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Due to finite funding in the FHWA program, a proposal to add the new Kīlauea Entry Road to the STIP would require that the new project displace existing County projects already approved for funding. It may be possible to include the new Kīlauea Entry Road in a future STIP funding cycle. At that time it would be appropriate to address downgrading the classification of Kolo Road and Kīlauea Road and classification of the new Kīlauea Entry Road as a collector roadway.

14. Traffic Impact Analysis Report (TIAR), Exhibit R:

- a. At page 25, Section 6.11, the TIAR notes that left turn lanes for Kīlauea Road at the intersection with Kīlauea Post Office entrance (on the Subject Properties) are planned (in 2013), as is a traffic signal being planned by the State of Hawai'i. We are presuming that the planned traffic signal is at Kūhi'ō Highway, Kolo Road and Kalamania Road. We also understand that this intersection is anticipated to be signalized as part of the State DOT's planned improvements. Comments from the State DOT need to be solicited to verify if the signalization will be accomplished by 2013.
- b. The TIAR is based on the year 2013 and is inadequate. The TIAR needs to evaluate future traffic conditions when the development is built out and occupied. We do not believe the construction of the New Kīlauea Entry roadway will be completed by 2013.
- c. We question the multi-way stop at the intersection of Kīlauea Road and Kolo Road intersection rather than a traffic signal. We wish to know when the traffic signal will be warranted. Additionally, pedestrian safety needs to be considered at Kolo and Kīlauea Road and at the Kīlauea Road and Post Office driveway/Keneke Street.
- d. The TIAR is currently in a draft stage and needs to be finalized. The TIAR needs to comply with Hawai'i Administrative Rule 16-115-9. Hawai'i Administrative Rules 16-115-9 states "all plans, specifications, maps, reports, survey description, and every sheet in a set of design drawings prepared by or under the supervision of a licensed professional engineer, architect, land surveyor, or landscape architect shall be stamped with the authorized seal or stamp when filed with public officials, and under the seal or stamp, the authentication shall state, "This work was prepared by me or under my supervision," be signed by the licensee, and shall state the expiration date of the licensee." We are concerned with the blackout headings at the tables and the word DRAFT labeling over the document which makes it difficult to read.
- e. Besides the main access (Post Office Road), two (2) secondary access points are proposed. As recommended by the TIAR, the south entrance driveway shall be a right in and right turn out with Kīlauea Road. Referred to as the North Driveway off Kīlauea Road the access will be a 150 foot intersection offset from the Post Office Driveway. We are concerned with this additional access point. The number of street intersections/driveways shall be kept to a minimum on collector streets and consistent with desirable street block lengths (not more than 1800 feet) pursuant to the Subdivision Ordinance No. 175, Section 2.11, item G. We recommend the north driveway access be restricted to the Post Office Driveway.
- f. The project will need to consider pedestrian facilities (pedestrian signals, count down signals, curb ramps, etc) crossings at Kīlauea Road and the Post Office Road-Keneke Street and Kīlauea Road-Kolo Road.