with Highway 130 to look at line-of-sight conflicts and am convinced that turn lanes create more problems than they solve. For a vehicle turning left [from Maku'u Drive], the driver's view is obstructed on the right by right vehicles in the right turn lane and by southbound vehicles in the left-turn lane on Kea'au-Pāhoa Road, especially if traffic is stacked. This driver's view is also blocked on the left by vehicles, especially large ones, going North and turning right down onto Maku'u drive. This obstruction is exacerbated by the curve in the road south of this intersection.</p> <p>Line-of-sight is also blocked for drivers turning left off of the highway onto Maku'u, when vehicles are stacked in the southbound acceleration lane (this is exacerbated by the curve of the road), and interference also exists for drivers in the southbound acceleration lane, who can't see in their mirrors when to merge when cars are stacked in the southbound left-turn lane.</p> <ol style="list-style-type: none"> <li>5. Roundabouts avoid these line-of-sight problems because approaching vehicles only have to check for conflicts from oncoming traffic in one direction. There are so many reasons to put in roundabouts.</li> </ol>
2	Don Hendrickson	Citizen	<p>[Summarized, not verbatim]:</p> <p>Thank you for the opportunity to express some concerns. I live in Hawaiian Parks (Hawaiian Beaches). I have lived here 22+ years and have agonized over the inadequate infrastructure to Puna. Please consider the following comments:</p> <ol style="list-style-type: none"> <li>1. Kahakai Boulevard should have a traffic signal. Kahakai should be extended across</li> </ol>

	Contact/ Title	Agency/ Organization	Comments (noted if summarized)
			<p>Highway 130 to connect with the road into Pahoia (as it did before the Pahoia bypass).</p> <p>2. Reopen access to the Pahoia Market Place for southbound traffic before the Aloha Gas Station to avoid three turns into the shopping center, which would be much easier. There is a bottleneck to exit the Pahoia Market Place as Aloha Gas Station is in the way. It will continue to be difficult to access the Pahoia Market Place from Pahoia, Hawaiian Beaches or any place south of that. A dedicated "entrance" and dedicated "exit" needs to be established, so people will know how to proceed.</p> <p>3. Please remove all left turns. People turning left onto Highway 130 believe that gives them right of way and many near-accidents occur. Let people wait to access the highway until it's safe or put in a traffic light. Left- and right-turn lanes are terrific, but acceleration lanes in the center of the road obscure oncoming traffic and create dangers as vehicles accelerate in front of approaching vehicles.</p> <p>4. A four lane road between the Humane Society and Pāhoa-Kapoho Road is the only satisfactory solution. Anything less is just a bandage and will be obsolete before it is completed.</p> <p>5. The shoulder lane on Highway 130 [northbound, between Shower Drive and the Kea'au Bypass] is open only from 6 to 8 a.m. If it is safe to drive from 6 to 8, it should be safe to drive at all hours and should be opened all day. The shoulder is currently just an opportunity for the police to fine motorists \$92 for using the shoulder lane to access the dump in Keaau.</p> <p>6. Extend Railroad Avenue from Hilo to Pohoiki...whatever it takes. This is a great winner for Paradise Park, Hawaiian Beaches, Nanawale and all who live in that part of Puna.</p> <p>7. If a new road from the traffic light in Kea'au were to connect with Komohana Street [in Hilo], it would provide a quick access for emergency vehicles to Hilo Hospital. It would cut down much of the traffic on the main highway [between Kea'au and Hilo].</p> <p>8. Puna's population will increase tremendously. Take action now. If Madame Pele were to cross Highway 130 all the people in lower Puna would have to be evacuated.</p>
3	Elizabeth Weatherford (see also comment 1 above and 23 below)	Citizen	<p>1. Looking at your table on crash data, table 3.11, I think there would be a typo maybe at the totals column for the first intersection--should it be 51 instead of 31?</p>
4	David Christensen	Citizen (Teacher at Hilo High School),	<p>1. We don't need another stop light on the [Kea'au-] Pahoia Road or reduce the speed limit. It will take us an hour and a half to get to school.</p> <p>2. What we need is another lane and smarter drivers. I'm not sure how you can fix the latter. Just my input from a tax-paying citizen.</p>
5	Darryl Oliviera, Fire Chief	Hawai'i Fire Department	<p>1. We have no comments to offer at this time in reference to the above-mentioned Environmental Assessment.</p>
6	Derek D. Pacheco, Assistant Police Chief,	Hawai'i Police Department	<p>1. Staff, upon reviewing the CD-ROM containing the Draft Environmental Assessment of proposed improvements along the 9.5 mile stretch of Route 130 extending from the existing four-lane Kea'au Bypass to the Pahoia-Kapoho Road, has no concerns with this project.</p>

	Contact/ Title	Agency/ Organization	Comments (noted if summarized)
	Area 1 Operations Bureau		<p>2. Any of the Build Alternatives identified by numbering of Build 3-Build 5 would be a vast improvement of the current conditions of the Keaau-Pāhoa "minor arterial rural highway." These improvements would result in a safer, more efficient road through this rapidly developing area of the Puna District.</p> <p>If you have any questions, please contact Captain Samuel Jelsma, Puna District Commander, at 966-5835.</p>
7	Duane Y. Kashiwai, Public Works Administrator	State of Hawai'i Department of Education	<p>1. The project area begins a short distance away from Keaau Elementary and Keaau High and ends a short distance away from Pāhoa Elementary and Pāhoa High and Intermediate. Schools are a significant generator of traffic during key periods of the school day. We ask that the analysis of the proposed project include the patterns of school-related traffic. We also would like to know what impact construction will have on school-related traffic.</p> <p>If you have any questions, please contact Jeremy Kwock of the Facilities Development Branch at 377-8301.</p>
8	Michael Lewis	Citizen	<p>1. Please consider the 4 lane option without the traffic circles. Can you imagine all the traffic accidents caused by trucks with wide loads and long trailers . Traffic circles might work in residential areas but are a liability in heavy traffic.</p> <p>2. Also How about opening Railroad Ave. as an alternate to relieve traffic on hwy 130 . I have heard that it ALREADY has an 80 foot right of way. Even with a 25 mile per hour speed limit it would greatly improve traffic flow. Thank You , Michael Lewis</p>
9	Ernest Y. W. Lau, Public Works Administrator	State of Hawai'i Department of Accounting and General Services	<p>1. Thank you for the opportunity to provide comments for the subject project. The proposed project does not impact any of the Department of Accounting and General Services' projects or existing facilities, and we have no comments to offer at this time.</p> <p>If you have any questions regarding the above, please have your staffs call Mr. David DePonte of the Planning Branch at 586-0492.</p>
10	Karen Seddon, Executive Director	Hawaii Housing Finance and Development Corporation	<p>1. Thank you for the opportunity to review the subject Draft Environmental Assessment. We are supportive of the proposed road improvements which will, among other things, improve safety and mobility for Hawaii residents.</p>
11	Stuart Yamada, PE, Chief, Safe Drinking Water Branch	Hawai'i Department of Health	<p>1. Injection wells used for the subsurface disposal of wastewater, sewage effluent, return flow, or surface runoff are subject to environmental regulation and permitting under Hawai'i Administrative Rules, Title 11, Chapter 11-23, titled <u>Underground Injection Control</u>. The Department of Health's approval must be first obtained before any injection well construction commences. A UIC permit must be issued before any injection well operation occurs.</p> <p>Authorization to use an injection well is granted when a UIC permit is issued to the injection well facility. The UIC permit contains discharge and operating limitations, monitoring and reporting requirements, and other facility management and operational conditions. A UIC permit application form is needed to apply for a UIC permit.</p> <p>A UIC permit can have a valid duration of up to five years. Permit renewal is needed to keep an expiring permit valid for another term.</p> <p>Questions about UIC may be directed to Chauncey Hew of the Safe Drinking Water</p>

	Contact/ Title	Agency/ Organization	Comments (noted if summarized)
			Branch at (808)586-4258.
12	John Scanlon	Citizen	1. A modern high tech train on the existing old railroad right of way from Hilo to Kalapana is a cleaner way to reduce oil dependency and can be recharged at the steam generating electricity plant in Kalapana. Or the train could be run on electricity.
13	Lono A. Tyson	County of Hawai'i, Department of Environmental Management	1. Our department has no comments to offer on this project. Thank you for allowing us to review and comment on this project.
14	Sherri Carden	Citizen	1. I would like to request that there be a left turn lane coming from Orchidland Drive onto the highway, it could be done by repainting. 2. Also, locations where there are bus stops need to have crosswalks with flashing lights and slower highway speed.
15	Russell S. Takata	State of Hawai'i, Department of Health, Indoor and Radiological Health Branch	1. Our comments should be printed as follows:  "Project activities shall comply with the Administrative Rules of the Department of Health: Chapter 11-46 Community Noise Control."  Should there be any questions, please contact me at 586-4701.
16	Genevieve Salmonson Acting Manager	State of Hawai'i Department of Health Environmental Planning Office	1. The application was routed to the various branches of the Environmental Health Administration. We have the following Indoor & Radiological Health Branch and General comments.  <u>Indoor &amp; Radiological Health Branch</u> "Project activities shall comply with the Administrative Rules of the Department of Health: Chapter 46 Community Noise Control. Should there be any questions, please contact Russell S. Takata, Environmental Health Program Manager, Indoor & Radiological Health Branch at 586-4701. 2. <u>General</u>  We strongly recommend that you review all of the Standard Comments on our website: <a href="http://www.hawaii.gov/health/environmental/env-planning/landuse/landuse.html">www.hawaii.gov/health/environmental/env-planning/landuse/landuse.html</a> Any comments specifically applicable to this project should be adhered to. The same website also features a Healthy Community Design Smart Growth Checklist (Checklist). The Hawaii State Department of Health, Built Environment Working Group, recommends that State and county planning departments, developers, planners, engineers and other interested parties apply the healthy built environment principles in the Checklist whenever they plan or review new developments or redevelopments projects. We also ask you to share this list with others to increase community awareness on healthy community design.
17	Carol (Erica) Johnson	Citizen	1. I have been most in favor of Option 2 – minimal changes with Roundabouts at intersections. I can now see that minimal won't work even if a Puna Makai Road is built. So I would like to support the option with 4 lanes to Ainaloa Blvd. and 2 lanes from there to Pāhoa. This change is with the addition of the side roads that minimize the access points onto Hwy 130. I still would like to see roundabouts

	Contact/ Title	Agency/ Organization	Comments (noted if summarized)
			<p>whenever the state is willing to try multi-lane roundabouts. Hawaiian Paradise Park dumps too many cars on the road (Hwy 130) to not design for their excess of population.</p> <p>2. My other solution would be to keep to the Option 2 with a plan to build a raised highway with limited access over the current 130 roadway. This would allow the many driveways to turn onto a slower moving road while the through-cars can continue unimpeded at a faster speed. On the surface this does not comply with the Puna Development Plan goal of maintaining a rural community. However, I'm sure you get many complaints about not being able to go faster into town.</p> <p>This raised road may be an acceptable solution in 2030 or whenever the next planning segment occurs. Hawai'i DOT has experience in this option on Nimitz Hwy by the Honolulu airport, so you can't plead non-familiarity as you are with roundabouts. Even with a 4 lane road under the raised road it might be a long range plan, especially if you design for mass transit to have stops on the lower road and then use the higher road. In limited space, and state property in this area is limited, it is important to consider going up. If you build the 4 lane roadway with a wide enough center portion, the center can be used in the future for the raised roadway supports, and can be access for mass transit. At the point the raised road is considered it will be time to develop the other 2 lanes, probably as far as Leilani Estates.</p> <p>3. The plans given at the Public Hearing were not particularly creative except the work showing closing some accesses to Hwy 130. That was the best work shown to the community.</p> <p>Thank you for your work. I'm glad you are required to come, as it gives us time to get used to the ideas needed for changes.</p>
18	Gail Clarke	Citizen / Public Testifier	<p>[Handwritten note on sheet – “Also a public testifier.”]</p> <p>1. Pg 3-56-57 Ed. Facilities: Please visit BOE / Charter School Website to locate Charter Schools on the project corridor (a) Hawai'i Academy of Arts &amp; Science 440 students in lower Puna – 225 on campus at Homestead Rd / Old P.O. Rd off the Pāhoa bypass (b) Nawahi / Old Henry O. near Kea'au</p> <p>2. [Note on Sheet – “Not sure where this goes”] Pg 4-65 4.3.4.2 Ed Facilities A letter was submitted to SDOT / B. Morioka requesting signage indicating a school at the Pahoia bypass / PO Rd Intersection [Post Office Road]/</p> <p>3. What is Nanawale Rd? * I see on large maps that PO Rd is labeled Nanawale Hmstd Rd – where does this name appear in official records??</p> <p>Where is the Post Office Rd / Pāhoa Bypass intersection addressed? It needs to be at least labeled – most of us use it vs. the Malama intersection.</p>
19	Joyce Alberta Folena Gregory Todd Smith	Citizen	<p>1. Alternative 4 is the most efficient and agreeable answer to the traffic problems of Highway 130 between Kea'au and Pāhoa stoplight at the corner of Pāhoa School, Pahoia Village Road and Highway 130, the south end of Pāhoa Town.</p> <p>2. We would like to see roundabouts at all of the intersections considered for signal lights. We understand your DOT policy of using only single lane roundabouts and,</p>

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			<p>when proven viable and usable by the Public, their graduating to multi Lane roundabouts; in these intersection, double lane roundabouts. A suggestion to you is to provide single land roundabouts wherever needed and appropriate with enough room to then change these single lane roundabouts to double lane roundabouts where the highway is then improved from two lanes to four lanes of traffic. A four way intersection at Kahakai Boulevard and Highway 130, where traffic from Hawaiian Beaches meets Highway 130, is a perfect place to do just these improvements with first a single lane roundabout graduated to a double lane roundabout later in time.</p> <ol style="list-style-type: none"> <li>3. Orchidland intersection is indeed in need of improvements now. We would prefer to see a roundabout there and have listened to the many comments of some of our Community Members to the affirmative here. A double lane roundabout is the only type of roundabout that would be appropriate at Orchidland intersection; also the Shower Drive intersection would be a perfect roundabout placement.</li> <li>4. Roundabouts are proven to be more efficient in handling increased numbers of vehicular traffic and are cheaper to maintain over a period of time. As far as the maintenance of foliage in the center island of a roundabout is concerned, there are many types of plants that are cheap to maintain.</li> <li>5. In our Pāhoa area we have very deep concerns about the now in time extremely dangerous traffic conditions at Mile Post 10 intersection where Pāhoa Village Road meets Highway 130 to the left and the extension of Highway 130, the Pāhoa Bypass to the right. This intersection is now one of the five most dangerous intersections in the state of Hawai'i. We are also concerned about the intersection of the frontage road to Pāhoa Village Marketplace, the home of many businesses such as Malama Market, being the scene of many traffic incidents. This intersection is Old Kea'au / Pāhoa Road meeting Pāhoa Village Road Extension, and is in very close proximity to Mile Post 10 intersection.</li> <li>6. We also have Woodland Center opening soon, perhaps in November of 2010, with the need of Kahakai Boulevard remnant, the frontage road for three business Pāhoa Auto Parts, Pāhoa Auto Repair and across Kahakai Boulevard, Woodlands Center's additional three business, that need of improvements to Kahakai Boulevard to be done before Woodlands Center is open for business with the three additional businesses of Long's CVS Walgreens, Kentucky Fried Chicken and Burger King, being allowed to open with three drive in windows and 157 parking places. The improvements we are speaking of consist of right in and right out turn lanes to Highway 130's Pāhoa bypass road, all paid for by the developer and owner of Woodlands Center.</li> <li>7. In place now is only one way in and one way out of that portion of Kahakai Boulevard at the T Intersection to Old Pāhoa Village Road, the same road that feeds to the two aforementioned dangerous intersections of Mile Post 10 and the Pāhoa Village Market Place intersection. We need a signal light here, at Kahakai and Pāhoa Village Road.</li> <li>8. To add to the highly dangerous conditions here there is at the present time an absence of a guardrail for approximately half the distance from the corner of Kahakai Boulevard remnant and Pāhoa Village Road to the Mile Post 10 intersection where Pāhoa Village Road meets Highway 130. At that border of Pāhoa Village Road and Woodlands Center there is a difference of elevation of 12 to 13 feet from the very narrow edge of the road to a very steep slope and then</li> </ol>

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			<p>the 12 to 13 foot drop to the Woodlands parking lot. Woodland Center's plans show this 12 to 13 ft</p> <p>9. We are bringing all of these roadways deficiencies to the attention of this environmental assessment as these traffic problems directly affect the already highly unstable condition of Mile Post 10 intersection of Pāhoa Village Road meeting Highway 130.</p> <p>The projected, far in the future, of Highway 130 Road Improvements in these areas of Pāhoa are not going to alleviate the problems we are facing now. We are in an emergency situation and need emergency assistance now from Department of Transportation State of Hawai'i and Federal.</p> <p>10. Pāhoa is obviously growing faster than the, at present, road infrastructure can handle it. Telling our community to wait for from 2013 to 2038 before we see the road improvements we need NOW is appalling.</p> <p>11. We at the same time, are grateful for this environmental assessment in its content and we appreciate the effort it took to author this document. The availability to the public is also greatly appreciated. All of the Public Meetings brought all of us together, Government and Private sector to air our concerns.</p> <p>Please do everything in your collective powers to assist us to have a safer road condition in our Pāhoa area and in the corridor of Kea'au to Pāhoa, and points north and south of these towns. Thank you.</p>
20	Stephen S. Anthony, Center Director	US Department of the Interior, US Geological Survey Pacific Islands Water Science Center	<p>1. We regret that due to prior commitments and lack of available staff, we are unable to review this document.</p>
21	Kristie Goin	Citizen	<p>1. A bicycle is my only mode of transportation. I find it to be extremely practical, economical and enjoyable. However, along Highway 130 it is far from safe.</p> <p>It is my understanding that the expansion of the shoulder lane [Pahoa-bound] for afternoon traffic allots only a 2-foot easement, despite the highway task force's recommendation for a 3-foot easement. Two feet is not enough room for safety for either bicycles or pedestrians. Remember, this is our only route between Kea`au and Pahoah.</p> <p>2. Lt. Governor Duke Aiona stated on "Island Issues" that the Department of Transportation is committed to providing bicycle lanes on all new road projects. I would like to see this manifested.</p> <p>3. Another major issue for our Puna community is the danger of crossing Highway 130 on foot to catch a Hele-On bus. From my subdivision, anyone who wants to ride the bus to Hilo must first cross the highway, but no pedestrian crossings are provided.</p> <p>4. Expanding the highway to 4 or [God forbid!] 6 lanes would make crossing the highway either on bicycle or on foot virtually impossible. It would also completely</p>

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			<p>divide Puna, separating the subdivisions above the highway from those below it</p> <ol style="list-style-type: none"> <li>5. My grandson would like to ride his bicycle to school, but there is no way we will allow him to cross the highway twice a day without lighted pedestrian crossings.</li> <li>6. The STIP project proposes closing off many of the smaller feeder roads to left turns, requiring those who live in that area to make U-turns at major intersections. The only safe solution to this problem I can envision is to use roundabouts at each of those intersections where U-turns would be necessary. Again, safe provision for bicycles and pedestrians crossing the highway at or near these intersections are an absolute necessity</li> <li>7. I urge you to keep Highway 130 a 2-lane road, with bicycle lanes and adequate shoulders and crosswalks for pedestrians, preferably also with pull-outs for buses to pick up passengers.</li> <li>8. The Puna community envisions a near future of basic services (and therefore jobs) provided locally, greatly decreasing traffic on Highway 130 as we become independent of Hilo. This is the future we are committed to working toward, as clearly expressed in the Puna Community Development Plan.</li> </ol>
22	James Weatherford	Citizen, candidate for District 5 County Council Seat	<ol style="list-style-type: none"> <li>1. Alternative 2, Traffic Systems Management, will require less time and less money to implement. Given the urgency of the situation at hazardous intersections along this road, an option that can be more quickly implemented has especial value. Furthermore, the fiscal reality for the foreseeable future is one of very limited public resources, so that a lower cost option is also particularly appealing.</li> <li>2. Alternative 2, Traffic Systems Management, needs to be given serious and favorable consideration over the more expensive alternatives that can only be discussed in terms of a far-off distant date and uncertainty whether or not sufficient funding will ever be available.</li> </ol>
23	Elizabeth Weatherford (see also comments 1 and 3 above)	Citizen	<ol style="list-style-type: none"> <li>1. The second alternative in SSFM's EA for the Keaau-Pāhoa Road Improvement Project, Transportation Systems Management, has the potential to provide the greatest benefits for the least cost, and should be Puna's choice for highway 130, in my opinion.</li> <li>2. TSM can be expected to improve SAFETY, one of the main objectives of the project, and the highest priority of the community. Relative to the other alternatives, it will be low cost and can be completed quickly without extended disruption on the highway. TSM, while not building added lanes, can nevertheless also be expected to improve CAPACITY and LOS by reducing demand for travel-lane space (a and b below) and potentially reducing delay (d): <ol style="list-style-type: none"> <li>a. Because it will provide for improved bus service by allowing for safe, well-marked bus shelters, it will reduce numbers of vehicles on the road, which—along with promised essential improvements in bus service--will have the equivalent effect as adding capacity.</li> <li>b. Because it will improve connectivity between and among subdivisions, especially mauka of the highway, it will keep some vehicle travel between subdivisions off the highway, again reducing pressure for added capacity.</li> <li>c. Because it reduces the speed limit, it will improve SAFE access onto the highway from side roads without drivers having to cut through, eg through</li> </ol> </li> </ol>

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			<p>HPP, and create congestion elsewhere (at the Shower Drive intersection).</p> <p>d. Because it will, presumably, address safety and capacity at the intersections, where approximately 75% of the crashes occur, it can provide greater equity of access, safety, and reduction in costs to the public. Typically, well-designed roundabouts, in addition to their outstanding safety benefits and lifetime cost savings, also greatly increase intersection CAPACITY over traffic signals.</p> <p>3. Currently, the 'improved' intersections, such as Ainaloa, Orchidland, and Maku'u, have frequent crashes. While the added lanes—acceleration and deceleration lanes, 'pocket' lanes, etc.-- at these intersections are regarded as 'improvements', they may well be contributing to the high rate of crashes because vehicles in these other lanes create line-of-sight interferences for drivers attempting any of the several possible maneuvers. The DOT has recognized the far greater safety and ease of right-in/right-out turnings—in practice, a roundabout is nothing but a configuration or right-in/right-outs.</p> <p>4. For the TSM alternative in this EA to be complete, full analysis of the intersections, using a professionally recognized program such as SIDRA, carried out by someone experienced and competent in using this analytical tool, is essential.</p> <p>SIDRA intersection software analysis is something that is available and necessary for a high standard of engineering professionalism, that the Hawaii DOT has not been doing (not, eg, on the Shower Drive intersection). Due diligence in the 21<sup>st</sup> century requires doing an intersection analysis with reliable software. Please use engineers who are experienced and competent in using this program and carry out the absent intersection analyses.</p>
24	Milton Pavao, PE	County of Hawai'i Department of Water Supply	<p>1. The Department will not require that the existing water mains within the proposed project areas be relocated outside of the travel lanes. As noted in the DEA, the existing fire hydrants, service laterals, and meter boxes may need to be extended outside of the travel ways, depending on the improvement alternative that is chosen.</p> <p>2. The existing valve, air relief, cleanout, and meter boxes located within newly paved areas may need to be raised to match the new finished grade</p> <p>3. The contractor/applicant shall be responsible and bear all costs for the relocation and/or modification of any water system facilities located within the proposed improvement areas.</p> <p>4. Construction plans for the proposed improvements, prepared by a professional engineer licensed in the State of Hawai'i, must be submitted for review and approval prior to the start of construction.</p> <p>If you have any questions, please contact Mr. Finn McCall of our Water Resources and Planning Branch at (808) 961-8070, extension 255.</p>
25	Charlene Unoki, Assistant Administrator for Morris Atta, Acting	Hawai'i Department of Land and Natural Resources, Land Division	<p>1. Thank you for the opportunity to review and comment on the subject matter. The Department of Land and Natural Resources' (DLNR), Land Division distributed or made available a copy of your report pertaining to the subject matter to DLNR Divisions for their review and comment.</p> <p>Other than the comments from Division of Aquatic Resources, Division of Forestry</p>

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	Administrator		& Wildlife, Commission on Water Resource Management, Land Division - Hawaii District, the Department of Land and Natural Resources has no other comments to offer on the subject matter. Should you have any questions, please feel free to call our office at 587-0433. Thank you.
25a	n/a	Hawai'i Department of Land and Natural Resources, Division of Forestry and Wildlife	1. We have no comments.
25b	n/a	Hawai'i Department of Land and Natural Resources, Division of Aquatic Resources	1. We have no comments.
25c	n/a	Hawai'i Department of Land and Natural Resources, Commission on Water Resource Management	<p>1. Thank you for the opportunity to review the subject document. The Commission on Water Resource Management (CWRM) is the agency responsible for administering the State Water Code (Code). Under the Code, all waters of the State are held in trust for the benefit of the citizens of the State, therefore, all water use is subject to legally protected water rights. CWRM strongly promotes the efficient use of Hawaii's water resources through conservation measures and appropriate resource management. For more information, please refer to the State Water Code, Chapter 174C, Hawaii Revised Statutes, and Hawaii Administrative Rules, Chapters 13-167 to 13-171. These documents are available via the Internet at <a href="http://www.hawaii.gov/dlnr/cwrm">http://www.hawaii.gov/dlnr/cwrm</a>. Our comments related to water resources are checked off below.</p> <p>2. A Stream Channel Alteration Permit(s) is (are) required before any alteration(s) can be made to the bed and/or banks of a stream channel.</p>
25d	n/a	Hawai'i Department of Land and Natural Resources, Land Division - Hawai'i District	1. We have no comments.
26	Theresa K. Donham Acting Archaeology Branch Chief and Deputy SHPO	Hawai'i Department of Land and Natural Resources, State Historic Preservation Division	<p>[Comments edited below to not include background information.]</p> <p>1. [Summary of project length, NEPA/Chapter 343 Status, Five Alternatives not copied here .</p> <p>2. Information in the DEA concerning historic properties located within the area of potential effect (APE) is taken from the Draft Archaeological Inventory Survey Report for the Kea'au-Pahoa Road Widening Project, Kea'au Ahupua'a to Waiakahiula Ahupua'a, Puna District, Hawai'i Island, TMK [3I 1-5 (various plats and parcels) and 1-6(various plats and parcels), Wilkinson et al., January 2010. The project area as defined for the surface pedestrian survey was 200 feet wide and</p>

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			<p>9.5 miles long, centered on the existing road right-of-way, which currently varies from 80 to 100 feet wide. According to the DEA, the maximum proposed right-of-way width (alternative 5) would be 132 feet. It therefore appears that the survey corridor was of sufficient width to include the maximum APE for the new road. We have reviewed the report and find that it meets the Secretary of Interior's Standards for Identification and Standards for Evaluation. It also contains information as specified in Hawaii Administrative Rule §13276 regarding inventory survey reports.</p> <p>3. We note that alternative 2 as described in Wilkinson et al. does not include the proposed alterations/improvements to access roads that are included in the DEA. The survey corridor for this study included both sides of the Kea'au-Paho Road, but did not include the sides of other potential road widening or new road corridors as shown in Figure 2.1 of the DEA. Four new roads and improvements to three roads are proposed. If these new roads and improvements are further considered, we recommend that the APE for these various roads be identified more specifically and an inventory survey be completed of any areas that are not currently developed as roadways.</p> <p><b>4. Historic Properties</b> Section 3.9 of the DEA describes two historic properties that were identified within or near the APE; a 1930s-era historic bridge (SIHP Site 50-10-44-26874), and the Sacred Heart Church and cemetery, a contributing feature of the Pahoia Historic Commercial District (SIHP Site 50-10-55-7388). Site 26874 is within the APE and is proposed for demolition; the Sacred Heart Church is near the APE as currently identified.</p> <ul style="list-style-type: none"> <li>• The Site 26874 Waipahoe Stream bridge was identified during an inventory survey for the shoulder lane conversion project (Haun &amp; Henry 2008). Our office reviewed the documentation for the bridge found in Haun &amp; Henry 2008, as part of the Section 106 consultation for the lane conversion project. In a letter to Wilson Okamoto dated March 22, 2010, we concurred with the recommendation in the report that sufficient documentation has been completed and no further documentation or preservation was needed in order to obtain a no adverse effect determination (Log 2010.0630, Doc 1003RS19).</li> <li>• The Sacred Heart Church and Cemetery is currently outside of the APE. We concur with the measures recommended in Wilkinson et al. 2010 regarding interim protection of the church grounds and cemetery. This includes installation of orange construction fencing or similar barrier along the APE boundary in the vicinity of the church to ensure that all work is contained</li> </ul> <p><b>5. Mitigation Measures</b> Section 4.9 of the DEA describes recommended mitigation measures for Site 26874; and recommended measures to ensure the protection of Sacred Heart Church and cemetery, as well as any historic properties that might be encountered during project construction. These follow Wilkinson et al. 2010 and include:</p> <ol style="list-style-type: none"> <li>1. HABS/HAER documentation of the Site 26874 bridge;</li> <li>2. Installation of protective fencing along the APE in the vicinity of Sacred Heart Church grounds;</li> <li>3. Archaeological monitoring during construction in the southern portion of the project area where there is a potential for encountering lava tubes.</li> </ol>

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			<p>As indicated in the first bullet above, we have previously determined that sufficient documentation has been completed for the Waipahoehoe Bridge for a determination of no adverse effect. If the HABS/HAER documentation has already been completed, we would like to receive a copy; otherwise it is not necessary to complete this documentation prior to the demolition of the bridge.</p> <p>6. We concur with recommendations 2 and 3. Measures as specified in item 2 can be included in an archaeological monitoring plan that specifies the location of the protective buffer fencing at Sacred Heart church; locations and extent of areas to be monitored; and contains information as prescribed in Hawai’i Administrative Rule §13-279-4. We request that the monitoring plan be submitted for review and approval prior to submittal of any permits for ground alteration in connection with this undertaking.</p> <p>7. We concur with the conclusion that no historic properties will be adversely affected by alternatives 1 and 3-5 as described in the DEA, with the understanding that measures 2 and 3 as indicated above are implemented. We also request that if alternative 2 is implemented, an archaeological inventory survey be conducted of any undeveloped lands that were not included in the current archaeological inventory survey. After we have had an opportunity to review and comment on such report, we will be able to provide comments regarding alternative 2 as it pertains to new access road construction and improvements.</p>
27	Phyllis Coochie Cayan, History and Culture Branch Chief	Hawai’i Department of Land and Natural Resources, State Historic Preservation Division	<p>1. Thank you for the opportunity to review the prepared Draft Environmental Assessment (DEA) for the Kea’au-Pāhoa Road improvement and more particularly Project No. STP-130(27). The following are recommendations as it relates to the cultural impact study that will assess potential impacts by this proposed development in the Keaau-Pahoa Ahupua’a:</p> <p>2. The Puna area has significant underground Burial Caves system that runs mauka to makai. Two of these many significant cave systems are the Kazumura and the Johns Martin cave system.</p> <p>3. There is a risk of na iwi (the bones) being discovered while improvements are being made to the Kea’au-Pāhoa Roadway and the department recommends that archaeological monitoring during the grubbing, digging, and other ground disturbances. There should be separate comments from SHPD's archaeology branch for the project's report.</p> <p>4. All Inadvertent Discoveries will be the jurisdiction of the State Historic Preservation Division (SHPD) under Hawai’i Administrative Rules (HAR) 13-300-40. However, if the project receives federal funding it should go through the Section 106 process.</p> <p>5. Please contact the following organizations and/or persons who may be knowledgeable of the area:</p> <ul style="list-style-type: none"> <li>• The Kanakaole Foundation and/or Ms. Ulunui Kanakaole Garmon</li> <li>• Mr. Rocky Jensen, Native Hawaiian artist</li> <li>• Ms. Dutchie Kapu-Saffery (Hawaii Island Burials Council)</li> <li>• Mr. Keoni Alvarez (Waikahekahe Ahupua'a)</li> <li>• Mr. Bucky Leslie (HIDC and descendant of people from Maku'u)</li> <li>• Ms. Nicole Lui (Descendant of people from Maku'u),</li> </ul>

	Contact/ Title	Agency/ Organization	Comments (noted if summarized)
			<ul style="list-style-type: none"> <li>• The Kanaka Council - Mr. Palikapu Dedman</li> </ul> <p>6. You may want to refer to the Bureau of Conveyances for the history of the land ownership, the Hawai'i State Archives land files that may have historical context of how the land use, as well the Bishop Museum database and Ulukau.org and the SHPD Library to see if any other previous studies have been done. This will also alert you to other Hawaiian families associated with the project area through the LCA records.</p> <p>Any questions, please contact Mr. Analu Kameeiamoku Josephides, SHPD Cultural Historian at 808-933-7652.</p>
<p>28</p>	<p>Kaulana H.R. Park, Chariman</p>	<p>Hawaiian Homes Commission/ Department of Hawaiian Homelands</p>	<p>1. Thank you for the opportunity to provide comments on the Draft Environmental Assessment (DEA) for the HDOT proposed improvements along 9.5 miles of Kea'au-Pāhoa Road from the terminus of the existing four-lane Kea'au Bypass to Pāhoa-Kapoho Road.</p> <p>The Department of Hawaiian Home Lands (DHHL) owns 2,105 acres of land within the region, 1,605 acres that abut the Kea'au-Pāhoa Road. In April 2008, the Hawaiian Homes Commission approved the Maku'ū Regional Plan that highlights existing and proposed developments on both DHHL and non-DHHL lands.</p> <p>As adjacent landowners, engaging in our own planning process, it is our responsibility to participate and plan appropriately for the larger region. In addition, it is our priority to ensure that DHHL's plans are as consistent as possible with other plans in the area.</p> <p>We generally support the proposed project, and after reviewing the DEA offer the following comments:</p> <p>2. In the Maku'ū Regional Plan (April 2008) one of the priority projects was "Kea'au-Pāhoa Road Widening &amp; Maku'ū Intersection Improvements. This project is consistent with the proposed project and also proposes that coordination occur to ensure that there are proper alignments and improvements to the intersection where the Maku'u Farmers Market is located (approximately 9 acres licensed to Maku'u Farmers Association). Please be sure that the details of this DHHL priority project are included in the EA. A copy of the Maku'u Regional plan can be downloaded at this website: <a href="http://hawaii.gov/dhhl/publications/regionalplans/hawai-i-regional-plans">http://hawaii.gov/dhhl/publications/regionalplans/hawai-i-regional-plans</a>.</p> <p>3. The Maku'u Farm Lots (127 five-acre lots) agriculture subdivision is situated near the project area. Please consider the potential impacts of construction, noise, odors, vibrations, and traffic congestion that will result from the proposed project. We recommend that the contractor take photos to document existing conditions.</p> <p>4. Please consult with the Maku'u Farmers Association who may have programs that will be directly affected by the proposed project (i.e. Maku'ū Farmers Market).</p> <p>5. If use of Hawaiian home lands is required for the project, please contact our Land Management Division at 620-9450 to request use and access.</p> <p>We thank you for the opportunity to comment on the project. We will continue, as an adjacent landowner, to do what we can to assist in your planning efforts. If you have any questions, please contact Kaleo Manuel at our Planning Office at 620-</p>

	Contact/ Title	Agency/ Organization	Comments (noted if summarized)
			9485.
29	Pankaj Bhanot, Division Administrator	State of Hawai'i, Department of Human Services, Benefit, Employment and Support Services Division	<p>1. After a review of the proposed project, we do not have any comments or recommendations to approve the project. We foresee, however, a similar impact on the families' travel route to any child care services in the community that is similar to students' travel route to access schools in the Kea'au and Pahoa Complex or Kamehameha Schools - East Hawaii campus.</p> <p>If you have any questions or need further information, please contact Ms. Kathy Ochikubo, Child Care Program Specialist, at (808) 586-7058.</p>
30	Bobby Jean Leithead-Todd, Planning Director	County of Hawai'i, Planning Department	<p>1. <b>Section 1.1.2 Project Purpose</b> (p 1-5, 1st bullet, Support Future Land Use Objectives), states that the Puna Regional Circulation Plan (PCRP) was adopted in 2005. This was a study that was never formally adopted.</p> <p>2. <b>Section 1.1.2.1 Safety</b> (p.1-5, 2nd Paragraph) discusses the lack of gaps in traffic during peak travel times. Please be aware that left turn movements are also very dangerous during off-peak hours, where gaps may be available, due to the rate of speed (including excessive speed) on the subject roadway.</p> <p>3. <b>Section 2.2 Alternative 2 - TSM Alternative</b> (p. 2-2) should provide some discussion or analysis of the impacts on safety, mobility, and timeline for implementation compared to the "build alternatives." Additionally, this section notes that any of the elements of the TSM could be incorporated into Build Alternatives 3-5. However, the project summary indicates that Build Alternatives 3-5 would incorporate the TSM improvements and language in the sections describing Build Alternatives 3-5 indicate that only the access management measures from the TSM would be incorporated. Please clear up this discrepancy in the FEA.</p> <p>4. <b>Section 2.2.1</b> (p. 2-2) references an analysis of roundabouts in Section 4.2.3: Roundabouts and the resulting viability of a roundabout at Kahakai Boulevard in 2038 based on traffic volumes. The meaning of this reference relative to this section is unclear.</p> <p>5. <b>Section 2.2.2, Table 2-2: Turn Lane Additions or Lengthening Under TSM Alternative</b> (p. 2-3) indicates that the traffic control prescribed for the Kaloli Drive intersection is a new signal. However, in the first bullet on p. 2-4 indicates that a roundabout is an option as well. Please adjust table 2-2 to reflect this.</p> <p>6. <b>Section 2.2.6 Land use Strategies Identified in the PCDP</b> (p. 2-9) references a village and town center build out assessment by Colliers Monroe Friedlander Consulting. It is unclear how that analysis defines terms like "Limited owner user development, small commercial". In addition, some of the analysis is inaccurate. For example, the Orchidland Neighborhood Village Center area already contains small commercial developments. Please make a copy of the Colliers Monroe Friedlander Consulting report available to the Hawai'i County Planning Department for our review.</p> <p>7. <b>Section 2.4.3 Roundabouts</b> (p. 2-24) states that, "HDOT guidelines state that multilane roundabouts will not be considered due to safety concerns." Given the benefits of roundabout relative to signalized intersections indicated at the beginning of the section, please provide a discussion/analysis of the safety</p>

	Contact/ Title	Agency/ Organization	Comments (noted if summarized)
			<p>concerns and please provide evidence that a signalized, multi-lane intersection is safer than a multi-lane roundabout.</p> <p>8. <b>Section 2.6 Alternatives Considered but not Analyzed</b> (pp. 2-25 through 2-27) lists several alternatives not considered and reasons why. Please provide some insight as to decision making process for determining that these alternatives were not worthy of further analysis.</p> <p>9. <b>Section 3.2.3 Corridor-Wide Delay</b> (p. 3-26) describes an analysis of the overall performance of the corridor in addressing the problem of delay in the corridor. The analysis uses the assumption that signals have been implemented in place of roundabouts. We would like to see what the relative delay performance would be if roundabouts were used.</p> <p>10. <b>Section 4.3.1.3 Feelings About Project Alternatives</b> (pp. 4-59 through 4-60) only discusses SIA interviewees' opinions on Build Alternatives 3-5, but does not talk about their opinion of the TSM alternative. Was this not part of the scope of the SIA? If that information is available, please provide it in the FEA.</p> <p>11. Table 4-41: Summary of Impacts and Mitigation (pp. 4-149) under TSM Alt. fails to acknowledge that some increase in capacity should be expected with the proposed intersection improvements (traffic signals or roundabouts) and the access management strategies discussed in Section 2.2.3. Also, the bullet item indicating that the TSM Alt. "(w)ill not change access to properties along highway and will not reduce accidents from turning movements" is not supported by improvements proposed under this alternative.</p> <p>Thank you for the opportunity to comment on this DEA. Should you have questions, please feel welcome to contact Christian Kay of my staff at (808) 961-8136.</p>
<b>TESTIMONY RECEIVED AT PUBLIC HEARING, JUNE 29, 2010</b>			
<b>T-1</b>	Emily Naeole-Beason	Hawai'i County Council District 5	<p>[summarized]</p> <ol style="list-style-type: none"> <li>1. One of my questions was how it took so long to get to the point that we are addressing this road's problems, but I'm glad we are getting started.</li> <li>2. I see a lot of accidents right by the Malama Market intersection and my office.</li> <li>3. There are three intersections "here" (presumed to mean along the Kea'au bypass) with signals that have come a long way, but from Shower Drive to Pāhoa, we only had the one at Pāhoa-Kapoho Road. The signal at Pāhoa High School is there because there were some deaths down there. One of my 33-year-old-daughter's classmates from 9<sup>th</sup> or 10<sup>th</sup> grade was killed there.</li> <li>4. We need to work together to get this road finished. Thanks to our local people for coming out tonight.</li> </ol>
<b>T-2</b>	Linda Dusak Ravanell	Citizen, resident of HPP (27 <sup>th</sup> off Kaloli)	<ol style="list-style-type: none"> <li>1. My family and I live on 27th Street off Kaloli. I've noticed that trying to get out of Paradise Park, which is the third largest settlement on this island, in the morning you have got to have a death wish. It's too darn dangerous with the Pahoia to Keaau Speedway. Late at night I hear the kids out burning rubber, shortly followed by ambulances and fire trucks and utility people and I'm sick of it. I want traffic lights so these lolos can stop it. That poor man who got killed at Shower getting off the bus, that was entirely avoidable if this road had been fixed a long time ago. Truthfully, I don't expect to live long enough to see this road being fixed, being a</li> </ol>

	Contact/ Title	Agency/ Organization	Comments (noted if summarized)
			<p>lot older than Auntie Emily, but it's got to be done.</p> <ol style="list-style-type: none"> <li>2. It's got to be minimum four lanes with driveable shoulders so you can evacuate Puna the next time there is a really bad eruption or a really bad tsunami. All this constant merging that's been mentioned in these plans, six lanes, four lanes to two lanes, forget it. If you want to see merging aloha go up and hang out around Keaau High School at rush hour. There is aloha. People are squeezing in and pushing in, Lord knows how we have gone for a while without a serious accident there. Keep the road straight.</li> <li>3. I'd like to see crosswalks painted on Route 130 so some of these dumb drivers can figure out that, oh, crosswalk, and it's Shower, someone may be wanting to cross the street and I should slow it down.</li> <li>4. The light at Shower is good, good start. You can hang a temporary one now, there are poles, but it's only the beginning. That father and son who were driven over on their motorcycle, someone drove over them, killed them both, further down the road. That was ghastly. You don't do that with children.</li> <li>5. We need traffic lights. Sorry.</li> <li>6. We need a blinking light at the Maku'u Marketplace. All week you can set it on blinking yellow for the road, red for the marketplace, and then Saturdays and Sundays it could automatically be switched over to regular lights because there is a lot of traffic there, and you hear the screech of tires there too. Cheap light. And I know you have got the technology to make, have that light switch from blinking to regular without much fuss.</li> <li>7. Please don't bury the water pipes under the pavement. If you're curious, ask New York City. Their water pipes are under the pavement and every now and then the whole road collapses, there is water all over the place, and they have to go back to a map drawn in the 1800s to find out where the hills and streams really are and where the leak really is. Call them. I'm sure they would be glad to tell you.</li> <li>8. There are no roundabouts in the United States, I don't know who started this word, the word is traffic circle. But the last 30 some years Connecticut and New Jersey have been removing theirs and putting in a nice traffic light, or a four-way stop because once you get stuck in a traffic circle, you may never get out. If you have been to Washington, DC, go drive Dupont Circle at rush hour, there are five roads there at least coming together, and nobody knows where they are going.</li> <li>9. Changes have to be made to this road for safety, and we just have to accept that the population is growing, and you can't stop that. There is land, lots of land for sale, people will be moving in, and they'd like to get into Keaau without being killed.</li> </ol>
T-3	Kathy Stephens	Citizen, resident of Hawaiian Beaches	<p>[summarized]</p> <ol style="list-style-type: none"> <li>1. My biggest concern is the roundabout that has been coming. People have wanted that thing at the Pahoa interchange, and, folks, there's a couple of things I have concerns about. If somebody is in a wheelchair and wants to get across that 130, how in the world are they going to get across with a roundabout.?</li> <li>2. Now, also, a roundabout in the evening, you all know how much it rains here. Even with lights you can't hardly see. If you have a roundabout, how in the world</li> </ol>

	Contact/ Title	Agency/ Organization	Comments (noted if summarized)
			<p>are you going to see anybody on a bike or a moped and not run them over in the roundabout?</p> <ol style="list-style-type: none"> <li>3. Talking about safety, I think that the roundabout is perfect in towns where they have small roads, but not on a main road like the one like 130 is.</li> <li>4. I think traffic lights would be perfect there. It would stop the traffic. People in wheelchairs, bicycles, can get across the road, put in crosswalks.</li> <li>5. And I think Kahakai should go straight across to the Woodland, new Woodland Center, just cut out the other mess that's on the other side.</li> <li>6. Oh, another concern I have on roundabouts is I think we need four lanes all the way, and you said that in Hawaii they will only permit a single lane. When you talk about a bottleneck and a mess that would be horrible, whereas if you have a traffic light, I don't think they are that expensive or that hard to move.</li> <li>7. I was wondering if maybe, if you were considering a roundabout, which I hope you aren't, that you might want to survey the people in that area going down Kahakai, there is Hawaiian Beaches, Beaches, Parks, Hawaiian Shores, which is where I live, and ask the people in Pahoia, even Nanawale, Leilani, what they would like to have at that intersection, whether they want the single lane roundabout or regular traffic lights. I think it makes a lot of sense.</li> </ol>
T-4	Gregory T. Smith	Citizen, “near Pāhoa Town”	<ol style="list-style-type: none"> <li>1. I do have some things to say about roundabouts. I have lived and worked in 12 different countries and they do have roundabouts in almost every one of those countries because they are safer. People that don't know them, have never really driven on them, are usually the ones that are the greatest critics. I would hope that a roundabout does, particularly at Kahakai, they slow down traffic even better than a stop light.</li> <li>2. I do have great concern over how the Woodland Center project came about, because apparently the county decided to allow this project to come ahead without any promise or working arrangement with the State of Hawaii, DOT, to get the traffic situation worked out and in place while the project was coming ahead. If Woodlands is allowed to open before such time that the Kahakai intersection is not completed, we have a desperate situation at the intersection now at mile marker 10. There will be gridlock if Woodlands is allowed to open before Kahakai Boulevard is open. This is no doubt because the morning of the tsunami, that place was gridlocked all the way through to what, to the intersection now at mile marker 10. It was so bad that the construction crew that morning, on the morning of the tsunami, because everybody was trying to get gas at Paul's Gas Station, right, they couldn't get to work. Half of them went home and the other half went down to the corner and just got drunk and had lunch.</li> <li>3. it is amazing that that intersection, mile marker 10, hasn't produced any deaths, it only, you know, it only ripped off a guy's leg. Hey, what's a leg, right.</li> <li>4. But the point is, I hope that the developers of Woodlands, the State of Hawaii, will understand, and the County of Hawaii will understand that they have to open up that road and make the traffic infrastructure right before Woodlands opens, period, or there is going to be a lot of deaths, there is going to be a lot of other, there is already huge amounts of property damage at that mile marker 10</li> </ol>

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			<p>intersection. Huge. You know, just a few days ago it was \$20,000 more damage, two cars collided, right. And it goes on nearly every day. I would hope that the county for once actually follows law and sues the State saying that infrastructure is supposed to be concurrent with development, not making half-ass, half-baked plans trying to, trying to get something open because the developer wants to open it. I mean, I don't know, I mean, does the developer, what is he going to do to, you know, alleviate any other future damage. And it will happen. I mean, it will happen if Kahakai is not opened before Woodlands.</p>
<p>T-5</p>	<p>Joyce Folena</p>	<p>Citizen, "resident of the United States"</p>	<ol style="list-style-type: none"> <li>1. I have been in Puna for 26 plus years, and I have seen a lot of changes happen. First of all, I would like to support Alternative Four in the Environmental Assessment.</li> <li>2. I do support roundabouts. I do believe that roundabouts, from reading the information from the Federal Department of Transportation, there is a booklet available online, I was lucky enough to get one of the last hard copies, The Roundabouts Handbook, and I have spoken to one roundabouts expert in Florida, who, by the way, was here in front of the KPAG meetings. He is from Australia. Roundabouts have a history of lowering the traffic incidents and rising up the efficiency of the flow of traffic. More cars can pass through the same intersections that have previously had signal lights. When they put roundabouts in the traffic is slowed down, it doesn't stop. It doesn't come to a halt. You don't have the pollution from the automobiles running their motors while they are waiting for the light to change, and the amount of traffic increases through that same intersection in comparative to signal lights. I understand people's reticence in approaching roundabouts. Maybe they haven't had experience with them, I don't know.</li> <li>3. I do understand DOT's position that they are going to begin with single-lane roundabouts and are not going to jump into multi-lane roundabouts at the present time. I accept their position. I don't quite agree with it, but I have to accept it, I'm not a traffic engineer. I'm not a roundabout expert either.</li> <li>4. I support the opening up of Kahakai Boulevard with a roundabout if I can get one there. If I can't, I will settle for a signal light, also at Ainaloa Boulevard, also at Shower Drive.</li> <li>5. In respect to the Woodland Center opening up, I have no problem with the businesses existing at Woodland Center. I have no problem with Woodland Center opening up. I have a big point of discussion and opposition to the lack of proper road infrastructure planning in relation to the three additional businesses at Woodland Center, all three having drive-in window capacities and very large business draws. So I hope that Mr. Jiro Sumada or Ed Sniffen, will comment further on the plans that are now in place, signed plans, I have heard from Ed Sniffen, for the developer Paul Ogasawara to pay for and conduct and finish the opening of the Kahakai Boulevard remnant, I call it remnant, but the frontage road for Woodland Center, Pahoa Auto Parts and Pahoa Auto Repair to be open with right out and right in only turn lanes to Highway 130 Pahoa Bypass. Now, that will relieve a lot of the traffic congestion we're absolutely sure is going to occur when Woodland Center opens up, if that road is not opened up, and that's the quick Band-Aid fix, we need definitely...</li> <li>6. I am in agreement, we need a four-way intersection at Kahakai Boulevard,</li> <li>7. I leave the rest of the planning up to the engineers and the experts, and I thank SSFM for making the Environmental Assessment so readily available to the public.</li> </ol>

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T-6	James Weatherford	Citizen, candidate for District 5 County Council Seat, resident of HPP	<ol style="list-style-type: none"> <li>1. There is quite a lot of reference in the Environmental Assessment to the year 2038 kind of being the goal we're working toward. I want to thank Robin for his discussion before the meeting started this evening in explaining it to me that that's because the 20-year planning horizon is required, you don't expect construction to begin in 2018. I would strongly encourage you to write that out and explain that in the final Environmental Assessment because that's not explained anywhere, it just begins with 2038 without a reason for doing so.</li> <li>2. The second point I wanted to raise is closely related to that, and in regards to the travel and land use patterns and the trip generation, otherwise why aren't people driving on the road. Large changes are highly probable. Right now most is because they are driving from and to Hilo and back again, and for all kinds of reasons that are both being planned, the community development plan, and it's just reasonable to see as our population grows that there are going to be large changes in these travel patterns and trip generation and land use, and I understand they are included in one of the appendices and, or at least some changes are anticipated there, but I just wanted to suggest that the changes in the travel patterns and the land use patterns need to be considered to be large in the coming years and included in the planning.</li> <li>3. And, finally, regarding Alternative Two, Transportation Systems Management, I would assume that that is, if not planned, at least doable prior to 2018, otherwise it's probably the soonest thing that we can begin on. As soon as I saw it, especially the access management approach, I really appreciated the innovation. Clearly people were not just, just doing copy/paste on some job they had done before, they were really looking at the local situation. That's good. My understanding is that this is the lower cost and the most doable, most doable much sooner. So if you are talking about time and money, time is not on our side here, and perhaps we are overdue doing something, and in terms of money, there's not much of it to be had for the foreseeable future, at least the way I read these things, and maybe we need to get used to that and plan accordingly and really take a serious look at what we can do with traffic systems management.</li> </ol>
T-7	Tim Rees	Citizen, resident of North Hilo and Lower Puna	<p>[Comments <u>highly</u> summarized]</p> <ol style="list-style-type: none"> <li>1. Ever since I moved to Hawai'i 20, 22 years ago, I have been puzzled by these right-turn yield signs. Right turns are not considered a conflicting movement. At Old Pāhoa Road, right turning vehicles need to stop to potentially yield to oncoming vehicles, which may or may not be turning left. You don't know if the left turning vehicle can clear making a left turn, so hesitant right-turning drivers often have to wait a minute or two needlessly. Please consider a metered lane signal light for right turning vehicles.</li> <li>2. We have a needless backup at the merge in Kea'au, and it will be exacerbated as a result of the Shoulders Conversion project and people distracted during construction. At the merge, I have counted about 20 vehicles per lane trying to merge with each signal cycle. If you move the merge area back to Milo Street and Kukila Street, over a mile and a half distance, people could merge smoothly. Otherwise the highway will back up to Highway 11.</li> <li>3. PMAR is vital for all practical public safety, health and welfare purposes, along with concurrent community village costs and planning.</li> <li>4. The delay on the Keaau Bypass has been anywhere from 15 to 40 minutes on</li> </ol>

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			<p>average for years. Brennon Morioka came out publicly and stated that every minute on an annual basis of unnecessary delay on a highway when you are waiting in congested traffic costs not, quote, the taxpayers, it costs that individual in the car or that family vehicle \$60 a minute. So the cost to the persons that are actually caught in that congestion is anywhere from 800 to 2400 dollars a year. Now multiply that times approximately 25,000 vehicles that use this corridor and we are talking about big money. We can fix that.</p> <p>5. There is this new buzz phrase going around I see in these new government reports. Context Sensitive Solutions. I think it was Mark Twain, Samuel Clemens that said, If a solution does not sensitively address the specific issues and parameters of a known identifiable problem, the context, then it's not really a solution, it defines the lesser unfortunate circumstances of an awkwardly misguided proposition.. So I hope that phrase just drops out of the picture.</p>
T-8	Gail Clarke	Hawai'i Academy of Arts and Science Charter School and Puna resident	<p>1. My name is Gail Clarke and I am here as a two decade plus resident of Puna, and also representing the Arts and Science Center, a nonprofit partnering with the public charter school Hawaii Academy of Arts and Science located off the Pahoia Bypass. I'd like to make a comment, note an omission and possibly correct an error. My comment is mahalo to the efforts. A most interesting part of the document is the population table. We were, in 1970, 5,154 people in Puna. 1980, 11,000, 1990, 20,000, the year 2000, 30,000. So 500 percent growth. We need to address these issues, and I think a very good job has been done to involve the public in this process.</p> <p>2. In section three on page 56 and 57 on education facilities, there is no notation of public charter schools, there are only the Department of Education schools noted. So I would like to see the addition of at least two charter schools that I am aware of that have property right on the corridor at this point in time. That would be Hawaii Academy of Arts and Science and Nawahi (Nawahiokalani`opu`u) and I have written it down so the website can get visited.</p> <p>3. I am also very curious. My first comment was what is Nanawale Homestead Road. And when I look at the big map, I see that you are calling Post Office Road and Homestead Road, Nanawale Homestead Road. Having just entered a contract to pay \$8,000 for a TIAR, or a traffic impact study at that intersection for our charter school for our county permitting process that we now need to go through, which we didn't need to go through when we started the project but now we need to go through it, I've studied many maps and I have never seen that roadway referred to as Nanawale Homestead Road. So if you are curious, if you would share that documentation if it's validated or whatever it takes to do that.</p> <p>4. So lastly, this group has helped bring attention to the bypass in Pahoia, and I am appreciative that the speed limit has been dropped to 45 miles per hour, and I would like to publicly express my thanks for helping make that road just a little bit safer at this point in time. And don't get a speeding ticket, it is now 45. Thank you.</p>
T-9	Rod Thompson	Citizen of HPP	<p>1. I wanted to talk about the look of the road when the project is finished. There were comments earlier this evening, and I forget the exact wording, that it should fit into Puna. And I was struck by the view, as Mr. Zang spoke, of the cross-section, one side of the road to the other, with the wide median in the center. Now, I fully understand that that's not necessarily what's going to happen, that's just a concept, it could be wider, it could be narrower, there might be none whatsoever. I'm hoping that it would be some kind of median that would be sufficient for planting, and the effect of planting when done right would be to change a possibly four-lane wide road visually back to a two-lane wide road going in this direction,</p>

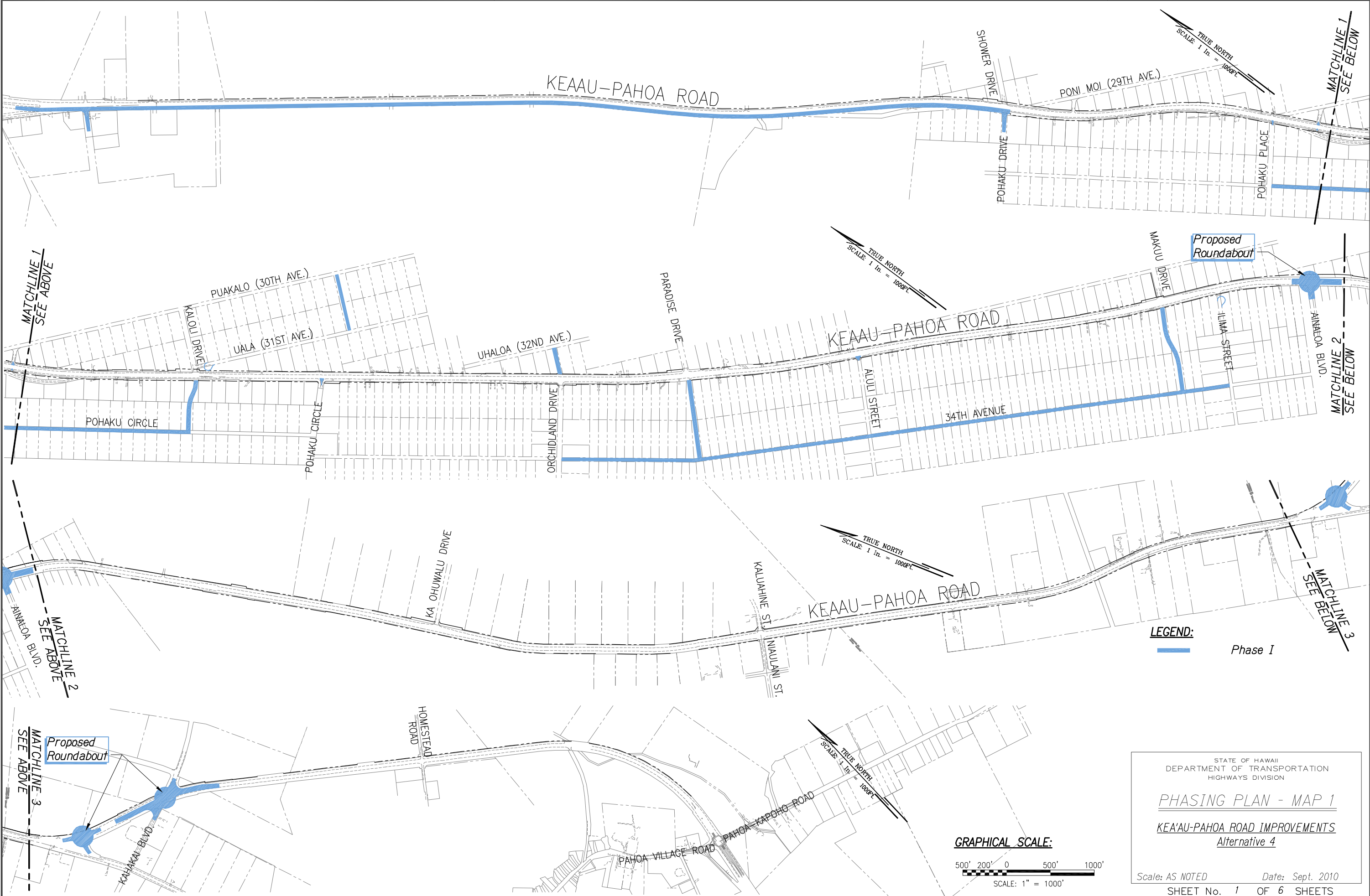
	Contact/ Title	Agency/ Organization	Comments (noted if summarized)
			<p>and this other going in that direction, which is what we used to see here in Puna. I realize there are a lot of difficulties in that. If your planting is too low, like three feet or less, it doesn't really visually divide it up. You can't put trees, big tall broad-leaf trees, their roots grow out and destroy pavement. So you have to find something in the middle, five feet, six feet high, and then it has to be something that doesn't cost too much to maintain. But there's the challenge that I would like to see an attempt made to solve.</p>
T-10	Dick Munday	Citizen, Hawaiian Shores and Rec Estates (Hawaiian Beaches)	<ol style="list-style-type: none"> <li>1. I would just like to suggest to the consultants and design team that some acknowledgment and discussion be made of either car pooling or high occupancy vehicles as another means of reducing the intensity of traffic flow along this corridor.</li> <li>2. And I would just like to go on record of being in favor of roundabouts. I have lived with them, I have driven in them, in multi-lane roundabouts, and they do work.</li> </ol>
T-11	Elizabeth Weatherford	Citizen, resident of HPP	<p>[Summarized]</p> <ol style="list-style-type: none"> <li>1. I haven't lived here for a long, long time, almost a decade. The decade before that I lived in Australia where roundabouts are extremely common, and I have done a lot of research on them since then. I understand people's apprehension about them, but I'll address that right away. <p>There's been surveys of people, residents, about whether they want roundabouts or what sort of intersection treatment they want. Before a roundabout was installed people were 70 percent against and 30 percent for, and actually that flips upside down after the roundabout has been installed because people become familiar with how they work, so you get 70 percent in favor and 30 against after the roundabout has been installed. This is very widespread, and the reason is the safety for all users is greater, including for pedestrians and cyclists, and there are ways to address handicap access as well.</p> </li> <li>2. I want to thank the consultants for the work they have done. It's prodigious, you know, it's a prodigious amount of work you have done producing all of this.</li> <li>3. I personally favor a Transportation Systems Management for cost and, and how quickly things can get done.</li> <li>4. I do think, however, that the Transportation Systems Management needs to be divided into two streams, an A and a B, an A for signals and B for roundabouts, because they would be different in, on three, at least three bases.</li> <li>5. The first is capacity, because roundabouts pass through a great capacity. Capacity is determined, transportation engineers refer to how many cars go through. So you get greater capacity.</li> <li>6. Lower cost over time because of reduced maintenance and also because of reduced emergency call out costs. Now, I'm prepared to defend that, although the State Department of Transportation says it's not true. I'm prepared to argue that it is. You have something like nine deaths over, over time for a signal to one for a roundabout, and this, this means that it's the county that pays for the police, ambulance, fire, and all the clean up. That's our cost of it for county, and those are significant. One fatality, the cost to the community for one fatality is like 4.2 million dollars. The safety is much greater and we have the reduced cost on the grounds of both the maintenance and safety issues.</li> </ol>

	Contact/ Title	Agency/ Organization	Comments (noted if summarized)
T-12	Solomon Singer	Candidate for State Representative	<p>[Summarized.]</p> <ol style="list-style-type: none"> <li>1. We need to ask what the community wants. And my friend Emily over here said one of the best ideas for doing that would be to put it on the ballot for the local residents to vote for whether we want roundabouts, whether we want no change, or, you know, any of the aforementioned issues, as well as street lights. Put these things on the ballot and then really the community who this serves will be able to ask tell HDOT what they want. So I think that would be a really good thing for the community.</li> <li>2. I feel as a representative, hopefully a future representative for Puna, this is a very, very dangerous road as it is. I've had several near misses myself which have blown my mind. This happens every day in Puna, and I feel this road is one of the most important issues to fix. And, frankly, I'm shocked. I have lived here all my life, and I don't know why this hasn't been fixed before, but I am really wanting to thank everyone for their support doing this project, and I also want to try to urge them to fix the issue a lot quicker. The presentation indicated it would be completed many years from now. A lot of our residents here won't be living here, by then, or they will have moved or there will be more people, and by that time there might be more need for this. So maybe we can, you know, try to urge them to fix it as soon as possible. This is an important issue, and I feel the community should have a voice, and this comment period is very good for that. Please, everyone comment and we need to get this thing in.</li> </ol>
T-13	Walter Grace	Citizen, Resident of HPP	<ol style="list-style-type: none"> <li>1. Turnabouts, okay, not the right thing for Puna, more accidents, delay, you know, and we are all on the rock, you know, going to get space. Like I am totally against roundabouts.</li> </ol>
T-14	Marie Bricker	Citizen, resident of Orchidland	<p>[summarized]</p> <ol style="list-style-type: none"> <li>1. I'm a 30-year resident of Orchidland, on the opposite side from a lot of you folks advocating for the lower side of the road. I come to most every informational meeting just to advocate for my side of the road. I work in Hilo. Thanks to those that share so much aloha with those of us on the upper side and let us turn out onto the highway. <p>It's less polite in the evenings. It's scary to try and come out from the Orchidland side, the Ainaloa side, and try to turn left to go to Keaau or Hilo for any kind of evening time because the lighting is bad, the cars, there is no aloha, you know, you just, I turn right. I turn right at Pohaku, Ainaloa, Paradise and go through HPP and come back out on the road, and that's why you have got some of your high counts when you count the road, the cars coming out of Shower, it's because those of us that are on the other side have to take a right and then come back around.</p> </li> <li>2. Orchidland, Paradise and Ainaloa intersections are going to have some changes. I just have to speak for Orchidland because that's the one I come out on where I really feel it really needs to be prioritized. If you are going to set all three of those up, I want to see the Orchidland intersection, that all the commerce, the vendor trucks coming in and out, the buses. Right now we have got a real popular gas station there, so that gas tanker has to come out, and I think, I feel like I am speaking for the vendors as well, you know, it's not just the residents that live in Orchidland. So I would like to see that Orchidland intersection be prioritized as far as giving us a pull-out lane, a pocket lane, which every other major intersection already has. Orchidland doesn't have that yet.</li> <li>3. I've experienced roundabouts. I have a comment about whether I want to have a</li> </ol>

	Contact/ Title	Agency/ Organization	Comments (noted if summarized)
			roundabout or a stop light. Before a roundabout comes about, maybe an initial educational campaign needs to be broadcast to the community to emphasize that in a four-lane roadway that right lane is your slow lane and left lane is your passing lane and until we can educate people to do that, it's a little bit scary to think that we are going to be able to step ahead and learn a whole new technique of going through an intersection with a roundabout. It needs to have a little bit more of a campaign there.
T-15	Darrell Stevens	Citizen, Hawaiian Shores Recreational Estates	<p>[summarized]</p> <ol style="list-style-type: none"> <li>1. I drive the entire corridor, pass Paradise Park and Orchidland and when we have rush hour and that two-lane road is running at max, the traffic is so heavy, there's no way that we can keep a two-lane road there. We need four lanes, folks. I mean, you got to move a lot of traffic, and the only way you are going to move it is to get a couple extra lanes.</li> <li>2. I would put to sleep the idea of the roundabouts one way or another, because here in Hawaii you can't have them on a four-lane road. So we are going to have to have four lanes. I mean, look, if this isn't going to get done until 2018, how much traffic are we going to have then. So, anyway, I'm saying it's got to be four lanes, folks, or nothing. So thank you.</li> </ol>
T-16	Sativa Jones	Citizen	<p>[summarized]</p> <ol style="list-style-type: none"> <li>1. I just had spoken to some friends in California who told me they felt that roundabouts create havoc on the road and a lot of confusion, and I was just there. I have never experienced one, but they have experienced roundabouts and they were just very, very much against roundabouts, and they just let me know that.</li> <li>2. And also wanted to say that if you go to Kona on the west side, there are many, many traffic lights, they have a lot of that infrastructure that I think that we could benefit from some of that as well.</li> <li>3. So I would support more traffic lights that they have on the west side and that we really, if we are going to create something like a roundabout, we really study it, and I know you are doing that, and really listen to a lot of people who are living with roundabouts and how they feel about it.</li> </ol>
T-17	Aden David	Citizen, "Pāhoa Town" (Nanawale Estates)	<p>[summarized]</p> <ol style="list-style-type: none"> <li>1. I live in Pahoia Town. It's been said before, but in Pahoia Town we have a big traffic problem with what's called Pahoia Marketplace, better known as Malama Market. The new Woodland Center is going to create more craziness. I mean, it's at a crisis level.</li> <li>2. And I also think what hasn't been addressed, which someone else brought up, is what we warmly refer to as Post Office Road is going to become a major thoroughfare into the city, and it is a single-lane road. It's going to become a major. People are already using it, but as soon as the congestion increases dramatically with Woodland and Malama, both of which the roads are inappropriate for the neighborhood, Post Office Road needs to be addressed, guys, and we are all going to start using Post Office Road, and it's bumpy and it's single lane, and it leads to our post office, which is very busy, probably as busy as any grocery stores.</li> <li>3. And I just want to go on record for coming out for roundabouts, and I love them.</li> </ol>

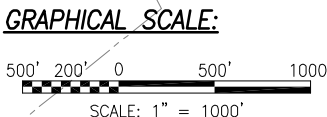
# **ATTACHMENT C**

## **Proposed Phasing Plan**



ORIGINAL PLAN	DATE
NO. _____	_____
DESIGNED BY _____	DRAWN BY _____
CHECKED BY _____	QUANTITIES BY _____

**LEGEND:**  
— Phase I

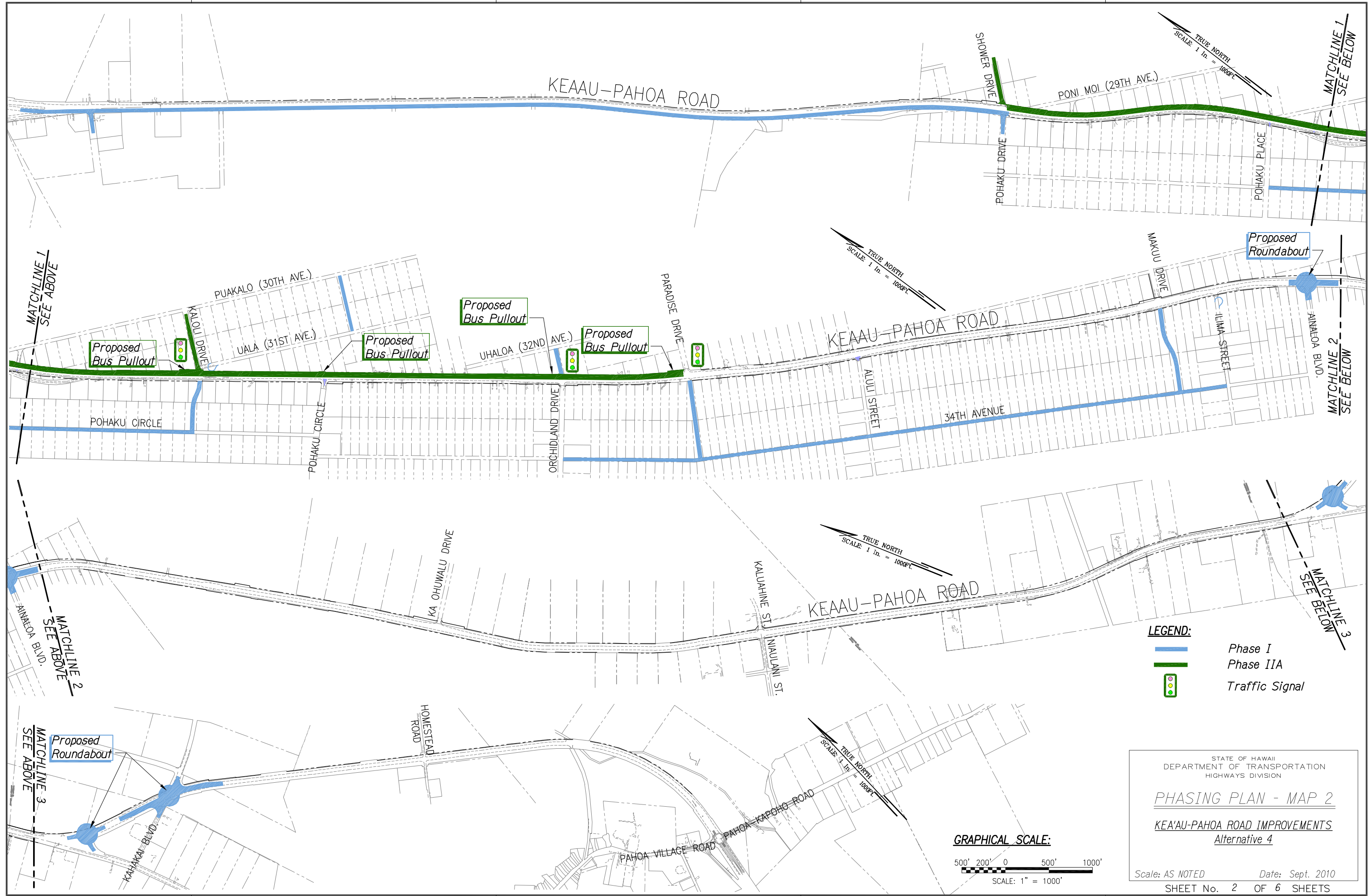


STATE OF HAWAII  
 DEPARTMENT OF TRANSPORTATION  
 HIGHWAYS DIVISION

*PHASING PLAN - MAP 1*

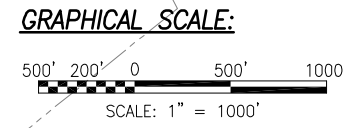
**KEA'AU-PAHOA ROAD IMPROVEMENTS**  
*Alternative 4*

Scale: AS NOTED      Date: Sept. 2010  
 SHEET No. 1 OF 6 SHEETS



ORIGINAL PLAN	DATE
DESIGNED BY	
TRACED BY	
QUANTITIES BY	
CHECKED BY	
No.	

- LEGEND:**
- Phase I
  - Phase IIA
  - ● ● Traffic Signal

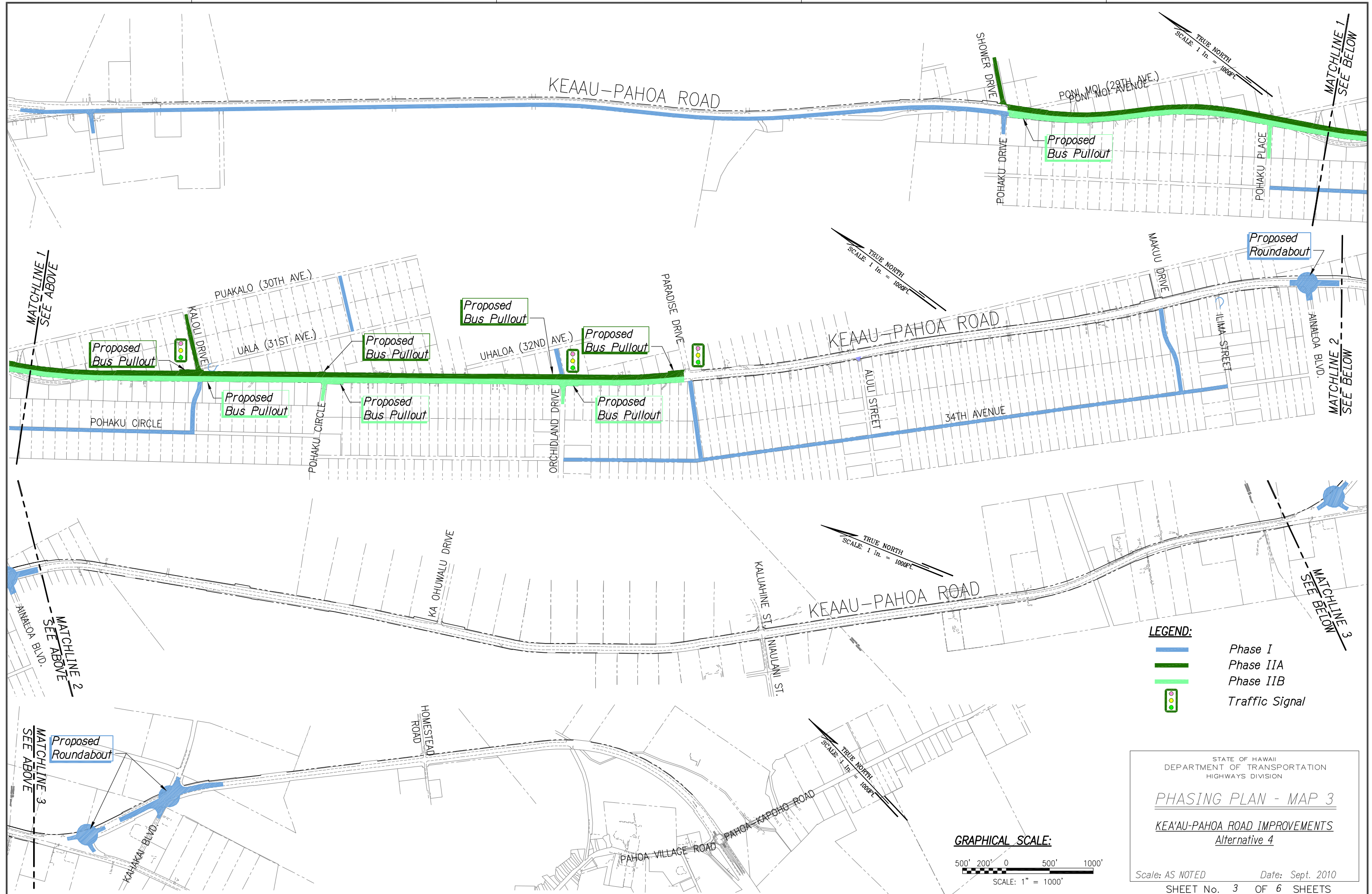


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*PHASING PLAN - MAP 2*

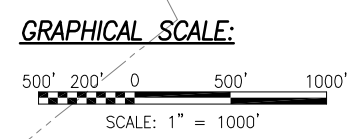
*KEA'AU-PAHOA ROAD IMPROVEMENTS*  
*Alternative 4*

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 SHEET No. 2 OF 6 SHEETS



DESIGNED BY	DATE
DRAWN BY	
QUANTITIES BY	
CHECKED BY	
ORIGINAL PLAN No.	

- LEGEND:**
- Phase I
  - Phase IIA
  - Phase IIB
  - Traffic Signal



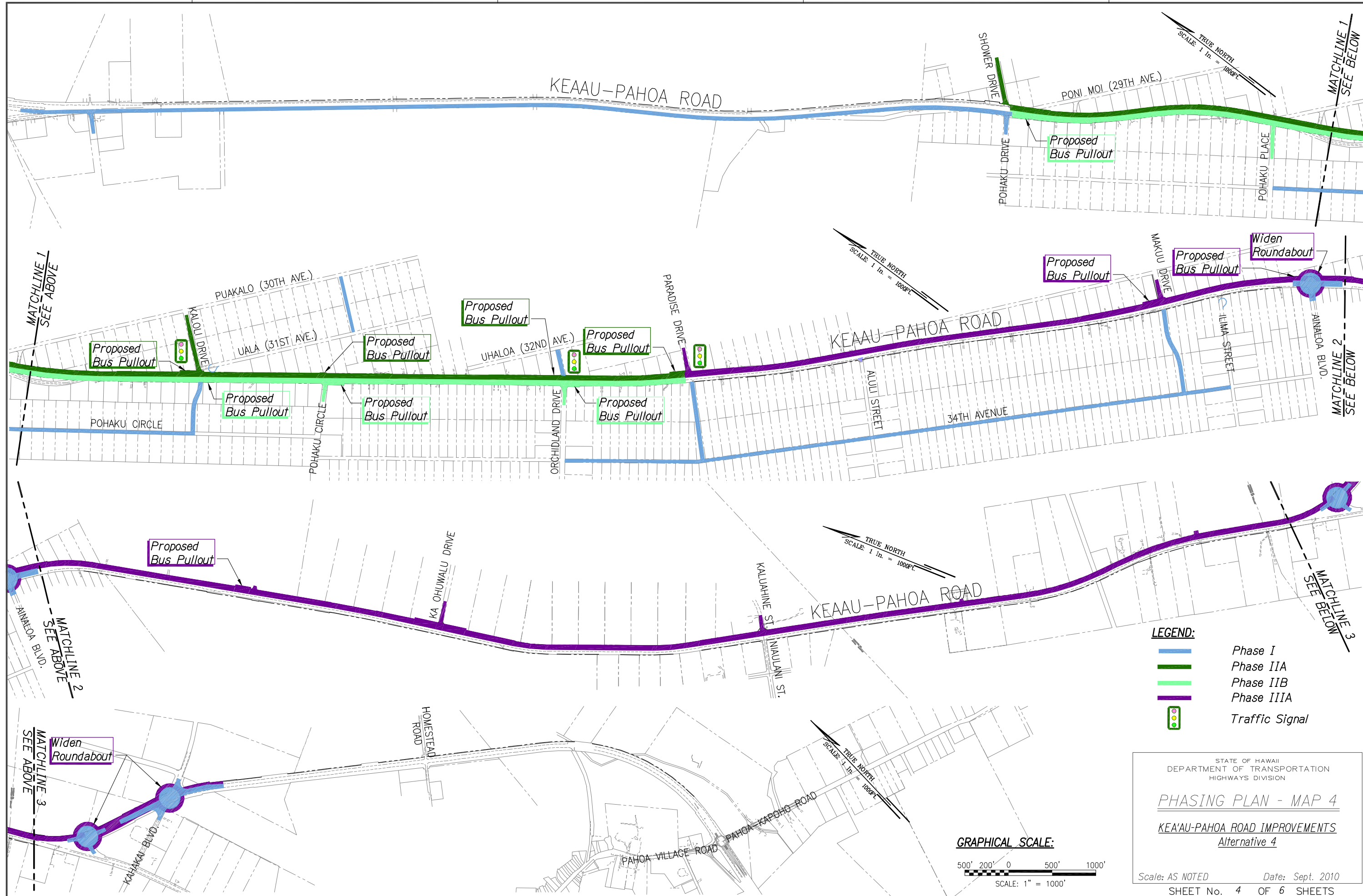
STATE OF HAWAII  
DEPARTMENT OF TRANSPORTATION  
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*PHASING PLAN - MAP 3*

**KEA'AU-PAHOA ROAD IMPROVEMENTS**  
Alternative 4

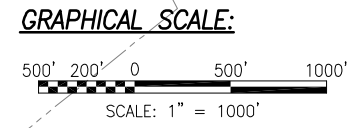
Scale: AS NOTED      Date: Sept. 2010

SHEET No. 3 OF 6 SHEETS



ORIGINAL PLAN No.	DATE
DESIGNED BY	
DRAWN BY	
QUANTITIES BY	
CHECKED BY	

- LEGEND:**
- Phase I
  - Phase IIA
  - Phase IIB
  - Phase IIIA
  - Traffic Signal



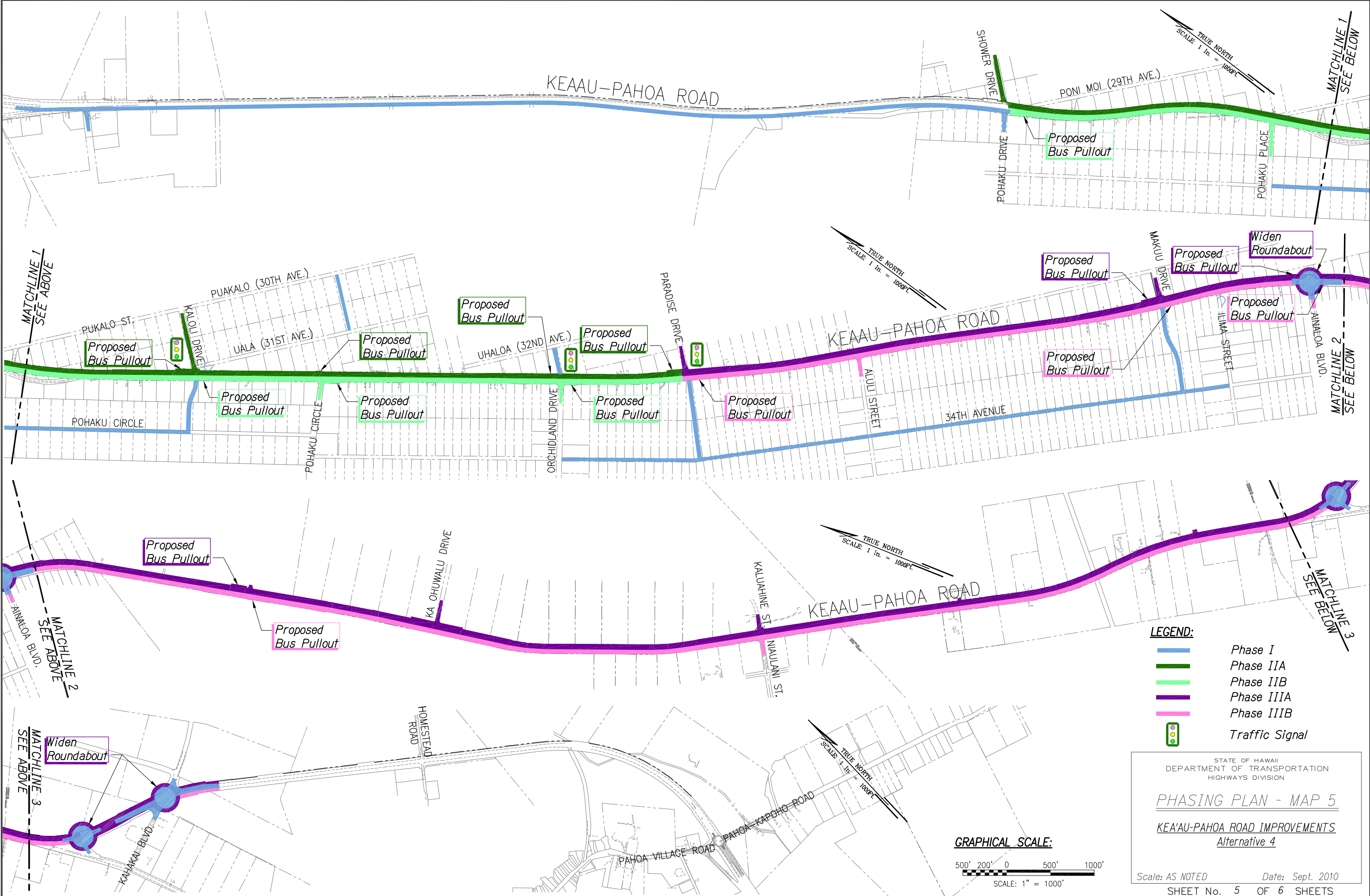
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HIGHWAYS DIVISION

*PHASING PLAN - MAP 4*

**KEA'AU-PAHOA ROAD IMPROVEMENTS**  
*Alternative 4*

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SHEET No. 4 OF 6 SHEETS

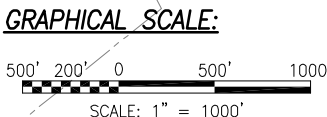


- LEGEND:**
- Phase I
  - Phase IIA
  - Phase IIB
  - Phase IIIA
  - Phase IIIB
  - Traffic Signal

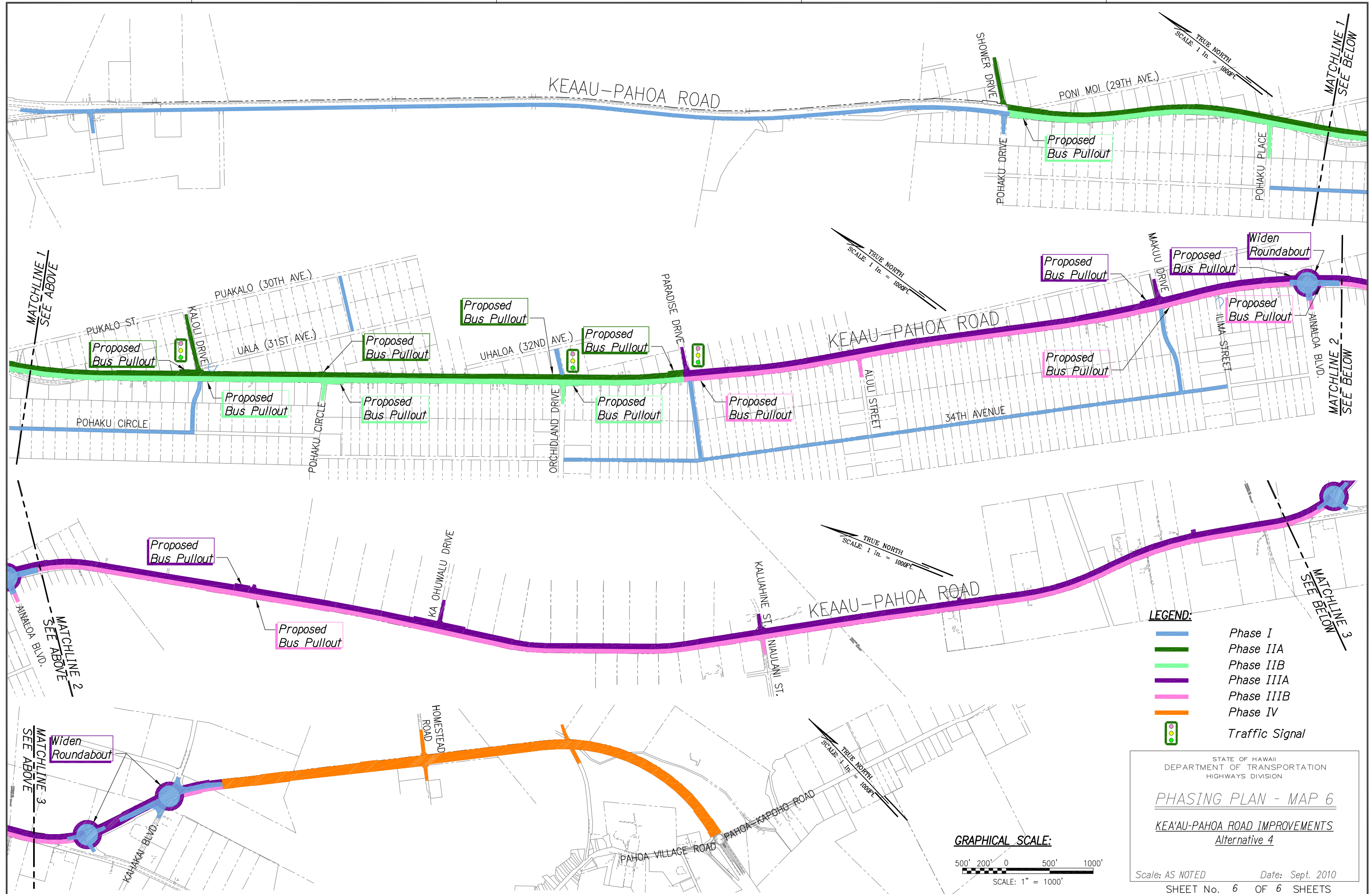
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**PHASING PLAN - MAP 5**

**KEA'AU-PAHOA ROAD IMPROVEMENTS**  
Alternative 4



ORIGINAL PLAN DESIGNED BY QUANTITIES BY CHECKED BY	DATE DRAWN BY DATE
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DATE	_____
DESIGNED BY	_____
DRAWN BY	_____
QUANTITIES BY	_____
CHECKED BY	_____
ORIGINAL PLAN No.	_____
NOTE BOOK No.	_____

- LEGEND:**
- Phase I
  - Phase IIA
  - Phase IIB
  - Phase IIIA
  - Phase IIIB
  - Phase IV
  - Traffic Signal

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**PHASING PLAN - MAP 6**

**KEA'AU-PAHOA ROAD IMPROVEMENTS**  
 Alternative 4

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 SHEET No. 6 OF 6 SHEETS

