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**Kahekili Highway Community Charette #1**  
**November 2, 2011**  
Meeting Report

1. November 2, 2011 Facilitated Group #1 from David Tarnas (Yellow)
2. November 2, 2011 Facilitated Group #2 from Anne Smoke (Blue)
3. November 2, 2011 Facilitated Group #3 from Karen Cross (Green)
4. November 2, 2011 Facilitated Group #4 from Kem Lowry (Orange)
5. November 2, 2011 Facilitated Group #5 from Miki Lee (Purple)



## PURPOSE AND NEED

*(Notes from Yellow Group from 11-2-11 meeting by David Tarnas)*

The Purpose and Need Statement from the 1990 FEIS was provided as a handout tonight. In summary, the Purpose and Need (P&N) for the Kahekili Highway Improvements Project was to:

- Relieve Congestion
- Improve Safety
- Provide Mobility

### A. ARE THE INITIAL P&N STATEMENTS STILL VALID AND APPROPRIATE?

PRO	CON
<ul style="list-style-type: none"> <li>• The purpose and need is even more relevant than before.</li> <li>• Traffic is still congested.</li> <li>• If you get stuck behind a bus, it slows you down a lot because buses have nowhere to pull over to pick up/drop off passengers, so they stop in the middle of the road, blocking traffic.</li> <li>• Relieving congestion is still valid and appropriate.</li> <li>• Running red lights is very common.</li> <li>• Improving safety continues to be a relevant purpose and need.</li> <li>• Providing mobility is still a valid purpose and need.</li> <li>• Bike safety is an issue. Bike lanes are not sufficient. Anyone riding a bike on the road is risking injury.</li> <li>• People drive over the speed limit regularly.</li> <li>• There is a lack of enforcement.</li> <li>• When some drivers get frustrated by the congestion, they make a U-turn and take another route through a neighborhood or another road. This U-turn is not safe.</li> <li>• The congestion problems are at peak times, but during other times of the day, it's not bad.</li> <li>• We need traffic relief!</li> <li>• The EIS needs to include an analysis of the potential impacts of the project on aesthetics and the environment,</li> </ul>	<ul style="list-style-type: none"> <li>• Purpose and need statement are valid and appropriate, but some conditions have changed since the 1990 EIS, including:               <ul style="list-style-type: none"> <li>○ Congestion numbers shown in presentation understate the problem.</li> <li>○ Peak time is starting earlier and ending later.</li> <li>○ Travel time gets longer and longer.</li> <li>○ The acceleration lane town-bound from Hui Iwa has caused more problems than it has helped solve.</li> <li>○ Internal neighborhood roads have become more congested.</li> </ul> </li> <li>• The original purpose and need are valid, but I am still concerned that the road widening in the valley will bring more development.</li> </ul>

**B. SHOULD ADDITIONAL NEEDS FROM THE JULY WORKSHOP AND AS REVIEWED TONIGHT BE CONSIDERED? IF SO, DO THEY FIT THE ORIGINAL P&N OR A NEW ONE?**

ADDITIONAL NEED	ORIGINAL P&N OR NEW
<ul style="list-style-type: none"> <li>• Bike and pedestrian options should definitely be included.</li> <li>• You don't see too many pedestrians. It depends on the time of day.</li> <li>• It's not safe to cross the road for either bicyclists or pedestrians.</li> <li>• Roads and bridges are not wide enough to accommodate bicyclists.</li> <li>• Bike racing can cause safety issues.</li> <li>• When bicyclists ride together side by side, or when one cyclist passes another, then they come into the driving lane and it is not safe.</li> <li>• Transit should definitely be considered.</li> <li>• Easing congestion, improving safety and improving mobility are the top priority needs. Improving bike and pedestrian options is a lower priority.</li> <li>• There are not enough buses servicing the area. If you have more buses, more residents will ride them and there will be less cars on the road.</li> <li>• Buses need a place to stop on the side of the road, not in the middle of the road, blocking traffic.</li> <li>• People want to pass the bus when it stops. This causes a safety problem.</li> <li>• Even when there are pull outs, some buses do not use them. They are worried about getting behind schedule. Someone needs to talk with them.</li> </ul>	<ul style="list-style-type: none"> <li>• Bike and pedestrian issues were in the original document, but some things have changed.</li> <li>• Bike races have been going on a long time, but there are more and more of them. These cycling races cause safety problems.</li> <li>• Data is questionable, potentially understating the problem. Additional information is needed, including               <ul style="list-style-type: none"> <li>○ cost estimates for different alternative improvements.</li> <li>○ number of fatal accidents along route.</li> <li>○ data on the number of vehicles with just one occupant, and number of vehicles with multiple occupants.</li> <li>○ number of vehicles owned by residents in the area. The number of vehicles in the area has definitely gone up even though the number of people in the area has been steady in the new census. The kids from families in the area have grown up and are now driving. So, at a house where there used to be only two cars (for the parents), now there are five cars (for the two parents and three kids).</li> </ul> </li> </ul>

C. ARE THERE ANY OTHER NEEDS NOT DISCUSSED YET? IF SO, DO THEY FIT THE ORIGINAL P&N OR A NEW ONE?

OTHER NEEDS	ORIGINAL P&N OR NEW
<ul style="list-style-type: none"> <li>• Drivers who use GPS (usually visitors) turn the wrong way at some intersections because the GPS tells them wrong directions. Someone should contact the GPS companies and correct that.</li> <li>• Are we ever going to get another cross-island highway, like an H-4? Is this even being discussed yet?</li> <li>• When and why was the Hui Iwa lane improvements made?</li> <li>• The traffic light at Hui Iwa East has made things worse.</li> <li>• The timing of the light should be improved.</li> <li>• It would be better if we could turn left on green after yielding to traffic, instead of having to turn only on a green arrow. Lots of times, there's no green arrow, even though no one is coming the other way! So, people turn anyway.</li> <li>• Drivers don't know who has priority in the merging lanes at Haiku Gardens and Kahekili.</li> <li>• Flooding and drainage issues at the northern end of the route by Hygienic Store.</li> <li>• What is the division between federal and state funding for this project?</li> </ul>	<p>New issue.</p> <p>New issue.</p> <p>This is a new issue since the Hui Iwa lane was built after the 1990 EIS.</p> <p>Don't know if it was an issue in the original EIS or not.</p> <p>This was in the original EIS.</p>

## GRADE SEPARATION OF THE INTERCHANGE OF KAHEKILI AT LIKELIKE HIGHWAY

Note: This was discussed in the 1990 EIS, but the interchange was later built at grade with a traffic signal as a cost saving measure.

### KAHEKILI HIGHWAY AS AN UNDERPASS BENEATH LIKELIKE HIGHWAY (PREFERRED ALTERNATIVE IN 1990 FEIS)

PRO	CON
<ul style="list-style-type: none"> <li>• There really needs to be some improvement at this intersection!</li> <li>• An underpass has better aesthetics vs. the overpass.</li> <li>• The project will create jobs!</li> <li>• Also need to improve the intersection of Likelike and Kamehameha.</li> <li>• Of the 14 people in the group, four preferred the underpass, eight preferred the overpass, and two people abstained.</li> </ul>	<ul style="list-style-type: none"> <li>• Drainage and flooding concerns.</li> <li>• Higher cost than overpass.</li> <li>• An underpass will only exacerbate speeding from Likelike onto Kahekili.</li> <li>• There will be increased road closure during construction, compared to an overpass.</li> <li>• What is the impact on access onto Kahekili from the neighborhood feeder streets by the intersection with an underpass?</li> <li>• Impacts on historic sites will be a concern.</li> <li>• Concern about merging of traffic coming from Windward City Shopping Center.</li> <li>• This is only a “band-aid fix.”</li> <li>• Neither interchange improvement should be a priority since traffic will be stopped just a little further down the road.</li> </ul>

GRADE SEPARATED INTERCHANGE (Notes from Yellow Group from 11-2-11 meeting)

## GRADE SEPARATION OF THE INTERCHANGE OF KAHEKILI AT LIKELIKE HIGHWAY

Note: This was discussed in the 1990 EIS, but the interchange was later built at grade with a traffic signal as a cost saving measure.

### KAHEKILI HIGHWAY AS AN OVERPASS ABOVE LIKELIKE HIGHWAY

PRO	CON
<ul style="list-style-type: none"> <li>• There really needs to be some improvement at this intersection!</li> <li>• There will be less road closures during construction of an overpass, compared to an underpass.</li> <li>• This alternative is less costly than an underpass.</li> <li>• There won't be drainage problems with an overpass like there will be for an underpass.</li> <li>• Likelike is already elevated on the Kaneohe side of the intersection, which should make the overpass easier to build.</li> <li>• The project will create jobs!</li> <li>• Also need to improve the intersection of Likelike and Kamehameha.</li> <li>• Of the 14 people in the group, four preferred the underpass, eight preferred the overpass, and two people abstained.</li> </ul>	<ul style="list-style-type: none"> <li>• Visual impact of an overpass is greater than an underpass.</li> <li>• The height of the overpass causes greater visual impact.</li> <li>• It will be a big wall of concrete.</li> <li>• Since there won't be any stoplight at the intersection, it will make speeding from Likelike onto Kahekili even worse.</li> <li>• What are the protective barriers on the side of the overpass?</li> <li>• What is the impact of an overpass on access onto Kahekili from the neighborhood feeder streets by the intersection with Likelike?</li> <li>• Impacts on historic sites will be a concern.</li> <li>• Concern about merging of traffic coming from Windward City Shopping Center.</li> <li>• This is only a "band-aid fix."</li> <li>• Neither interchange improvement should be a priority since traffic will be stopped just a little further down the road.</li> </ul>

GRADE SEPARATED INTERCHANGE (Notes from Yellow Group from 11-2-11 meeting)

## WHAT OTHER TRANSPORTATION IMPROVEMENTS WOULD YOU LIKE TO SEE AT THE INTERCHANGE OF KAHEKILI AND LIKELIKE HIGHWAYS?

For Safety	<ul style="list-style-type: none"> <li>• Drivers who use GPS (usually visitors) turn the wrong way at some intersections because the GPS tells them wrong directions. Someone should contact the GPS companies and correct that.</li> </ul>
To relieve congestion	<ul style="list-style-type: none"> <li>• Can the timing of the traffic lights on Kahekili be adjusted and synchronized to improve traffic flow?</li> </ul>
To improve turning	<ul style="list-style-type: none"> <li>• Why can't we turn right from Kahekili onto Likelike in the far right lane like we used to do during construction? We should be allowed to do that again.</li> <li>• In the future, a third lane should be added turning right from Kahekili onto Likelike.</li> <li>• Extend the turning lane off ramp from Likelike onto Kahekili.</li> </ul>
Signage	<ul style="list-style-type: none"> <li>• There are already enough signs.</li> <li>• The speed limit should be changed at the interchange. 25 MPH is too slow for the off ramp from Likelike onto Kahekili. Everyone gets speeding tickets there. It should be increased to 35 MPH.</li> <li>• Use the electronic message boards on the road to warn drivers of traffic delays from flooding, accidents, etc... This will improve communication with the drivers, and reduce frustration and congestion.</li> </ul>
Landscaping	<ul style="list-style-type: none"> <li>• I'm glad that the landscaping was finally done on the previous improvement project. It looks good.</li> <li>• Include landscaping as a way to improve the aesthetics of any barriers/walls.</li> </ul>
All other	<ul style="list-style-type: none"> <li>• Maybe make Kahekili a restricted access road? No – because then we wouldn't be able to turn into the college or other side streets like we do now. You would need to build a frontage road from Likelike to Haiku if you were to do that.</li> <li>• Improve coordination/synchronizing of traffic lights</li> <li>• It seems that some truckers ignore the over height indicators on the tunnels.</li> </ul>



## PURPOSE AND NEED

*(Notes from Blue Group from 11-2-11 meeting by Anne Smoke)*

The Purpose and Need Statement from the 1990 FEIS was provided as a handout tonight. In summary, the Purpose and Need (P&N) for the Kahekili Highway Improvements Project was to:

- Relieve Congestion
- Improve Safety
- Provide Mobility

### A. Are the initial P&N statements still valid and appropriate?

- All are definitely still valid
- Safety is still important specifically for runners, pedestrians, and bikers
- Multi modal uses must be considered: pedestrians, bikes (more than just cars)
- Pedestrian safety improvements must be considered

### B. Should additional needs from the July workshop as reviewed tonight be considered? If so, do they fit the original P & N or a new one?

#### Additional needs that should be considered:

- More community input in re-evaluation process is necessary
- Bike and pedestrian considerations
- Better transit options
- Traffic and accident data

#### Purpose and Needs this addresses:

NEW P&N  
ORIGINAL (mobility, safety)  
ORIGINAL (mobility, safety, & congestion)  
ORIGINAL P&N (safety)

### C. Are there any other needs not discussed yet? If so, do they fit the original P & N or a new one?

#### Other needs not discussed:

- Preserving view planes
- Acoustic considerations
- Changes in traffic patterns and impacts to widening since 1990 FEIS must be considered as well as the more recent alterations to the hwy and impacts that has had (so far not beneficial)
- Funding must be considered

#### Purpose and Needs this addresses:

NEW need for consideration  
NEW need for consideration  
  
NEW need for information  
Need more information

**C. Are there any other needs not discussed yet? If so, do they fit the original P & N or a new one?  
(continued)**

**Other needs not discussed:**

- Completion date needs to be revealed and considered
- Impacts from growth and development that the widening will cause should be considered and are not favored by the community
- Drainage must be considered (specifically areas like Pookela Street and the residences in Kahelelani subdivision)
- Consideration of costs to purchase ROW easements along corridor (EA and EIS process should consider this)

**Purpose and Needs this addresses:**

- Need more information
- NEW need for consideration
- NEW need for consideration
- Need more information

**Additional Notes (Parking Lot)**

**Thoughts:**

- The changes resulting from recent road alterations have not shown a positive outcomes

**Additional Suggestions:**

- A pedestrian crossing sign with a “count down” timer would be a very good idea

## GRADE SEPARATION OF THE INTERCHANGE OF KAHEKILI AT LIKELIKE HIGHWAY

Note: This was discussed in the 1990 EIS, but the interchange was later built at grade with a traffic signal as a cost saving measure.

### A. Kahekili Highway as an UNDERPASS Beneath Likelike Highway (Preferred alternative in 1990 FEIS).

#### PRO:

- Intersection needs improvement

#### CON:

- No traffic allowed on Likelike during construction
- Potential detours
- Potential to take away existing homes or property
- Drainage issues for the area Hawaiians named *Kea puka* meaning “white hole or white void” because of the water that collects there.
- Displaces congestion and moves it to intersections further down
- Air pollution increase

### B. Kahekili Highway as an OVERPASS Beneath Likelike Highway

#### PRO:

- Safety improvements (the drivers that race to make the light were cited)
- Intersection needs some kind of improvement
- Less costly to construct
- Reduces congestion
- Traffic allowed on Likelike during construction

#### CON:

- Obstruction of view planes
- Displaces congestion at Kahekili intersections (side roads)
- Increased air and noise pollution

**C. What other transportation improvements would you like to see at the interchange of Kahekili and Likilike Highways?**

For Safety

- Pedestrian crossing “flashing crosswalks” with countdown timers
- Develop the interchange
- More and better signs on the road

Note: speed pumps were mentioned as a consideration but only one person in the group felt that was a viable option

To relieve congestion

- Make sure there is adequate space for merging traffic

To improve turning

- Yes. If this can be done.

Signage

- Better and more

Landscaping

- Use landscaping to improve visual impacts of concrete
- Consider Lauhala trees

All other

- If you do interchange, then you must also do widening between Haiku Road and Kahaluu *first*.
- Design to consider lowering Likilike to reduce height of overpass

### **Additional Notes (Parking Lot)**

- Connections to side roads (like Kulukeoe) must be considered
- Leave it alone (Note: this was mentioned at first but then retracted with suggestions for improving safety and noting that drainage is a concern and growth is not desirable.)
- Drainage concerns were mentioned again (several times) and we were reminded that the Hawaiians named this area *kea puka* (white hole) because of flooding.  
Drivers use side roads to avoid the interchange and add to congestion in neighborhoods (Note this was discussed at length and a concern for congestion in the neighborhood near the interchange was shared by almost everybody in the group)

**Kahekili Highway Improvements Facilitation  
Community Charette Meeting Plan  
November 2, 2011  
Green Group Notes – Facilitated by Karen Cross**

**Purpose and Need Breakout Discussion:**

**A. Are the initial Purpose and Need Statements Still Valid and Appropriate?**

**The discussion among attendees basically confirmed the Purpose and Need Statement from the 1990 EIS. Their discussion follows:**

**RELIEVE CONGESTION**

- They may be valid, but they are incomplete.
- OahuMPO talks about the cycle of development → brings congestion → you can't build yourself out → it's a vicious cycle.
- I don't think an aging population means less people on the road.
- Unnecessary traffic because of congestion – Hui Iwa widening/signal causes more congestion.
- Eliminate protected left turn congestion by allowing cars to turn left onto Hui Iwa on green rather than only on green arrow.
- Why am I stuck after 20 years?
- Kahaluu Neighborhood Board supports relieving congestion.

**SAFETY**

- No left turn on green is safety issue (protected left turn on green arrow only)

**OTHER COMMENTS ABOUT PURPOSE AND NEED**

- You don't need widening to meet the Purpose and Need Statement
- The Windward District will lose population by 2035.
- An aging population is not driving as much.
- Who are we building the widening for?
- The survey made us pick and choose and pitted one against another.

**B. Should additional needs from the July workshop and as reviewed tonight e considered? If so, do they fit the original P&N or a new one?**

<b>ADDITIONAL NEED</b>	<b>ORIGINAL P&amp;N OR NEW</b>
Ride bicycles—need new bike facilities	New
We need more park and ride and transit	New

- Comment: Much of this was discussed already.

**C. Are there any other needs not discussed yet? If so, do they fit the original P&N or a new one?**

OTHER NEEDS	ORIGINAL P&N OR NEW
Recreational	New
Kamehameha Hwy. is worse than Kahekili Hwy. It should be considered rather than Kahekili.	New
Fix the roads. Potholes slow down traffic.	-- Mobility
Roads need to be improved. Spend more money on this area, like other areas on the island.	-- Mobility
Bike, pedestrian, and transit were not in the original EIS. Do we need a supplemental EIS?	New

**Additional Comments made during the Purpose and Need Discussion:**

- You relieve congestion in one area, but cause it in another.
- Things don't change. It seems the same people are working on this project who worked on H-3 and other Highway and transportation projects.
- Stoplight /staging lane at Hui Iwa - traffic
- 5 minutes can be cut off travel time with traffic cameras
- 3 lanes should meet 3 lanes at Haiku
- Roads (Haiku to Hygenic Store) need to be improved (like other areas).
- H-3 was supposed to take care of congestion on Kahekili/Likelike, but 1990 FEIS P&N says H-3 would not relieve congestion. I disagree on that.
- We were smart to hold off H-3 for 20 years, until Kapolei became the 2nd City rather than Windward.
- On Contraflow:
  - It works in Kaimuki.
  - It could be automated.
  - Would Highway relieve congestion?
- Once the economy picks up, we will see more congestion.
- Don't like protected left turn at Hui Iwa (on arrow only). I should be able to turn left on a green light.
- Land Use Development
  - We don't want this 1990 EIS negated. We can relieve congestion without widening or contraflow.
  - I know Kahaluu Neighborhood Board does not support widening, but they've missed considering people working 5-6 days per week. It is not about development.
  - Laie, Turtle Bay, and Kahuku are building regardless of Kahekili improvements.
  - This North Shore traffic will make our traffic worse.

- In the late 1960s and 1970s, Windward was the second city with more freeways, a deep draft harbor in Kaneohe Bay with islands in Kaneohe Bay—good thing that Kapolei is the second city.
- You aren't going to stop traffic/widening causes development.



## GRADE SEPARATION OF THE INTERCHANGE OF KAHEKILI AT LIKELIKE HIGHWAY

Kahekili Highway as an **UNDERPASS** beneath Likelike Highway (preferred Alternative in 1990 FEIS)

PRO	CON
Better aesthetics than overpass	That it is expensive-- ~30% more than overpass
Like idea of no stoplight and no at grade conflicts	Ugly concrete
Safer than current—this is the most dangerous intersection on Windward side	If you have to expand Kahekili, you could lose housing.
	During construction—1 lane open would cause congestion
	Drainage issues
	What happens further down Kahekili if there is this free-flow interchange?

Kahekili Highway as an **OVERPASS** above Likelike Highway

PRO	CON
No at grade conflicts	Poor aesthetics (amount of concrete needs to be mitigated)
Safer than the present situation	
Less expensive than underpass	
Moves traffic along	
Less drainage issues than underpass	

**What other Transportation Improvements would you like to see at the interchange of Kahekili and Likelike Highways?**

<b>For safety</b>	<ul style="list-style-type: none"> <li>○ Cars need to move to the side for emergency response vehicles</li> <li>○ Needs rumble strips at ½ mile back to slow down cars and reduce collisions at traffic signal</li> </ul>
<b>To relieve congestion</b>	<ul style="list-style-type: none"> <li>○ No traffic lights</li> </ul>
<b>To improve turning</b>	<ul style="list-style-type: none"> <li>○ Early signage</li> <li>○ Roads have to crown for proper drainage and no hydroplaning</li> </ul>
<b>Signage</b>	<ul style="list-style-type: none"> <li>○ Can't see at Haiku so new signs need to be positioned so that drivers can make decisions earlier.</li> <li>○ Signs should be compliant with Outdoor Circle. (no billboards)</li> </ul>
<b>Landscaping</b>	<ul style="list-style-type: none"> <li>○ We need it to mitigate the effect of concrete—but don't spend millions on it.</li> </ul>
<b>All other</b>	<ul style="list-style-type: none"> <li>○ But an aging population may need bigger letters on signage.</li> <li>○ The warning signs aren't being used to warn of accidents up ahead</li> <li>○ Need good lighting</li> </ul>

**More Discussion about the Interchange:**

**For people who want to consider the “No Option Build” alternative, this should not be the preferred alternative, because:**

- Need to build an underpass or overpass
- It is the most unsafe intersection on the Windward side
- If you do not build, you have to improve traffic signals.
- Expedience says to go with the overpass, beautify to mitigate the concrete, and do beautification when constructing.

**Comment on the animation in the presentation:**

- It was marginally useful
- It was useless
- But it did show the amount of concrete needed.

Question:

What would the traffic plan be during construction?

**Parking Lot**

- Where are the elected officials?
- Why didn't they attend?
- They should experience congestion first hand
- If they change the intersection, what about Anoi Rd. and Likelike?
  - Rumble strips
  - Run red light at Anoi St.
  - What about Likelike to Kaneohe Town congestion?
- Oahu Regional Transportation Plan includes widening Likelike.
- What happens to H-3?
- What long to build interchange?
- How will it be funded?

## PURPOSE AND NEED

*(Notes from Orange Group from 11-2-11 meeting by Kem Lowry)*

The Purpose and Need Statement from the 1990 FEIS was provided as a handout tonight. In summary, the Purpose and Need (P&N) for the Kahekili Highway Improvements Project was to:

- Relieve Congestion
- Improve Safety
- Provide Mobility

### A. ARE THE INITIAL P&N STATEMENTS STILL VALID AND APPROPRIATE?

PRO	CON
<ul style="list-style-type: none"> <li>• Purposes/needs still relevant</li> <li>• Likelike to Haiku Road improvements have met mobility and congestion needs, but needs still relevant from Haiku Rd. to Kamehameha Hwy.</li> <li>• Congestion is still a problem</li> <li>• Still need increased mobility</li> <li>• Congestion still a problem [sometimes takes 45 minutes to go from Hygenic store to Haiku at peak times]</li> </ul> <p>[no one indicated needs were not a problem]</p>	

**B. SHOULD ADDITIONAL NEEDS FROM THE JULY WORKSHOP AND AS REVIEWED TONIGHT BE CONSIDERED? IF SO, DO THEY FIT THE ORIGINAL P&N OR A NEW ONE?**

ADDITIONAL NEED	ORIGINAL P&N OR NEW
<ul style="list-style-type: none"> <li>• Mobility could be improved w/ improved signal timing</li> </ul>	Original
<ul style="list-style-type: none"> <li>• Drainage improvements needed</li> </ul>	New
<ul style="list-style-type: none"> <li>• Congestion on Kamehameha Hwy. caused by overflow from Kahekili</li> </ul>	
<ul style="list-style-type: none"> <li>• Additional landscaping at interchange</li> </ul>	New
<ul style="list-style-type: none"> <li>• Sound buffers along highway close to neighborhoods</li> </ul>	New
<ul style="list-style-type: none"> <li>• Pedestrian safety [children crossing highway to get to district park]</li> </ul>	Original

**C. ARE THERE ANY OTHER NEEDS NOT DISCUSSED YET? IF SO, DO THEY FIT THE ORIGINAL P&N OR A NEW ONE?**

OTHER NEEDS	ORIGINAL P&N OR NEW
<ul style="list-style-type: none"> <li>• Lighting improvements [but be sure to protect endangered species]</li> </ul>	New
<ul style="list-style-type: none"> <li>• Need to insure that emergency vehicles can get through</li> </ul>	original

## GRADE SEPARATION OF THE INTERCHANGE OF KAHEKILI AT LIKELIKE HIGHWAY

Note: This was discussed in the 1990 EIS, but the interchange was later built at grade with a traffic signal as a cost saving measure.

### KAHEKILI HIGHWAY AS AN **UNDERPASS** BENEATH LIKELIKE HIGHWAY (PREFERRED ALTERNATIVE IN 1990 FEIS)

PRO	CON
	<ul style="list-style-type: none"> <li>• High cost</li> <li>• Drainage [intermittent springs]</li> <li>• Construction related congestion</li> <li>• Echoing noise</li> <li>• Creation of an underpass would make access from Kulukeoe and other local streets difficult or impossible</li> <li>• If finance is an issue, this would be a no go</li> </ul>

### KAHEKILI HIGHWAY AS AN **OVERPASS** ABOVE LIKELIKE HIGHWAY

PRO	CON
<ul style="list-style-type: none"> <li>• Cheaper than underpass</li> </ul>	<ul style="list-style-type: none"> <li>• Visual and noise impacts</li> <li>• Drainage issues</li> <li>• Still very expensive</li> <li>• Doesn't help congestion</li> <li>• Light pollution</li> <li>• Construction related traffic congestion</li> <li>• Major impacts on Koolau Baptist Church/Academy</li> <li>• Some drivers will seek short cuts through neighborhoods contributing to congestion and creating safety and noise issues</li> </ul>

WHAT OTHER TRANSPORTATION IMPROVEMENTS WOULD YOU LIKE TO SEE AT THE INTERCHANGE OF KAHEKILI AND LIKELIKE HIGHWAYS?

For Safety	<ul style="list-style-type: none"> <li>• Improved warning lights for drivers exiting Likelike and approaching intersection to alert them to stopped traffic</li> <li>• Enforce speed limit</li> <li>• Graduated speed limit along the off-ramp</li> </ul>
To relieve congestion	
To improve turning	
Signage	<ul style="list-style-type: none"> <li>• More warning lights</li> <li>• Better lane signage for traffic exiting Likelike</li> </ul>
Landscaping	<ul style="list-style-type: none"> <li>• Interchange walls were sterile, but plants have helped</li> <li>• What would be planted if an overpass is created?</li> </ul>
All other	<ul style="list-style-type: none"> <li>• Provide lane “barriers” to prevent dangerous last minute lane changes as cars approach interchange</li> <li>• Preferred option: Improve/ modify existing interchange</li> </ul>

## PURPOSE AND NEED

*(Notes from Purple Group from 11-2-11 meeting by Miki Lee)*

The Purpose and Need Statement from the 1990 FEIS was provided as a handout tonight. In summary, the Purpose and Need (P&N) for the Kahekili Highway Improvements Project was to:

- Relieve Congestion
- Improve Safety
- Provide Mobility

Note: The group, when asked whether they disagreed with the P&N, indicated it was still relevant. So, there were no comments about removing one of the three current P&N issues. Instead, they wanted to expand the P&N (see below).

### A. ARE THE INITIAL P&N STATEMENTS STILL VALID AND APPROPRIATE?

#### Yes

- Make “provide mobility” explicit to include multiple methods of transportation including buses, walking, and bicycles, (not just cars).

#### No

### B. SHOULD ADDITIONAL NEEDS FROM THE JULY WORKSHOP AND AS REVIEWED TONIGHT BE CONSIDERED? IF SO, DO THEY FIT THE ORIGINAL P&N OR A NEW ONE?

#### **P&N Additions / New Needs**

- Make “aesthetics” a priority for anything that is done to improve Kahekili by including it in the P&N.
- The State now has requirement to reduce use of fossil fuels, Kahekili solutions should be part of this effort (by encouraging non-vehicular modes of transportation).
- Protect the rural character of the community (visual, social, cultural). This must be spelled out in the P&N or it won't happen in a consistent or strategic manner.

#### **Other Comments, Suggestions, and Questions**

- Protect the view plane.
- I don't think there is a problem that requires changes.
- I have environmental concerns. Specifically, noise and pollution, which leads to health problems.
- Will homes need to be relocated?
- What is the cost?
- We need more express buses between communities.



- Has data on what's happening along Kamehameha Highway been considered and has estimated population changes in nearby communities been considered? (Kahekili traffic is affected by neighboring communities; so if only looking at the Kahekili area, may not see the full picture.)
- Would like specifics on how proposed widening will impact the aesthetics of the area.
- Would like to preserve the section on the highway that is lush and tropical.
- Would like to hear survey results.
- Has this plan been developed for the "here and now" versus what we expect the need(s) to be?
- Things are working now, especially since the Hui Iwa modifications.
- Is this being driven by the plan to loosen or change zoning restrictions in order to increase development of more homes?
- We like it just the way it is and are against future rapid development.
- If you improve the area, you are inviting development.
- What about the interest of those communities most impacts? Can a neighboring area "out vote" what is in the best interest of those actually in the community?
- I have no objections, but am concerned about aesthetics.

Note: The group was interested in seeing alternatives pursued, such as express buses and pedestrian and bicycle pathways. They were unable to offer whether these were P&N issues and spent most of their time on discussing the merit of the improvements and how decisions have been and will be made.

## GRADE SEPARATION OF THE INTERCHANGE OF KAHEKILI AT LIKELIKE HIGHWAY

### KAHEKILI HIGHWAY AS AN UNDERPASS BENEATH LIKELIKE HIGHWAY (PREFERRED ALTERNATIVE IN 1990 FEIS)

Note: When the group of approximately 12 people were asked how interested they were in any type of interchange improvement, less than half raised their hands. Facilitator's observation is this was a "we like it the way it is" group, but if they *had to* choose, they prefer the overpass option.

#### Pros

- Improves safety in the Keneke and Kulukeoe streets/areas (at Likelike where there seems to be the most accidents).
- Aesthetics better than the overpass.

#### Cons

- Ugly.
- More expensive of the two options.
- Drainage will be a problem.
- Need a study for the stop light – Will it create a back up farther down?
- Major disruptions during construction.

#### Other Comments, Suggestions and Questions

- No need for this. What's in place now is working.
- Will either option displace homes?
- Will either proposed interchange option result in (unintended consequences) traffic backing up in other area (Kamehameha and Likelike)?
- What is the timing of when all the work in the area will be done? Don't do it all at once; it needs to be phased. Suggestion is to do Kahekili improvements first, then move to the interchange work as a means of minimizing resident impacts.
- When the intersection was originally built, it was predicted that there would be problems, and in fact, this has happened.

### KAHEKILI HIGHWAY AS AN OVERPASS ABOVE LIKELIKE HIGHWAY

#### Pros

- Aesthetics are better – you drive under open air/sky, not in a tunnel.
- While under construction, less impact on traffic.
- The area is prone to flooding; this has better drainage solutions.
- Less costly.
- Faster construction.

#### Cons

None stated.

GRADE SEPARATED INTERCHANGE (Notes from Purple Group from 11-2-11 meeting)

### **Other Comments, Suggestions and Questions**

- Depending on what happens on Kahekili and the improvements seen, maybe the interchange won't be needed.
- If you live close to the areas where there are the most problems, it matters more than if you live further away.
- If you go the route of the underpass, make sure it's well lit.
- How will the decision be made on behalf of those who have not participated in this process – either by attending meetings or filling out the survey? Is the number of people participating really representative of the entire community?
- Can the whole area at the interchange be dropped/lowered in order to have less of a “built up” impact? Drop Likelike down, which drops the overpass down.
- Where would the transition to the interchange begin to occur on Kahekili? If by Kuluoehoe, near a school and homes, could create a new set of problems in the area.
- Will noise abatement walls need to be rebuilt?

### **WHAT OTHER TRANSPORTATION IMPROVEMENTS WOULD YOU LIKE TO SEE AT THE INTERCHANGE OF KAHEKILI AND LIKELIKE HIGHWAYS?**

- Improved signage/education for people unfamiliar with the area and the “clover” concept, especially older drivers.