HONOLULU HIGH-CAPACITY TRANSIT CORRIDOR PROJECT	REVIEWER: Hawaii Department of Transportation
COMMENT SHEET	DATE: PAGE 1 of
DOCUMENT NAME AND DATE:	RESPONDER:
	DATE:

COMMENT NUMBER	SECTION NO. / PAGE NO.	COMMENT TYPE	COMMENT	RESPONSE	ACTION CODE	RESPONSE CODE
1	Page 1-16, Table 1-3		With average speed in the 30's mph, it's LOS F. Zipperlane has average speed of 50 mph with a LOS D. The average speed and LOS level doesn't seem to make sense.	Level of Service is calculated based on vehicle density, which is a function of both traffic volume and speed. A footnote has been added to the table for clarification.		
2	Page 2-8, 1st paragraph		"The four panel members eliminated proprietary technologies, meaning that selection of one of those technologies would have required all future purchases of vehicles or equipment to be from a single manufacturer." This reason, which limits the alternatives that is evaluated in the DEIS, is troubling. Proprietary technologies, by itself, aren't sufficient reason to eliminate an alternative. More substantial reasons, such as costs, operational characteristics not meeting purpose and need, etc., are needed.	Description was expanded to claify issues considered.		
3	Page 3-44, Section 3.5.5		Construction-related Effects on Bicycle and Pedestrian Facilities: Access to existing HDOT's bicycle and pedestrian facilities during construction needs to remain. In addition, warning and/or notification signs of modifications to HDOT's bicycle and pedestrian facilities during the construction period is needed.	Text was added to this section to be consistent with your comment.		
4	Page 4-32, Section 6(f) Resources		While this section states that there's no 6(f) resources along the alignment, Neal S. Blaisdell Park have a plaque at the entrance stating that Land, Water, Conservation Funds was used, making it a 6(f) property.	Section was revised to state Neal S. Blaisdell Park is a 6(f) resource.		
5	Page 4-111, Wildlife Survey		Wildlife field surveys and observations were conducted in September 2007 and bird point counts were conducted from December 2007 to January 2008. Depending when in the	USFWS did not comment on timing and surveys. In the urban environment adjacent to the project alignment the surveys conducted are adequate.		

	along the Alignment:		month done, these surveys could misses the peak seabird fallout period (September 15 – December 15 annually) when nocturnally flying seabirds, especially fledgling on the way to sea, can become disoriented by exterior lighting. When disoriented, seabirds often collide with manmade structures, and if they are not killed outright, the dazed or injured birds are easy targets of opportunity for feral mammals. Of concerns are the following three pelagic seabird species, Hawaiian Petrel (Pterodroma sandwichensis), Newell's Shearwater (Puffinus auricularis newelli), and Band-rumped Storm-Petrel (Oceanodroma castro). The petrel is listed as an endangered species, the shearwater as a threatened species, and the storm-petrel is a candidate species under the Endangered Species Act. Recommend bird counts be done at night during the peak fallout period.			
6	Page 4-149, Wildlife:		Dependent on the result of bird counts stated under Item 5 above, restriction for night work could be required during the peak seabird fallout period.	Based on studies completed for this project and reviews by USFWS, restrictions for night would not be required.		
7			Since proposed route appears to front the Honolulu Harbor near Piers 7-17 within the Highways right of way, HAR-EP would like to be a continued party in any further review to assure that access to our piers along Nimitz Highway is maintained.			
8			In addition they recommend that coordination with ATDC also be established as previous developers have included improvements along Nimitz Highway near the downtown station.			
9			AIR-EP has no comments on the EIS for the Airport Alternative	Thank you.		

COMMENT TYPE: E - Editorial
D - Discretionary
M - Mandatory

ACTION CODES: A - Initiator agrees and will comply / take action
B - Initiator disagrees for reasons noted: discussion may be required
C - Answer provided; no action needed

RESPONSE CODE: A - Accept
N - Not acceptable
D - Discussion Required