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Kea'au-Pāhoa Road Improvements Project

Public Hearing
June 29, 2010 • 5:30 PM
Kea'au Elementary School



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Welcome and Introduction

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




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Public Hearing & Comment Process

Ken Tatsuguchi, Head Planning Engineer
Hawai'i Department of Transportation




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Type and Format of Tonight's Hearing

- Open-House Before & After this Presentation (12 Stations)
- Project Description
- Overview of Draft Environmental Assessment
- Testimony from Public
- Question and Answer Session
- More Open-House discussion afterwards




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Your Input is Very Important!

- Multiple Ways to Comment, all treated equally
 - Testimony tonight; will be recorded by Court Reporter and Transcribed
 - Written Comments on Form Tonight
 - Written Comments Received Later by mail, email, or fax
 - Email to Project Manager: ken.tatsuguchi@hawaii.gov
- Comment Period Ends: **July 23, 2010**
- All comments received will be reviewed & addressed in Final EA



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Context Sensitive Solutions and EA Process

Cheryl Soon, Planning Director
SSFM International



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PROJECT DESCRIPTION

- 9.5 miles from the Kea'au Bypass to Pahoia Bypass
- 11 Major intersections
- More than 200 driveways

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Context Sensitive Solutions

- Constitutes a collaborative, interdisciplinary approach
- Includes Agency representatives, Community and Public members
- Objective is to identify transportation Facility that fits in its setting
- 9 KPAG meetings were held 2008-2010
- Public Info Meetings were held in Sept. 2008 and April 2009

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KPAG – Heart of the CSS Effort

CURRENT KPAG MEMBERS	
Hunter Bishop	Public Relations Specialist, County of Hawaii
Larry Brown	Project Manager - Puna Regional Circulation Plan & Puna Community Development Plan; HPP Resident
Tom Brown	Mass Transit Agency, County of Hawaii
Susan Cordell	Hawaiian Paradise Park Resident
Oliver English	Board Member of W.H. Shipman, Limited
Neil Erickson	Architect; Planner; Community Service Member; Cyclist
Faye Hanouano	14th Representative District, State of Hawaii
Mark Kunzer	Orchardland Resident; Parent
Keith Lawrence	C&F Trucking
Manny Martos	Pahoia Resident; Retired Police Officer
Emily Naalele-Keason	Council Member, District 5, County of Hawaii
Jon Olson	Puna Traffic Safety Committee; Puna Community Development Plan Chairman; Sierra Club
Wesley Owens	Vice President of Orchardland Association; Cyclist
Jennifer Perry	Pahoia Resident; Agriculture Community Representative
Elizabeth Hullman-Sallen	Puna Makai Alternative Route Working Ctr; Puna Community Development Plan Community Liaison; Weed & Seed
Damon Tucker	Friends of Puna's Future
FORMER KPAG MEMBERS	
Fred Blas	Hawaiian Beaches Resident
Kehaulani Costa	Hawaiian Paradise Park Resident
Bill Davis	Department of Hawaiian Home Lands
Dan Domizio	Puna Community Medical Center
Lorraine Godoy	Program Manager for Hawaii County Economic Opportunity Council
Patsy Keshimura	Makai's Farmer's Market Association
Shua Lau	Hawaii Department of Transportation
Frank Lawrence	C&F Trucking; President of the Hawaii Transportation Association
Malcolm Savoy	Puna Certified Nursery
Nelson Sagan	Hawaii Department of Transportation
Roy Takemoto	Former Executive Assistant; Office of the Mayor

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KPAG Identified These Purposes for the Project:

- 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, & Evacuations.

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KPAG Identified These Needs:

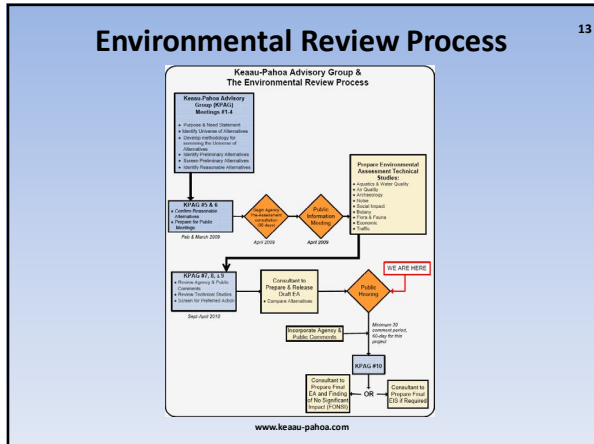
- Population growth in Puna
- "Malāma Puna" – Pride in living in Puna
- Rural character and sense of place
- Stay within state-owned right-of-way as much as possible
- Improvements don't substitute for PMAR and should not preclude PMAR
- Signage and design for good driving habits.
- Enforcement: Part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

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Purpose and Need: Other Goals

- Maintain the road in rural minor arterial role
- Cost considerations
- Relocate electric utilities underground if practicable
- Improve drainage and correct known problems
- Support Puna's Quality of Life
- Be consistent with plans, including Puna CDP
- Support community and agency involvement
- Improve reliability of access to Kea'au and Pāhoia

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- ### Environmental Assessment (EA)
- Draft EA published in OEQC on May 23, 2010
 - Comment Period ends **July 23, 2010**
 - Final EA expected late 2010 or early 2011
 - The Preferred Alternative will be identified in Final EA
 - Finding of No Significant Impact (FONSI) is expected
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- ### Environmental Assessment (EA)
- Draft EA Document can be reviewed tonight
 - You can ask for a CD, to read it on a computer.
 - Hard Copies and CDs available at Public Libraries in Kea’au, Pāhoā, Mountain View, Hilo, UHH
 - Download from <http://oeqc.doh.hawaii.gov> or from <http://www.keaau-pahoah.com>
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Draft EA Document & Alternatives

Doug Zang, SSFM International




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- ### EA Document Outline
- Chapter 1 – Purpose & Need
 - Chapter 2 – Five Alternatives
 - Chapter 3 – Affected Environment
 - Chapter 4 – Impacts & Mitigation
 - Chapter 5 – Section 4(f) Evaluation
 - Chapter 6 – Anticipated Determination
 - Chapter 7 – Public Involvement Process
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- ### Appendices – Special Studies
- Roadway Design Plans
 - Pre-Consultation Comments Received
 - Traffic Study
 - Water Quality and Aquatics
 - Noise Study
 - Air Study
 - Social Impact Assessment
 - Faunal Study
 - Botanical Study
 - Archaeological Inventory Survey
 - Cultural Impact Assessment
 - Culvert Drainage Study
 - Pavement Drainage Report/BMP Assessment
 - Farmland Conservation Impact Rating Form
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Alternatives

- No-Build Alternative
- Traffic System Management (TSM) Alternative
- “Build” Alternatives 3, 4, & 5
- The EA also discusses Alternatives and sub-options considered but NOT carried forward

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Alternatives: No-Build Alternative #1

- Includes planned & programmed improvements only:
 - Shoulder Conversion Project
 - Other interim improvements
- Would not fulfill Purpose and Need
- No-Build is always included in EA document to be the 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 or Roundabouts
 - Access management
 - Transit amenities
- TSM Elements could be implemented as part of Alts 3, 4, 5

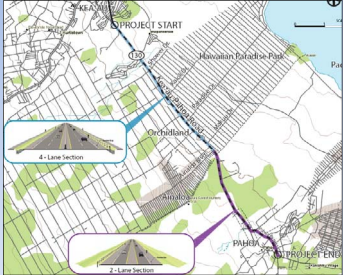



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Alternatives: Build Alternative #3

- Widen to 4 Lanes from Kea’au Bypass to Ainaloa Blvd.
- Remain 2 Lanes from Ainaloa Blvd. to Pāhoa-Kapoho Rd.




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Alternatives: Build Alternative #4

- Widen to 4 Lanes from Kea’au Bypass to Pāhoa-Kapoho Road



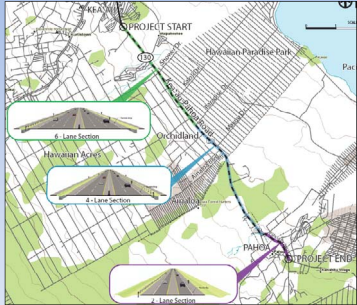
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Build Alternative #5

Features:

- Widen to 6 Lanes from Kea’au Bypass to Paradise Drive
- Widen to 4 Lanes from Paradise Drive to Kahakai Blvd.
- Remain 2 Lanes from Kahakai Blvd. to Pāhoa-Kapoho Rd.



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Two-Lane Typical Section

See Station 5...

- Alt. 3: Ainaloa Blvd. to Pāhoia-Kapoho Road
- Alt. 5: Kahakai Blvd. to Pāhoia-Kapoho Road

The diagram shows a two-lane road with a central median. From left to right, the components are: Border (23'), Shoulder/Bikeway (10'), Lane (12'), Optional Median (10'), Lane (12'), Shoulder/Bikeway (10'), and Border (23'). The total width is 100' Right-of-Way. A rumble strip is located between the lanes. Utility poles are shown on the outer borders.

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Four-Lane Typical Section

See Station 5...

- Alt. 3: Kea'au Bypass to Ainaloa Blvd.
- Alt. 4: Entire Corridor (Kea'au to Pāhoia-Kapoho Rd.)
- Alt. 5: Paradise Drive to Kahakai Boulevard

The diagram shows a four-lane road with a central median. From left to right, the components are: Ped. Area (5'), Border (8'), Shoulder/Bikeway (8'), Lane (12'), Lane (12'), Median (10'), Lane (12'), Lane (12'), Shoulder/Bikeway (8'), Border (8'), and Ped. Area (5'). The total width is 108' Right-of-Way. A rumble strip is located between the lanes. Utility poles are shown on the outer borders.

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Six-Lane Typical Section

See Station 5...

- Alt. 5: Kea'au Bypass to Paradise Drive

The diagram shows a six-lane road with a central median. From left to right, the components are: Ped. Area (8'), Border (12'), Shoulder/Bikeway (8'), Lane (12'), Lane (12'), Lane (12'), Median (10'), Lane (12'), Lane (12'), Lane (12'), Shoulder/Bikeway (8'), Border (12'), and Ped. Area (8'). The total width is 132' Proposed Right-of-Way. A rumble strip is located between the lanes. Utility poles are shown on the outer borders.

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Other Alternative Considerations

- Intersection Treatments
 - Signals
 - Roundabouts
 - Stop-sign Control
- Access Management Concepts

The images show a signalized intersection, a roundabout, and a stop-sign controlled intersection. The map shows the project corridor with various access points marked.

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Chapters 3 and 4 of EA: Affected Environment, Environmental Impacts, Mitigation

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Areas of Potential Impact


- Land Use and Zoning
- Traffic and Transportation
- Socioeconomics
- Climate and Air Quality
- Noise
- Right of Way Impacts
- Biological Resources
- Water Resources
- Geographic Setting and Natural Hazards
- Cultural Resources
- Parks and Recreation
- Agricultural Lands
- Visual Environment
- Utilities
- Hazardous Materials

Draft EA considers the "Significance" of potential effects.

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Definitions of Types of Impacts



- Direct Impacts
- Indirect Impacts
- Cumulative Impacts

Plus...

- Construction Impacts
- Impacts After Construction

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Anticipated Determination



- Hawai'i law* considers 13 criteria for determining "significance" of impacts
- **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.

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Summary of Potential Impacts

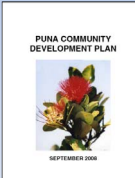

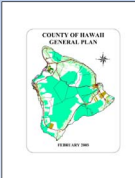
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Land Use: Consistency With Studies

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.

The Build Alternatives are consistent with plans

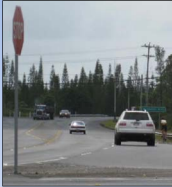
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Traffic/Transportation

By 2038 Overall

- No-Build does not meet P&N
- TSM does not meet P&N
- Alt 3 addresses P&N with some congestion remaining
- Alt 4 addresses P&N
- Alt 5 addresses P&N
- Build Alternatives reduce crashes 25%±
- No alternative precludes PMAR




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Traffic/Transportation

Roundabouts vs. Traffic Signals

- Detailed Analysis in EA
- HDOT policy: Only single-lane roundabouts
- Kahakai Blvd. roundabout could accommodate traffic in 2038 in Alts. 3 and 5.
- Other locations considered for roundabouts



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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

- Monitoring/Modeling
- “Worst-case Scenario” Modeled
- Existing and Future Noise Levels
- Noise Walls not feasible
- 117 existing properties of 182 exceed noise standards
- Future: 150-166 properties exceed
- Construction noise permit limits hours and requires 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
- Access management changes to 133 driveways
- Access management will affect other properties

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Relocation Advisory Assistance

- If properties do require relocation, Federal Uniform Relocation Assistance and Real Property Acquisition Policies Act governs how properties acquired
- Relocation Assistance provided for homes and businesses
- Fair market value provided for real estate that is acquired
- HDOT follows federal regulations including Uniform Act and Civil Rights Act

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Wildlife and Natural Resources

- No adverse impact on sensitive botanical resources; limited habitat
- Limited impact on aquatic resources
- Impacts on waterways mitigated – treatment of runoff
- Design of drainage will address existing problems and prevent future ones
- All necessary permits and approvals will be acquired

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Cultural Resources: Archaeology


- Field Review and Background Research: 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



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Cultural Resources: Cultural Impact Assessment

- Extensive Interview Effort
- Only location of ongoing cultural practices: Maku'u Farmer's Market
- 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 to intersections
- Alt. 3: Widen to 4 lanes Ainaloa to Kea'au.
- Alt. 4: Widen to 4 lanes entire corridor
- Alt. 5: Widen to 6 lanes (Kea'au to Paradise) and 4 lanes (Paradise to Kahakai)
- No vistas blocked
- Mitigation in EA: Landscaping




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Utilities

- No Build, no effect on utilities
- TSM alternative, minimal effect on utilities
- Build Alts. 3, 4, 5 relocate poles, hydrants
- Waterlines stay in place under road
- Costs discussed in EA
- Undergrounding lines not practicable



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Decision-Making and Next Steps

Cheryl Soon, Planning Director
SSFM International




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No Preferred Alternative

- No Preferred Alternative at this time
- Decision Pending based on this hearing and comment period
- Expected to be disclosed in Final EA/FONSI

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Next Steps - Project Timetable



- Decision made on Preferred Alternative
- Final EA/FONSI Expected late 2010 or early 2011
- Final Design
- Construction
- Open for operation around 2018

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Public Testimony

Ken Tatsuguchi, Head Planning Engineer
Hawai'i Department of Transportation

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Rules for Providing Testimony

- You must sign up to give testimony
- Persons will be admitted in order of signing up
- You will be given three minutes to speak to allow adequate time for everyone to get their turn
- Please spell your name for the court reporter so it can be included in the transcript
- Please mention where you live or work

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Testimony




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Kea'au-Pāhoa Road Improvements: Q & A

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




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Public Hearing is Now Closed





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Projects in the Kea'au-Pāhoā Corridor

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Projects in the Kea'au-Pāhoā Corridor: Q & A

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Mahalo!



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