

DRAFT SOUTH KOHALA TRAFFIC SAFETY COMMITTEE DRAFT
Minutes
November 14, 2006

CALL TO ORDER: Chair Mike Price called the meeting to order at 4:05 p.m. at the Waimea Civic Center Conference Room.

ATTENDANCE: Janice & Josh Akana, Dr. Billy Bergin, Carol Buck, Officer Brad Feliciano, Anne Field-Gomes, Sara Fuller, Anika Glass, David Gomes, Sheila Goo, David Greenwell, Roger Hirako, Cheryl Hirayama, Linda Hoffman, Bob Hunter, Millie Kim, Bets Lawrence, Hugh & Darla Lovell, Bruce McClure, Tim McCullough, Gunner Mench, Robert Nakamoto, David Oshiro, Alex Penovaroff, Mike Price, John Ray, Luis & Sharon Rincon, Chris Robb, Bill Simonsma, Riley Smith, Stanley Tamura, Jojo Tanimoto, Ronald Thiel, Sherman Warner, Margaret Wille.

MINUTES of September 12 and October 10 were approved as circulated.

INTRODUCTION OF SPECIAL GUESTS: Chair Price introduced Brian Ishii, EKNA Consultant to DOT for the Kawaihae Bypass project, and Nelson Sagum of the Department of Transportation, to report on the progress status of the Kawaihae Road Bypass.

Mr. Sagum said DOT has received comments and incorporated them into this report. DOT is discouraging direct houselots connectors to keep this highway a freeway. DOT will maintain design standards from the green book and wants to keep the highway as far away from Kawaihae Road as possible. It should take all but one fifth to one third of the traffic off Kawaihae Road. DOT knows this highway is needed, but SKTSC support must be ongoing to avoid money going elsewhere.

Mr. Ishii's powerpoint presentation went over the Evaluation Criteria. This highway will be part of the State Highway system and will connect major roadways. They've created a range of alternatives to meet NEPA and Hawai'i Revised Statute 343. The criteria include being consistent with state and regional plans and conforming with the State Highway System. Design criteria include that it be a 50 mph road, grades not more than six percent, maximum embankment height of 20 feet, minimum horizontal curve radius of 760 feet, and a minimum horizontal curve length of 500 feet. They also considered the effects on residential communities such as Kanehoa and Anekona, businesses and landholdings, and social, economic and environmental impacts. Implementation costs are also factored in. They are recommending four routes in each of five sections, with several areas to be refined.

Mr. Ishii then discussed alternative alignments:

Section 1 from Akoni Pule Highway to the resorts including Kawaihae Harbor and Village. Adding design criteria, Kawaihae Village, parceling and cost the best alignments are 1D2, 1D, 1E and 1A. The preference is to stay mauka of the present Kawaihae Road.

Section 2 goes from the resorts mauka to the wind farm. The preferred alignments are 2E, 2A, 2B and 2D. They vary greatly, going down to Puako, Hapuna Beach, crossing Mauna Kea resorts property, or staying on state land. ***Brian, or are the Puako and Hapuna legs on Section 5????***

Section 3 from the wind farm to Lalamilo about even with Kamuela View Estates, considers Kanehoa and Anekona subdivisions. The preferred alignments are 3F, 3B, 3A and 3C staying at least 1000 feet from these two subdivisions.

Section 4 goes to Mamalahoa Highway and considers Lalamilo Farm Lots and the Parker School site. Preferences are 4H, 4C, 4B and 4D. All four intersect with Mamalahoa near the State

Tree Nursery and the Waimea Kohala Airport.

Section 5 is a south spur to Queen Ka`ahumanu at Hapuna or Puako.

Mr. Ishii also showed a number of areas to be refined including where the bypass will connect with Akoni Pule, how it will pass Kawaihae Village, how the south spur will connect, and where it comes closest to Lalamilo Farm Lots. He explained line-of-sight at the farm lots and at Kanehoa.

Future work will include refining alignments and intersections based on existing and forecast traffic, connector roads, public hearings and environmental studies.

Discussion (Question and Response)

Q: (Bets Lawrence): In the preferred alignments in Section 4 the southerly road which goes south of Pu`u Pa does not connect. Why?

R: (Brian/Nelson) The top 4 sections included the south alignment but it does not comply with the criteria so the SKTSC proposed alignment was dropped. Going too far west involves grading and cost impact issues.

Q: (Margaret Wille): On Section 4, recommendation #3 is there a reason for not incorporating the top half and east half; shouldn't the alignment be south of the airport?

R: (Brian/Nelson): Based on alternative analysis, the cost and grade of #3 eliminated the connection between #4 and #2. The SKTSC recommended route in the middle does not connect. The eastern portion is fine but is a higher cost alignment to connect it to other alignments. There is a greater slope involved. If the Waimea Bypass comes in south of the airport the Kawaihae Bypass would have to be realigned.

Q: (Tim McCullough): Tim thanked Brian and Nelson for coming, and raised the likelihood that this major connector road between the east and west sides of the island will grow easily from two to a four lane road. Community growth is now fast moving south toward the airport so shouldn't both the Kawaihae and Waimea Bypass alignments move south of the airport to help protect the community? Farm concerns involve Food Safety Act requirements, so roadway alignment in proximity to active farming could put a lot more pressure on farmers who are on record requesting a minimum of 500' downwind, 1000' upwind state buffer. Kona winds blow half the year now so all buffers should be 1000'. The Waimea Bypass will have to go through or around Hawaiian Homes. He would like clarification of different costs involved in the 17-mile detour being proposed for the Waimea Bypass versus the cost of a two mile extension to take Section 4 south of Pu`u Pa.

R: (Brian): Did look at food quality issues and are presently in discussion with Department of Agriculture re food safety. No floodwaters will come into the area. Looking at minimizing runoff into farm lots and staying away from pesticide buffer zones. The road is sufficiently distant at almost 1000' away. The alignment will shift south of the airport if the Waimea Bypass exit ends up south of where it is now. The cost difference to move the road south of Pu`u Pa is \$30M versus \$10M north of it.

Q: (Sherm Warner) Would the cost analysis be the same if the lines were shifted?

R: (Brian) Overall cost would be the same.

Q: (Sarah Fuller - Puako Community Assn): Puako residents have serious concerns about the

bypass coming out at the Puako community; where should these concerns be submitted?

R: Urged to put in writing and send to Nelson Sagum <nelson.sagum@hawaii.gov>.

Q: (Mike Price) Lalamilo section where it didn't connect, what is distance? Short distance, half mile or so? What would cost be?

R: Approximately \$10M since generally speaking \$5 or \$6 million a mile not including intersections, etc. Cost estimates include truck run offs and passing lanes.

Q: (David Gomes) Where would additional farm lots be extended by the state if such were planned?

R: West of present farms lots.

Q: (Gunner Mench) Question harbor area and lower alignment given tsunamis, concern over connection to Akoni Pule highway and routing from a safety standpoint for evacuation, e.g. ocean flooding. What is road elevation at sea level?

R: The existing highway is low. We followed the Hawaiian Homes Lands master plan and 1970 plan so the yellow alignment is 40 feet and the purple is 100 feet elevation.

Q: (David Greenwell) What are the criteria for access and ingress off of this road? Do the farm lots have access to the new road?

R: Nelson: There will be two connectors to the present Kawaihae Road, and likely a mile between accesses. The farm lots don't want an access.

Q: (Hugh Lovell) Excellent job of taking different viewpoints into consideration. 1) What happened to having it south of the airport between the three and four mile markers? Placing the roadway away from airport about another mile and half, might be cheaper. 2) Has anyone talked with HHL folks? They didn't seem to have a problem with having a roadway already existing through HHL. Unimproved gravel could put in an 80' or 100' road. HHL lessees don't want their parcels cut in half. Give HHL one acre of land elsewhere for each one acre taken for this project. A gulch flows badly during heavy rains. 3) Ré the west end, what would be the cost of acquiring land near Mauna Kea at the coast area? Consider Hapuna instead of Puako as the connection point.

R: (Nelson) 1) Waimea Bypass looked at an exit south of airport. The current alignment north of airport is due to Lindsey Road connection which will draw off traffic from that intersection and place it onto the bypass, but if the exit is south of the airport, there would not be that connector feature.

R: (Brian) 1) Lindsey Road extension at one time did follow that route, but we can only track the Waimea Bypass exit and realign accordingly. 2) Right of way has to be 300', so 100' is not possible. 3) The grade at sea level gets steeper the further south you go up to 8 and 10%. At Hapuna beach it is pretty steep and would require cuts to take it down to 6%.

Q: (Jojo Tanimoto) 1) Where will the end of the bypass occur at Kawaihae? 2) What is the timeline?

R: (Brian) 1) At the last house, but we're trying to keep it as far away as we can from the subdivision. 2) The EIS hopefully will be done by the end of 2007, but it will require community support to do this. Internal disagreements will delay the project. EKNA work stops

with the EIS. When the plans are done the DOT will decide on construction phases. SKTSC will have input on scheduling of the phases.

Q: (Jojo) Exit access is needed for that portion of Kawaihae Road from Gunner's restaurant to where the military Stryker force wanted to be. What is the timeline for when roads will be open after an emergency such as earthquake, flood or tsunami?

R: (Brian) Haven't got that far yet but will take into consideration the preference for an alternative road.

Q: (Anne Field-Gomes) Will land be purchased for two-lane road or will it be for four lanes?

R: The right of way is being purchased for a four-lane road.

Comments (Margaret Wille)

- If Waimea Bypass is not south of airport it will be a big mistake, so Kawaihae Bypass should be looking at south of the airport too.
- Needs to be south of Pu`u Pa. Should figure out difference in cost and make a sub category.
- Obvious plan is to do the Kawaihae area first because of Super Ferry.
- Parker School site is being considered for a regional park.

Conclusion (Chair Mike Price) What does DOT need for community support? The meeting attendance today represents at least 80% of different community groups with only Kanehoa Subdivision not represented. We've been told to send letters to DOT.

R: Brian/Nelson: It's good to send letters to DOT but after our part of the project is done, it will have to be funded by elected officials so it is important to also stay in touch with elected state officials, and the Governor or Governor's Big Island representative ré support of the Bypass road through letters and other forms of communication. It has to be on the STIP, and it will be in competition with other state projects for the same money.

COUNTY: Bruce McClure reported on the following:

Resurfacing Mamalahoa Hwy Ponding Concerns - Highways Division has reviewed the situation and the road will remain as it is.

Restriping Paniolo Avenue and Resurfacing Waikoloa Road - DPW has to revisit its schedule in light of the on-going earthquake recovery work which has fixed FEMA deadlines that must be met. Restriping Paniolo is still on the list, but has been pushed back. Resurfacing the bottom mile of Waikoloa Road will be rescheduled.

Waikoloa Village Emergency Road -DPW started construction Oct. 23 but has stopped now. Two improvements became apparent and the final route was revised for a short portion at the Village end and a longer section on the makai end. The work should be completed at the same time or earlier than predicted.

Waikoloa Road/Paniolo Avenue Intersection Traffic Control - DPW has rescheduled the needed traffic counts to be done during November because of the current focus on recovering from the Oct. 15 earthquakes. DPW will share their findings with the developer and SKTSC.

Waimea Circulation Plan - Parsons Brinckerhoff has tentatively scheduled to present their findings at the Waimea Community Association's Thursday, December 7 meeting which starts at 5:15 p.m. at Waimea School Cafeteria.

Kudos - Chair Price asked for a round of applause for both the County and the State for doing a great job of getting roads open after the Oct. 15 earthquake. McClure said the private sector helped and they had roads open within 13 hours.

STATE: Hold for next meeting.

POLICE: Officer Feliciano handed Bets the monthly statistics for October 2006: DUI arrests = 7; major Theft Clearances = 19; 617 citations include moving = 180, speeding = 147, seatbelt = 34 and child restraint = 2.

UNFINISHED BUSINESS: Hold for next meeting.

NEW BUSINESS: Hold for next meeting.

NEXT MEETING: December 12, 2006 at 4 p.m. at the Waimea Civic Center Conference Room.

ADJOURNMENT: 5:13 p.m.

Respectfully submitted, Bets Lawrence, Secretary