

Kea‘au-Pāhoa Advisory Group

Meeting No. 2 Agenda

1. Welcome and Remarks
Ken Tatsuguchi, Highways Engineering
Program Manager, Planning Branch
2. Previous Meeting
Cheryl Soon
SSFM International
 - a. Review materials and handouts
 - b. Homework: travel logs and pictures
 - c. Update on future meeting locations
 - d. Charter
3. Overview of the environmental review process and the KPAG Advisory Role
Cheryl Soon
SSFM International
4. Example of a Context Sensitive Solutions (CSS) Process at Lā‘aloa and Making an Advisory Recommendation
Ron Terry
Econometrician
5. Work session #1 on Purpose and Need and incorporating context sensitive language.
Ron Terry and
Diane Gentry, Facilitator
6. Work session #2 on Identifying a Universe of Alternatives
Diane Gentry
Facilitator
7. Work session #3 on Evaluation Criteria
Diane Gentry
Facilitator
8. Questions and Comments
9. Report from HDOT Quick Fix Task Force
Robert Taira
HDOT – District Office
10. Closing and preview of next meeting
Technical Presentations
 - a. Puna Community Development Plan
 - b. County Transit System
 - c. Traffic Forecast

**The Kea'au Pāhoa
Advisory Group
Meeting 2**

WELCOME

Ken Tatsuguchi

State Department of Transportation
Highway Engineering Program Manager
Planning Branch

Review of Meeting 1

Summary of meeting
Handouts
Travel logs and pictures
KPAG Charter

Overview:

- * Environmental Review Process
- * KPAG Advisory Role in Purpose + Need & Development of Alternatives for Environmental Review

Presentation:
CSS Process used in Lā'aloa Project

Ron Terry
Econometrician

Work Session #1

Opportunities + Constraints

Purpose + Need

Work Session #2

Identifying a Universe of Alternatives

Work Session #3

- * Process for Screening the Universe of Alternatives to create a list of Reasonable Alternatives
- * Development of Criteria

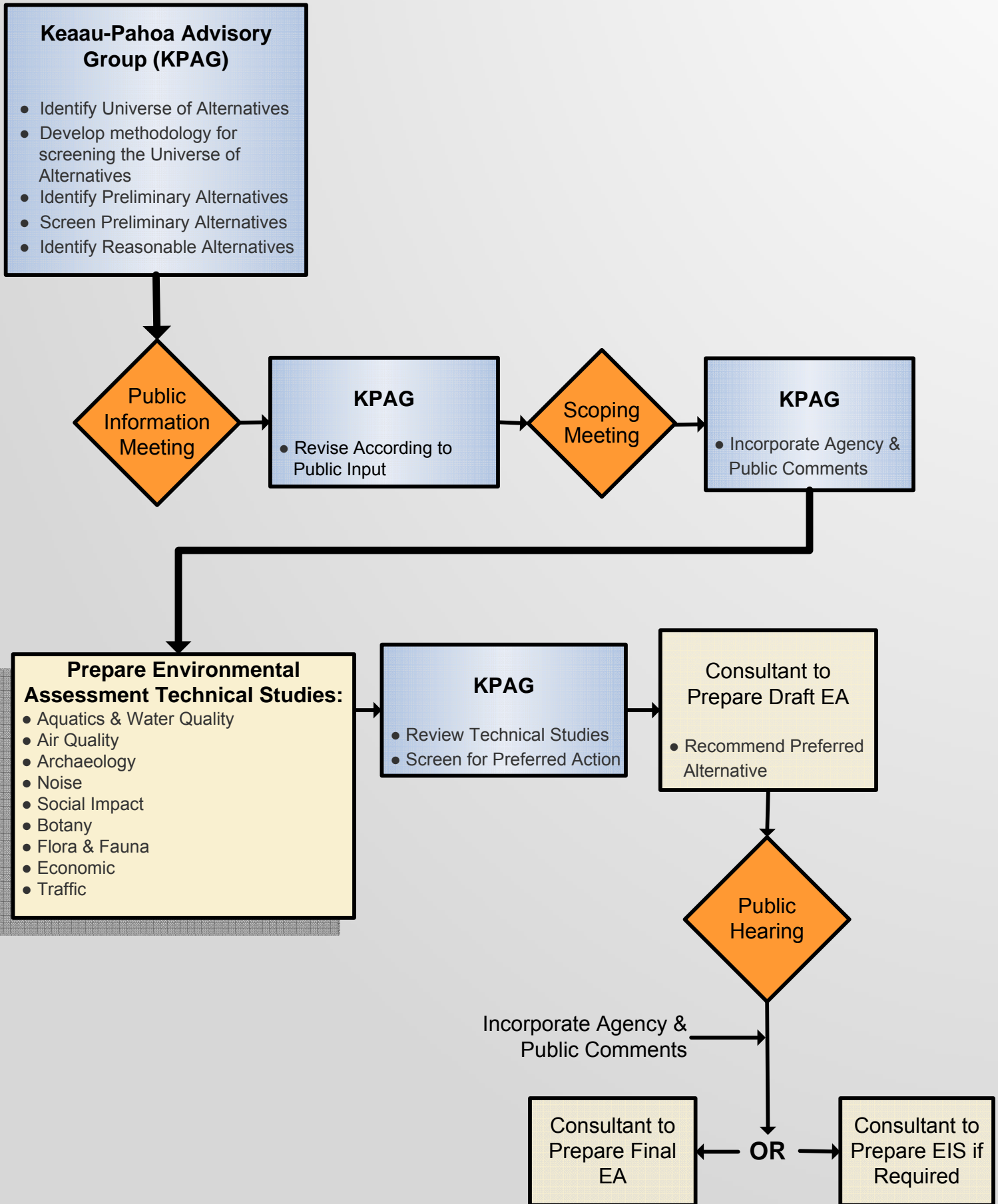
Quick Fix Task Force Report

Mahalo & Drive Safely

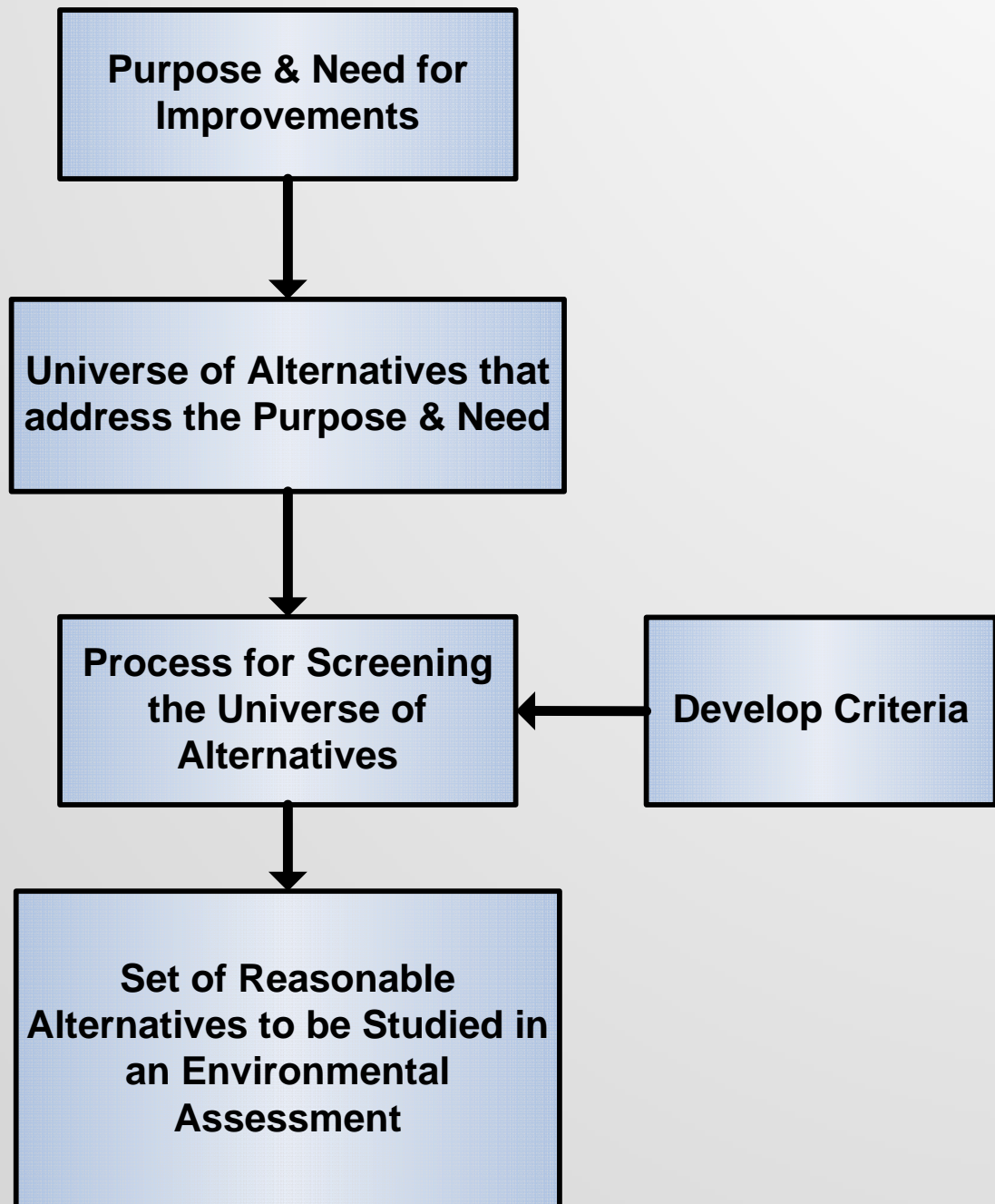
Next Meeting :

Monday, October 27th, 6p.m.

Keaau-Pahoa Advisory Group & The Environmental Review Process



Process for Developing Alternatives



**KEA‘AU-PAHOA ROAD IMPROVEMENTS
KEA‘AU TO PAHOA
PROJECT NO. STP-0130(27)**

**Worksheet No. 1
DRAFT - Purpose and Need Statement**

Introduction:

Highway 130 is a rural road classified as a “minor arterial”. It is owned by the State of Hawai‘i. The road serves the Puna District on the Island of Hawai‘i. The Puna District has extensive agricultural lands, but it was also platted many years ago for residential development. The area is now only one quarter built out, but it is expected that over the next twenty years population will likely more than double, which will further exacerbate the existing traffic congestion.

Context Sensitive Solution Statement:

- Kea‘au-Pāhoa Road is a one-way in, one-way out road. There are no parallel facilities.
- The road is used by residents for commuting, school and shopping trips. Most residents use some section of the road on a daily basis and are acutely aware when congestion occurs and where the greatest road dangers lie. Some residents use the road shoulder for biking, running and walking. The County bus system, Hele-On, uses the road after pick-ups are made.
- Non-residents using the road include truck drivers making deliveries, ‘ohana visiting relatives or graveyards, and those who come to the area for recreation and to shop at the Makuu Farmer’s Market and other commercial areas.
- Visitors using the road also include tourists who are sightseeing and/or visiting the volcano at Kalapana to see where the lava flows into the sea.
- Hilo is a frequent destination. External trips are also made to Kailua by way of Waimea or Saddle Road.
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HDOT Mission:

To provide a safe, efficient, accessible, and inter-modal transportation system that ensures the mobility of people and goods, and enhances and/or preserves economic prosperity and the quality of life.

Community Statement of Context Sensitivity:

- People take pride in living in Puna; Malama Puna. The area is described as “paradise”.
- Driver behavior is important. Signage and road improvements should assist drivers with good driving habits including merging, signaling, parades, safety, drive with aloha, braking, slow down.
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Purpose of Kea‘au-Pāhoa Project: The transportation problem to be solved

The purpose of the proposed action is to increase the roadway capacity and to modernize the highway by incorporating safety enhancement features between Kea‘au and Pāhoa. Improvements are intended to increase accessibility, mobility and safety for local and regional traffic, including vehicular and non-vehicular modes of travel over the next 30 years.

Context Sensitive Statement:

Another way of presenting the Purpose is listed below:

1. Improve regional mobility;
2. Improve local mobility and access;
3. Reduce congestion between Kea'au and Pāhoa;
4. Improve traffic safety caused by vehicle conflict points along the Kea'au-Pāhoa Road;
5. Provide a balanced transportation system which considers vehicular, transit, bicycles and pedestrian accommodations;
6. Provide important connections within the Puna District.
- 7.
- 8.

Need for the Kea'au-Pāhoa Project: Data supporting the problem statement

Capacity – Currently the Kea'au-Pāhoa Road is operating at a Level of Service (LOS) **X** during morning peak hours and a LOS **X** during afternoon peak hours. Traffic conditions based on population projects for 2038 anticipate the Kea'au-Pāhoa Road to operate at an LOS of **X** without any facility improvements. After construction of this project the LOS is expected to improve to **X** in both directions.

Kea'au-Pāhoa Road – Level of Service Analysis

	2008 Existing Conditions	2038 No Improvements	2038 With Improvements
AM Peak Hour DIRECTION	LOS X	LOS X	LOS X
AM Peak Hour DIRECTION	LOS X	LOS X	LOS X
PM Peak Hour DIRECTION	LOS X	LOS X	LOS X
PM Peak Hour DIRECTION	LOS X	LOS X	LOS X

Source: xxx

Safety Enhancements – If the anticipated congestion levels on the Kea'au-Pāhoa Road are not addressed, an increase in the number and severity of congestion-related accidents would likely occur. *[Request data from HWY-TS to compare accident rate along SH 130 with the statewide average for similar roadways.]*

Connectivity – As the Puna District continues its build out and village centers are established, there will be a need for good connectivity between communities and local businesses. Connectivity to the government, education and business centers in Hilo will continue to be an important connectivity issue.

CSS Statement:

- What other needs are there?
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Goals and Objectives: Issues that need to be resolved as part of a successful solution to the problem

- Improve highway operations so it continues to serve as a minor arterial;
- Enhance modal relationships and non-vehicular modes of travel;
- Provide a balanced transportation system which considers vehicles, transit, bicycle and pedestrians;
- Minimize cost;
- Support overall quality of life for the Puna community including more pleasant travel;
- Improvements should be consistent with County land use and community plans, including the General Plan, Puna Community Development Plan (PCDP) and the Hawai'i Long-Range Land Transportation Plan (HLRLTP);
- Support early and effective interagency and community involvement;
- Improve reliability of access to and from Kea'au and Pāhoa.

CSS Statement:

- How would you re-word any of these?
- Would you add anything?

Other issues to consider:

The village center concept in the Puna Community Development Plan is a measure to serve more of the population needs without having to leave the district. This in turn requires improved internal circulation and connections. The PCDP also seeks an accommodation of mass transit, bicycling and pedestrians. The multiple modes need to have transfer points and shared connections.

CSS Statement:

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**KEA‘AU-PAHOA ROAD IMPROVEMENTS - KEA‘AU TO PAHOA
PROJECT NO. STP-0130(27)**

Worksheet No. 2 - Creating a Universe of Alternatives

Category		Sections - Location
Alternatives Previously Identified from Public Meetings		
A	Safety Improvements <ul style="list-style-type: none"> • Median • Holding lanes for left turns • Signals • Roundabouts • Frontage road 	
B	Widen <ul style="list-style-type: none"> • One lane in each direction with 10 foot shoulders • With a median • No median 	<ul style="list-style-type: none"> • Full length? • Or as far as Ainaloa?
C	Non-Motorized Modes – Bicycle / Pedestrian Lane <ul style="list-style-type: none"> • On same pavement • Separated from travel lane (multi-use path) • Pedestrian crosswalks 	<ul style="list-style-type: none"> • Full length (10 miles) • One side only • Or both sides
D	Transit Ready <ul style="list-style-type: none"> • Bus pull-outs • Bus-exclusive lane • HOV lane 	<ul style="list-style-type: none"> • Location of pull-outs
Alternatives Generated by Advisory Group		
	<ul style="list-style-type: none"> • • • • • • • 	
No Build Alternative		

**KEA‘AU-PAHOA ROAD IMPROVEMENTS - KEA‘AU TO PAHOA
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Worksheet No. 3 - Criteria for Screening Alternatives

Criteria	Measure
<p>Transportation Mobility</p> <ul style="list-style-type: none"> • Capacity • Travel time • Emergency evacuation • Transportation connections • Safety • Accommodation of Transit • Accommodation of bicycles and pedestrians • Pedestrian crosswalks 	<ul style="list-style-type: none"> • Number of vehicles daily, peak hour • Time to travel entire length (10 miles) • Does it facilitate evacuation? • Cross streets • Number of crossings
<p>Context Sensitivity</p> <ul style="list-style-type: none"> • Does it retain character of the area? • 	<ul style="list-style-type: none"> •
<p>Environmental Impacts</p> <ul style="list-style-type: none"> • Noise • Water / streams • Archaeological • Biological 	<ul style="list-style-type: none"> •
<p>Social Impacts</p> <ul style="list-style-type: none"> • Land taking • • 	<ul style="list-style-type: none"> •
<p>Engineering / Cost</p> <ul style="list-style-type: none"> • Amount of right-of-way required • Constructability • Cost 	<ul style="list-style-type: none"> • Within existing right-of-way • Takings required • High / Med / Low complexity • High / Med / Low cost
<p>Agency and Public Input</p>	<ul style="list-style-type: none"> • Agree / neutral / disagree