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To: Mr. Daniel Orodener, Executive Officer, Land Use Commission, State of Hawai'i

From: Lee Steinmetz, Transportation Planning Officer

RE: **KEĀLIA MAUKA DRAFT EIS**

Thank you for the opportunity to comment on the Draft EIS for the above-mentioned project. Please note the following comments:

Page 4-46: "...there is no sidewalk until after the Kapa'a Stream Bridge..."

While this is the current condition, HDOT's Kapa'a Stream Bridge project will continue the mauka sidewalk across the bridge and connect to Mailihuna Road, creating a continuous mauka sidewalk on Kūhiō Highway between Keālia Road and Mailihuna Road.

Page 4-46: "...and no pedestrian activity along Keālia Road..."

There is some pedestrian activity, including people accessing the post office, food truck area, and farmers market, from both Keālia Beach/Kūhiō Highway and Kaa'o Road. In addition, walkers, runners, and bicyclists regularly use Keālia Road from the Kūhiō Highway intersection to access Spaulding Monument for fitness and recreation.

Page 4-56: "The TIAR evaluated two potential mitigations for the Kūhiō Highway/Keālia Road intersection. The first was to construct a roundabout. However, this option is problematic from a design standpoint due to the skew of the intersection. The preferred mitigation is to install a traffic signal to improve operations along Keālia Road..."

Please explain why the skew of the intersection makes a roundabout problematic. Typically, roundabouts perform better at skewed intersections than signals. From the County's perspective, a traffic signal is not preferred, due to the maintenance issues of signals in the highly corrosive coastal exposure, improved safety of a roundabout vs. a signalized intersection, and concern of signals within the coastal zone/SMA. Please address these issues in the DEIS, and provide more information on how the intersection could be reconfigured to accommodate a roundabout.

Page 4-57: "These improvements to sustainable transportation modes will benefit future

residents of Keālia Mauka. That said, the major constraint to the use of sustainable mode of transportation by residents will continue to be poor connectivity between the subdivision and Kūhiō Highway. The narrow width of Keālia Road, lack of sidewalks or shoulders, combined with the uphill terrain and roadway curves makes this segment uninviting – and potentially dangerous – for bicycling and walking.”

This statement implies that Keālia Road will remain the same as it is today. Please note that with the current low volumes of vehicle traffic, some pedestrians and experienced bicyclists feel comfortable sharing the existing travel lanes with vehicles. However, with the increased volume projected with the Keālia Mauka project, additional bicycle and pedestrian facilities may be needed on Keālia Road to support safe, sustainable transportation. In addition, more people of all ages may feel safer walking and biking if facilities were improved for biking and walking on Keālia Road. Please describe potential improvements to Keālia Road between Kūhiō Highway and the project entrance, including (but not limited to) a widened roadway with striped shoulders suitable for use by bicyclists and pedestrians; a bicycle climbing lane in the uphill direction and shared lane markings in the downhill direction; and/or a paved path on one side of the road suitable for bicycle and pedestrian use. Please incorporate recommended bicycle/pedestrian improvements on Keālia Road in the proposed mitigation.

Please feel free to contact Lee Steinmetz at (808) 241-4978, or lsteinmetz@kauai.gov if you require additional information. Thank you again for the opportunity to comment.

c: Mr. Scott Ezer, HHF Planners; Ms. Moana Palama, Hawai‘i Management Services LLC; Larry Dill, HDOT Kaua‘i District Engineer; Lyle Tabata, Acting County Engineer; Michael Moule, Engineering Division Chief, Department of Public Works; Michael Dahilig, Director of Planning