

KEAAU-PAHOA ADVISORY GROUP (KPAG)
Meeting No. 9 Summary

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

PURPOSE:

1) Explain how to read the Draft Environmental Assessment (DEA) for the Keaau-Pahoa Road Improvements Project that will be published by Summer 2010; and 2) Present findings discussed in the DEA.

SUMMARY OF MEETING:

I. Welcome and Remarks – Jiro Sumada, Hawaii Department of Transportation (HDOT) Deputy Director

The following representatives of the project team were present:

Hawaii State Department of Transportation (HDOT) – Jiro Sumada, Deputy Director; Ken Tatsuguchi, Planning Branch.

SSFM International, Inc. - Cheryl Soon, Douglas Zang, Heather Forester, and Andrew McKenzie; Unlimited Learning - Barbara Lively and Diane Gentry; and Geometrician Associates - Ron Terry.

KPAG Members marked with a symbol were present:

	Name	Group
❖	Hunter Bishop	Public Relations Specialist, County of Hawaii
❖	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
	Dina Lau	HDOT
	Keith Lawrence	Sitting in for Frank Lawrence
	Manny Mattos	Resident & Retired Police Officer
	Emily Naeole	Council Member, District 5

	Name	Group
❖	Jon Olson	Puna Traffic Safety Committee & PCDDP 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
	Nelson Sagum	HDOT
❖	Elizabeth Salfen	PCDDP Community Liaison & PMAR Working Committee; and Weed and Seed
❖	Kaniu	
	Stocksdale for	House of Representatives, District 4
	Faye Hanohano	
	Damon Tucker	Pahoa Resident

Friends of the Advisory Group and public participants in attendance included: Elizabeth Weatherford, Gail Clark, James Weatherford, Ron Pusateri, Brad Clark, Greg Smith, Shelly Ogata, Kimo Lee, Delani Perry, Joyce Folena, Brooks Maloof, Karin, Barbara Kahn-Langer, and Mike Metcaf.

Mr. Sumada announced to the KPAG Members that Dina Lau, HDOT Project Manager, will be moving to Japan in May. However, Ken Tatsuguchi will still be in charge of the project.

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

Ms. Soon stated that the DEA for the Keaau-Pahoa Road Improvements Project will soon be submitted to the Office of Environmental Quality Control (OEQC) and Federal Highways Administration (FHWA). After the DEA is published in the Environmental Notice, there will be a thirty day comment period during which a Public Hearing will be held and public testimony on the DEA will be taken.

Tonight’s meeting will provide an overview of how the DEA is organized and the findings of various studies conducted as part of the DEA process. The Environmental Review Process flowchart was revisited (Attachment 1).

III. Review of Draft Environmental Assessment – Douglas Zang and Cheryl Soon, SSFM

A presentation was given describing the type of information found in each chapter of the DEA (Attachment 2).

- Chapter 1 Purpose and Need
- Chapter 2 Alternatives
- Chapter 3 Affected Resources
- Chapter 4 Impacts and Mitigations
- Chapter 5 4(f) Evaluation
- Chapter 6 Anticipated Determination
- Chapter 7 Public Involvement
- Chapter 8 Preparers
- Chapter 9 References
- Appendices

The following questions were received from KPAG Members:

- Is the Quick Fix Project addressed in the DEA or is it separate?
 - The Quick Fix Project is not analyzed in the DEA for the Keaau-Pahoa Road Improvement Project. Quick Fixes would be considered in the No Build Alternative, but remains a separate project.
- Why wouldn't the Transportation Systems Management (TSM) Alternative improve capacity?
 - Being that no new lanes are added under this alternative, the TSM Alternative does not address the capacity issue. However, the TSM Alternative does include intersection improvements which would ultimately improve the overall traffic flow.
- Have the property owners abutting the highway been given notice?
 - Yes. They were given notice when access to their property was necessary for conducting studies as part of the DEA.
 - All abutters also received notice of Public Meetings for the project.
- Where are bike lanes discussed?
 - A discussion of bikeways is found in Chapter 2 of the DEA. A cross section for each alternative shows the proposed bikeway.

A. Selected Impacts of Project Alternatives – Douglas Zang, SSFM

Mr. Zang described how Land Use Impacts are presented in Chapter 4 of the DEA.

B. Traffic/Transportation – Cheryl Soon, SSFM

Ms. Soon described the traffic related implications for each of the alternatives presented in the DEA.

The following questions were received from KPAG Members and Friends of the KPAG:

- What is the justification for not considering multi-lane roundabouts?
 - Current HDOT policy limits the consideration for roundabouts to a single lane. This is based on lack of experience and public unfamiliarity with roundabouts.
- What population figures were used for 2038?
 - 67,323 (Traffic Forecasting Methodology Report, pg. 12)
- Would it be possible to construct a roundabout for the Woodland Center Project?
 - HDOT is looking into the feasibility.
- If the intersection of Kahakai Boulevard and Old Pahoia Road was opened into a four way intersection, is it still intended to leave Old Pahoia Road open?
 - Yes, as a right-in/right-out.
- Does improving Kahakai include opening the dead end near Aloha Gas Station?
 - An option in this area may be to provide a direct right-turn access from Pahoia-bound Keaau-Pahoia Road into the Pahoia Marketplace using the “old” roadway that runs directly in front of the shopping center. The feasibility of such a design would depend on a deceleration/turn lane in the area that permits this traffic movement to be made safely.
- Are improvements to Kahakai Boulevard being looked at as part of the Quick Fixes or just in the DEA?
 - Improvements are discussed in the DEA, but could become a standalone project, which would require a separate funding source. However, the environmental work done for Keaau-Pahoia Road Improvements Project would cover such a project.
- What is the status of the Quick Fix effort?
 - An update will be provided as soon as one is available in the near future.
- Is TSM part of the Build Alternatives?
 - The TSM Alternative is discussed under Alternative 2. However, any of the elements discussed in Alternative 2 can be applied to any of the Build Alternatives (Alternatives 3, 4 and 5) during final design.
- Old Pahoia Road and Kahakai Boulevard are two of the most dangerous intersections in the State. Is anyone advocating for these improvements to become their own project?
 - HDOT is aware of the issue and is looking into possible solutions.

C. Draft Environmental Assessment Results of Interest to KPAG – Douglas Zang, SSFM

An over view of the following topics were discussed:

- Noise Impacts
- Right-of-Way Impacts
- Cultural Resources; Archaeology
- Cultural Resources: Historic Properties
- Cultural Resources: Cultural Impact Assessment
- Visual Environment
- Utilities
- Indirect Impacts
- Cumulative Impacts

The following questions were received from KPAG Members:

- How long would each house be effected by noise from construction?
 - This would depend on the alternative that is decided upon in the Final Environmental Assessment.
- Is it feasible to have overhead utilities transferred to common poles?
 - This is a design issue. A KPAG Member noted that this would not be feasible because two corridors are required as a fail safe for Puna Geothermal.
- What do we need to do to convince HDOT to except multilane roundabouts?
 - HDOT intends to start with single lane to get drivers used to them.
- The DEA does not call for lowering the speed limit along Keaaupahoa Road which is inconsistent with other plans.
 - The traffic analysis determined that the current posted speed is warranted.
- Are there street lights that can get brighter in the rain? The current lighting systems are ineffective during inclement weather.
 - The street lights must adhere to current County Code standards which require shielding and specific color.

IV. Overview of Public Hearing

- A public hearing is recommended (by FHWA and HDOT) for this project, but not required.
- A public hearing will be held for this project after the DEA has been available to the public for at least 15 days.
- Written and spoken testimony will be taken at the hearing and a transcript will be produced.

The following questions were received from KPAG Members and Friends of the KPAG during the open comment period. Comments not pertaining to the Keaau-Pahoa road Improvements Project were not discussed.

- Hawaiian Paradise Park Owners Association addresses berms/walls to mitigate noise. It was noted that berms/walls need to be considered for this project.
 - Noise mitigation is only a factor where properties are concentrated near Keaau-Pahoa Road.

- When can we expect an update on the Quick Fix efforts?
 - An update will be made available as soon as possible.

- Has the Hawaiian Paradise Park short cutting traffic been considered?
 - Yes. The short cutting was considered in the DEA. The Build Alternatives will provide relief with increased capacity, the No-build Alternative will ultimately encourage short cutting.

- Does the EA compare roundabouts vs. Signals with regards to takings and noise?
 - Overall impacts were considered but not at individual locations.

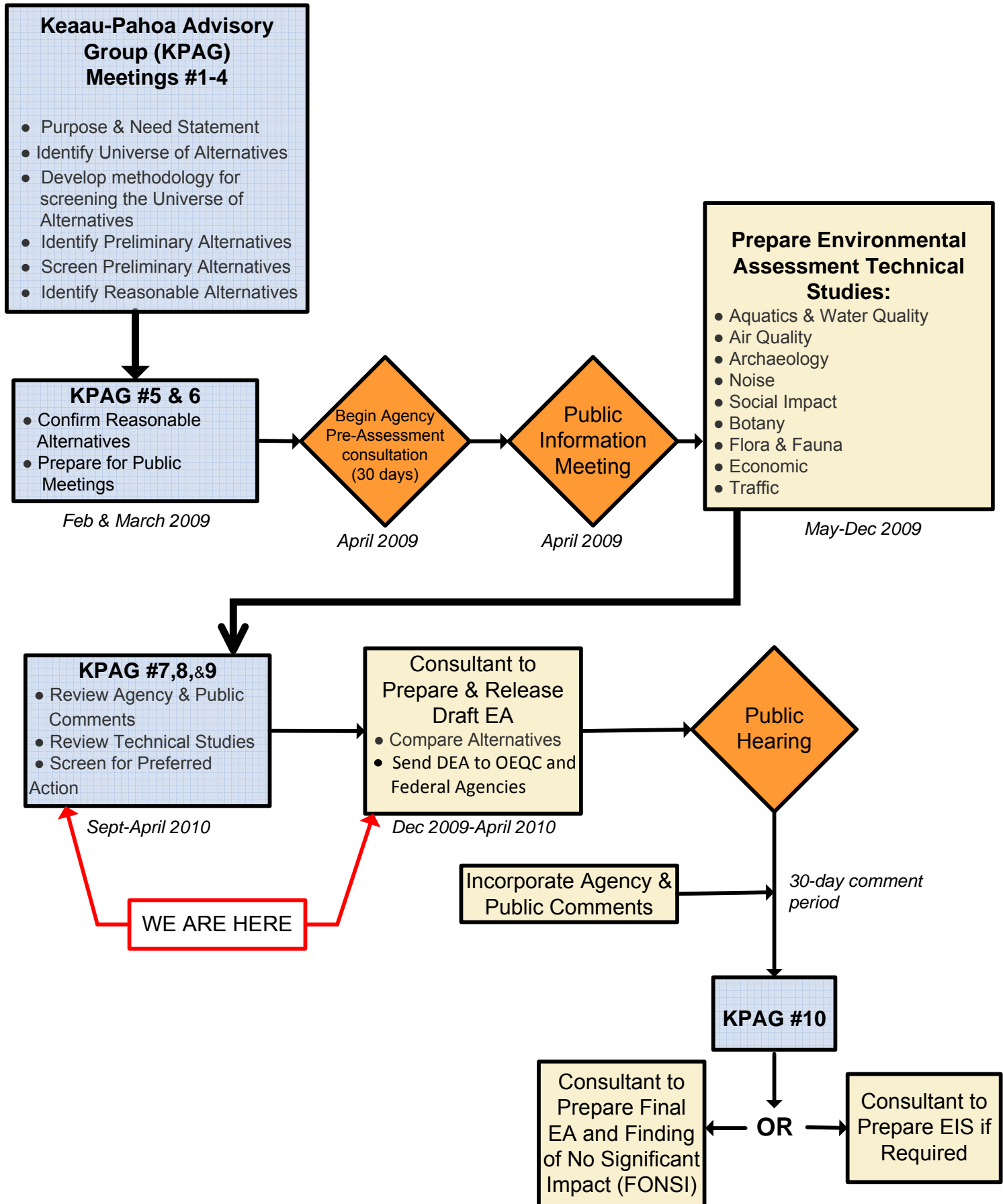
V. Closing

- The Draft EA will be available online. A request can be submitted to SSFM, if a hardcopy, or CD version, is necessary.
- SSFM will send out an inquiry to members to notify them of the release of the DEA.
- KPAG Meeting will be notified as soon as the date for the next KPAG meeting is determined.

ATTACHMENT 1

Updated Environmental Review Process Flowchart

Keaau-Pahoia Advisory Group & The Environmental Review Process



ATTACHMENT 2

**PowerPoint Presentation
by Project Team
on April 5, 2010**

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Kea'au-Pāhoa Road Improvements Project

Kea'au-Pāhoa Advisory Group Meeting #9
Monday, April 5, 2010 • 5:45 PM
Kea'au Elementary School

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Welcome

Jiro Sumada, Deputy Director,
Hawai'i Department of
Transportation

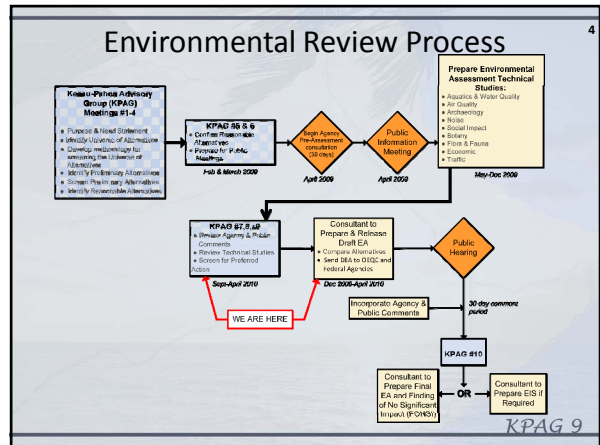
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Overview of Tonight's Meeting

- Review of Draft Environmental Assessment (DEA)
- Public Hearing on DEA and Public Comment Period
- Next Meeting

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Review of Draft Environmental Assessment

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Draft Environmental Assessment (DEA) Submitted Pursuant to the National Environmental Policy Act, 42 USC 4332 (2) (c) and Chapter 343, Hawai'i Revised Statutes

SUMMARY:

This report documents the anticipated impacts of reconstruction of 9.5 miles of Kea'au-Pāhoa Road (State Route 130), from the terminus of the existing 4-lane Kea'au Bypass to its intersection with Pāhoa-Kapoho Road. **The project purpose is to improve highway safety, increase roadway capacity, and modernize the existing facility**, which is heavily congested during its peak hours of operation and has an accident rate much higher than the statewide average. Five alternatives (including No-Build and Transportation Systems Management) are evaluated; none are anticipated to have significant impacts based on criteria specified in Section 11-200-12b of the Hawai'i Administrative Rules.

However, the **Federal Highway Administration will not issue a final determination until comments on the Draft Environmental Assessment are received and addressed.**

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Project Summary

Who? What? Where?

- Project name
- Location
- District
- Project Site Tax Map Keys
- Project Study Area
- Project Site Existing Use
- Project Site Existing Land Use Designations
- Proposed Action
- Anticipated Impacts
- HRS Chapter 343 Proposing Agency and Accepting Authority:
- Anticipated Determination
- Project Site Permits/Approvals
- EA Preparer

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Chapter 1: Purpose and Need

Identifies the community needs recognized by the KPAG:

- Population growth in Puna
- “Malāma Puna” – Pride in living in Puna
- Rural character and sense of place
- Within state-owned right-of-way as much as possible
- Improvements don’t substitute for PMAR and should not preclude PMAR
- Signage and design for good driving habits.
- Enforcement: Part of the safety program.


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Purpose and Need for Project

KPAG identified the most important purposes of the Kea’au-Pāhoā 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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Chapter 2: Alternatives


- **No-Build Alternative**
- **Traffic System Management (TSM) Alternative**
- **Build Alternatives 3, 4, & 5**
- **Alternatives NOT carried Forward**

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Alternatives: No-Build Alternative #1

- Planned/programmed improvements only:
 - Shoulder Conversion Project
 - “Quick Fix”
- Would not fulfill Purpose and Need
- Always included in EA document
- Baseline for comparison of other alternatives.




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Alternatives: TSM Alternative #2

- Transportation Systems Management (TSM)
- Improvements with low cost/little construction:
 - Signals,
 - Access management
 - Transit amenities, etc.
- TSM Elements could be implemented in Alts 3, 4, 5



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Alternatives: Build Alternative #3

- 4 Lanes Kea'au Bypass to Ainaloa Blvd.
- 2 Lanes Ainaloa Blvd. to Pāhoa-Kapoho Rd.

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Alternatives: Build Alternative #4

- 4 Lanes Kea'au Bypass to Pāhoa-Kapoho Road

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Build Alternative #5

- 6 Lanes Kea'au Bypass to Paradise Drive
- 4 Lanes Paradise Drive to Kahakai Blvd.
- 2 Lanes Kahakai Blvd. to Pāhoa-Kapoho Rd.

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Chapter 2: Alternatives

Chapter 2 Also Covers:

- Intersection Treatment Alternatives:
 - Signals
 - Roundabouts
 - Stop-sign Control
- Project Construction Costs
- Alternatives Considered by KPAG but not Carried Forward

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Chapter 3: Affected Environment

Describes Existing Conditions in the Corridor:

<ul style="list-style-type: none"> • Land Use and Zoning • Traffic and Transportation • Socioeconomics • Climate and Air Quality • Noise • Right of Way Impacts • Biological Resources • Water Resources 	<ul style="list-style-type: none"> • Geographic Setting and Natural Hazards • Cultural Resources • Parks and Recreation • Agricultural Lands • Visual Environment • Utilities • Hazardous Materials
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Chapter 4: Environmental Impacts and Mitigation Measures

Effects of Project on Environment, plus Mitigative Measures:

- Resources from Chapter 3, impacts, mitigation
- Direct Impacts, Indirect Impacts, and Cumulative Impacts
- Construction Impacts and Impacts After Construction
- Laws, Permits, Approvals

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Impacts Discussed Later Tonight

- Land Use and Zoning
- Traffic and Transportation
 - Socioeconomic Environment
 - Climate and Air Quality
- Noise
- Right of Way Impacts
 - Biological Resources
 - Water Resources
- Indirect/Cumulative Impacts

- Geographic Setting and Natural Hazards
- Cultural Resources
- Parks and Recreation
- Agricultural Lands
- Visual Environment
- Utilities
- Hazardous Materials
- Construction Impacts
- Laws/Permits/Approvals

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Chapter 5: Section 4(f) Evaluation

Prior to the use of any of the following land types, it must be determined that there are no reasonable and feasible alternatives which avoid “use” of:

- A publicly owned park
- A publicly owned recreation area
- A publicly owned wildlife or waterfowl refuge
- Land from an historic property that is on or eligible for inclusion in the National Register of Historic Places (NRHP or “National Register”)
- Archaeological sites that will be preserved in place



Also, Section 4(f) makes certain that the project includes all possible planning to minimize harm to these resources.

See Section 4(f) of the Department of Transportation Act of 1966, 49 USC 303(c) KPAG 9

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Section 4(f) Evaluation

- No recreational facilities affected by the project
- Two historic resources:
 - 1930s-era concrete bridge
 - Sacred Heart Church Cemetery
- No “Use” expected:
 - Bridge demolished in earlier Shoulders Conversion Project
 - No encroachment closer to cemetery

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Chapter 6: Anticipated Determination

- 13 “Significance Criteria” prescribed by the Department of Health.
- Chapter 6 considers the “significance” of potential environmental effects.
- **No Significant Impacts are Anticipated under any alternative.**
- **A Finding of No Significant Impact (FONSI) is expected with the Final EA.**

State Department of Health’s Administrative Rules Title 11, Chapter 200. KPAG 9

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Chapter 7: Public Involvement



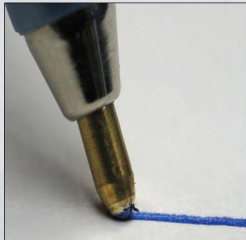
Chapter 7 discusses:

- CSS Process
- KPAG Meetings and Issues Covered
- Public Information Meetings
- Project Website
- Pre-Assessment Consultation Letters/Responses

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Chapters 8 and 9



Chapter 8: List of Preparers

- Documents those who have contributed to the Environmental Assessment

Chapter 9: References


- References cited in the Environmental Assessment

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Appendices

- a) Roadway Design Plans
- b) Pre-Consultation Comments Received
- c) Traffic Study
- d) Water Quality and Aquatics
- e) Noise Study
- f) Air Study
- g) Social Impact Assessment
- h) Faunal Study
- i) Botanical Study
- j) Archaeological Inventory Survey
- k) Cultural Impact Assessment
- l) Culvert Drainage Study
- m) Pavement Drainage Report/BMP Assessment
- n) Farmland Conservation Impact Rating Form



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Selected Impacts of Project Alternatives





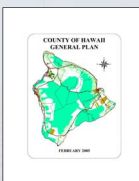
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Land Use

Planning Studies

- Puna Community Development Plan (PCDP)
- Puna Regional Circulation Plan (PRCP)
- Other Plans: County General Plan, Statewide Transportation Plan, Long-Range Land Transportation Plan, etc.

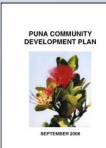
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Land Use

Puna Community Development Plan

- No Build and TSM not consistent
- Alternatives 3, 4, and 5 generally consistent
 - Increased capacity
 - Improved access to Puna CDP Village/Neighborhood Centers
 - Supports Mass Transit
 - Supports Bike/Peds
 - Does Not Preclude PMAR
 - PCDP Calls for 45 mph speed between Kea’au and Ainaloa, which is not proposed in this project




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Land Use

Puna Regional Circulation Plan

- No Build and TSM not consistent
- Alternative 3 somewhat consistent:
 - Doesn’t offer 4 lanes between Kea’au and Pāhoa (4 lanes end at Ainaloa Blvd.)
- Alternative 4 and 5 consistent:
 - 4 lanes from Kea’au to Pāhoa
- All Build Alternatives:
 - Support Mass Transit, Bikes, Peds
 - Do not preclude PMAR




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Land Use

Other Plans (County General, Statewide Plans, etc.)

- No Build and TSM generally not consistent
- Alternatives 3, 4, 5 generally consistent




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Traffic/Transportation

By 2038 Overall

- No-Build:
 - Increased congestion
 - Poor intersection operations
 - Poorer safety, etc.
 - Does not meet Purpose and Need
- TSM:
 - Marginal improvements at intersections
 - Somewhat addresses safety at intersections
 - Could include roundabouts at Kahakai, Ainaloa, elsewhere, and interim improvements
 - No new capacity
 - Transit improvements
 - Does not meet Purpose and Need



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Traffic/Transportation

By 2038 Overall

- Alternative 3:
 - Poor Level of Service (LOS) along roadway south of Ainaloa and north of Shower, acceptable elsewhere
 - Signals generally acceptable, some movements need improvement
 - Some lower volume stop sign intersections poor LOS for cross-traffic
 - Access changes could be implemented
 - 25% fewer crashes estimated
 - Transit, pedestrians, bicycles accommodated
 - Complements PMAR if implemented
 - Addresses Purpose and Need, though some congestion remains

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Traffic/Transportation

By 2038 Overall

- Alternative 4:
 - Satisfactory LOS except north of Shower Drive
 - Signals generally acceptable, some movements need improvement
 - Some lower volume stop sign intersections poor LOS for cross-traffic
 - Access changes could be implemented
 - 25% fewer crashes estimated
 - Transit, pedestrians, bicycles accommodated
 - Complements PMAR if implemented
 - Addresses Purpose and Need

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Traffic/Transportation

By 2038 Overall

- Alternative 5:
 - Excellent LOS along entire corridor
 - Signals generally acceptable
 - Some lower volume stop sign intersections poor LOS for cross-traffic
 - Access changes could be implemented
 - 25% fewer crashes estimated
 - Transit, pedestrians, bicycles accommodated
 - Complements PMAR if implemented
 - Addresses Purpose and Need


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Traffic/Transportation

Roundabouts

- Capacity and performance of roundabouts analyzed in EA
- HDOT policy: Only single-lane roundabouts
- Kahakai Blvd. only roundabout that could accommodate traffic adequately by 2038 in Alts. 3 and 5. Includes changes to Old Pāhoā.
- Other locations considered for interim Roundabouts, need future capacity addressed:
 - Kaloli
 - Makuu
 - Orchardland
 - Ainaloa
 - Paradise



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Other Transportation Topics Covered

- Access Management
- Reconfiguration of the Kahakai & Old Pāhoa road system
- Safety
- Bicycles and pedestrians
- Public Transit

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Noise

- Noise levels monitored at two locations
- “Worst-case Scenario” Modeled
- Currently: 117 properties out of 182 near corridor exceed HDOT/FHWA Criteria
- No-Build in 2038:
 - 150 out of 182 will exceed HDOT/FHWA Criteria
- Build Alternatives (“Worst-case”) in 2038:
 - 166 out of 182 will exceed HDOT/FHWA Criteria
- Noise Walls not feasible because many driveways
- Construction noise will be mitigated with permit restrictions limiting hours and equipment upkeep



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Right of Way Impacts

- None of the project alternatives require relocation of residents or businesses
- Most property acquired: Narrow strips
- No Build: No direct acquisition of property
- TSM Alternative: 0.9 acres from 36 parcels
- Alternative 3: 18.1 acres from 287 parcels
- Alternative 4: 24.6 acres from 329 parcels
- Alternative 5: 39.7 acres from 362 parcels

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Right of Way Impacts

- Build Alternatives (3, 4, 5) could change access at an estimated 133 driveways to right-in-right-out
- Effects of access management measures not known as they are very conceptual in nature
- Process to compensate for property acquired or relocations per federal Uniform Relocation Assistance and Real Property Act of 1970

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Cultural Resources: Archaeology

- Archaeological Field Review and Background Research performed
- No Build has no effect on any resources
- Alts 2, 3, 4,5: No effect on known archaeological resources
- Archaeological monitors will be present during construction to protect unforeseen resources (iwi, other archaeological finds, unknown lava tubes, etc.)

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Cultural Resources: Historic Properties

- Historic research/field review
- Two historic resources:
 - 1930s-era concrete bridge
 - Sacred Heart Church Cemetery
- Finding of No Adverse Effect expected from SHPD:
 - Bridge demolished in earlier Shoulders Conversion Project: Data Collected
 - No encroachment closer to cemetery




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Cultural Resources: Cultural Impact Assessment

- Cultural Impact Assessment interviewed community regarding cultural practices:
 - 91 community members contacted
 - 33 people responded
 - 9 telephone comments
 - 11 in-depth talk story with kūpuna and kamaʻāina
- Only location of ongoing cultural practices: Makuʻu Farmer’s Market
 - Impacts will be minimized near this site
 - Improvements such as bus stop will enhance access
- Ancient trails (now overgrown) to be protected



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Visual Environment


- Roundabouts in Alts. 2, 3, 5: aesthetic benefits
- No-Build: No direct visual effects
- TSM: Alteration mostly limited: intersections
- Alt. 3: Widen to 4 lanes Ainaloa to Keaʻau.
- Alt. 4: Widen to 4 lanes entire corridor
- Alt. 5: Widen to 6 lanes (Keaʻau to Paradise) and 4 lanes (Paradise to Kahakai)
- No vistas blocked

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Visual Environment

- Mitigation of visual impacts:
 - Landscaping plan with emphasis native species
 - Roundabouts provide aesthetic opportunity
 - Streetlights shielded to avoid light pollution
 - CSS Process has worked with community




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Utilities

- No Build, no effect on utilities
- TSM alternative, minimal effect on utilities
- Alts. 3 to 5:
 - Relocate 4.2 to 4.6 miles electric/telecom both sides highway
 - Relocate 219 poles (Alt. 3); 245 poles (Alt. 4/5)
 - Relocate 40 fire hydrants
 - 6.8 miles of waterlines may end up under travel lanes, proposed to remain in place



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Utilities

- Relocations of utility poles estimated to cost:
 - Alt. 3: \$6 million to \$9 million
 - Alts. 4/5: \$7 million to \$10 million
- Undergrounding only HELCO lines: estimated \$65 million to \$80 million
- Utility relocation staged to minimize disruption or stoppages of service

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Indirect Impacts Definition

- Can be anticipated, but
 - Are not directly on the actual roadway and/or
 - Will happen much later in time

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Indirect Impacts

- No Build & TSM will have adverse indirect impact on community by increasing congestion & delay
- Build Alternatives could have indirect effects by encouraging growth, although much growth will occur anyway
- Build Alternatives could have indirect effects of traffic due to actions that reduce congestion increasing the volume

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Cumulative Impacts Definition

- Impacts may be minor from this project alone
- When taken with other past, present or future actions, impacts could become more significant

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Cumulative Impacts

- No Build would not generally contribute to cumulative impacts
- Some cumulative effects of Build Alternatives combined with other highway projects and other developments on:
 - Vegetation/wildlife,
 - Cultural resources,
 - Aesthetics,
 - Community cohesion
 - Natural resources
 - Past right of way takings
- Mitigation of impacts will address the cumulative impacts

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Public Hearing on DEA and Public Comment Period


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Public Hearing

FHWA and HDOT recommend public hearings.

- A public hearing during the Draft EA is not required for projects anticipated to have a Finding of No Significant Impact (FONSI) under NEPA or HRS Chapter 343.
- However, Public Hearing will be held for this project
- Draft EA available for a minimum of 15 days before hearing
- Public notice in newspaper.
- Testimony will be taken in written or spoken form
- A transcript of the hearing will be produced.



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