

Waimea Community Meeting 12/7/06

5pm Waimea School Cafeteria

Attendance: approximately 60 people including COH Planning Director Chris Yuen, DPW director Bruce McClure, Transit Agency director Tom Brown

Waimea Traffic Circulation Study briefing

Parsons Brinckerhoff Quade & Douglas, Inc.

Presenters: Wayne Yoshioka, Li Hong

County Dept of Planning contact person: Larry Brown

Proposed short range improvements 2009 phase I, 2011 phase II; work has been coordinated with other road way projects in the area: Lalamilo connector; Waimea bypass; Kawaihae bypass

Phase I projects

- Widening Mamalahoa highway: Lane widening from east of Kamamalu (civic center) to hospital. Parker Ranch Connector road behind the town extending Lindsey road to meet up with Kamamalu running parallel to Mamalahoa with a couple of links to Mamalahoa in between Lindsey and Kamamalu
- Parker ranch connector: Parker ranch connector should be done in one phase instead of three; connector at Kamamalu has issues
- School access improvements: School access circulation improvements; remove parking along Mamalahoa in front of school, prohibiting left turns at Lindsey intersection
- Prohibit east and west bound left turns at Lindsey/Mamalahoa intersection; no room to make major lane configuration or widening on approaches; alternative left turn options use of internal roads
- Additional signal lights: Traffic signal optimization with new signals

Phase II projects

- Lalamilo connector (Mamalahoa – Kawaihae connector) Lalamilo connector will benefit Lindsey intersection traffic; raises the question of necessity of a Lalamilo connector road if K bypass built first; K Bypass will connect back to Kawaihae road at Kohala mountain road, loop from parker ranch road connector, west at airport 7 miles, as proposed in sectional K Bypass plan
- Signal coordination: e.g. Where Lalamilo connector meets K bypass road connector.

Conclusions:

- Major traffic delay points are Lindsey and civic center; there will be more delay if do nothing; phase I projects can help but small adjustments not enough; both Lalamilo and parker ranch connector needed for short term growth; both major state bypasses needed for long term growth; supplementary projects are needed to allow for connector projects to function properly, i.e. phase I.

- Transit shuttle idea for intra-Waimea area; running out to the dump in the west and along Mamalahoa going east to Lakeland; or circle downtown area through HHL rejoining the highway outside of town area; bus every 30 minutes with stops at Lakeland, church row, McDonalds, Waimea park, Waimea transfer station
- Pedestrian / bikeway network: connectivity system to major points in town area

Next steps:

- Cost estimates and programming for short range projects
- Review look at responses to short range projects to long range conditions, e.g., what will bypass project's impact be on the town

Q&A

Q: John Bach (?): does traffic signal optimization mean synchronization to traffic flow?

R: Yes, will make sure signal is appropriate to traffic and coordinated with other signals

Q: Anuheia Young: how to get to upper Lindsey road if cannot make left turns

R: It is the last thing that would be done in Phase I as it is impossible without Parker Ranch road connector road, and Waimea school changes; traffic would be directed to the the parker ranch connector to make left turn at Lindsey intersection if coming into town from south. Subdivision residents would also use parker ranch connector to get to Lindsey road; DOE has indicated current access road will connect to Lindsey; in the other direction, would turn off at Pukalani in order to get to Lindsey and go straight through north; in order to widen the intersection you need to prohibit left turns

Q: Fran Tabor: Waimea greenways trails crossing the road would cause an accident

R: Would not be greenways intent to cross road intent if it creates a traffic hazard

Q: librarian: concern over access to properties across the street from the school; what about cross walks and other amenities

R: would not mean banning left turns beyond the intersection going west; would allow turn lanes for those other properties; have communicated with property owners; none of the actions that are being proposed will interfere with their plans

Q: Betty Hannah: what about housing projects further down Kawaihae road for proposed intra-Waimea transit system

R: Like anything else, mass transit planning will change as plans change; feedback is critical for this; no problem with a bus going down Kawaihae road, but question is how far down and still maintain cost of service

Q: John Ray: no left turns esp. because of commercial traffic is a matter of sequencing; but Lalamilo connector is critical and so no left turns would occur until after phase II

R: Agree important to determine extent of commercial traffic, Parker ranch connector without Lalamilo connector; again depending on volume of traffic; it is possible to have both projects go forward concurrently

Q: Chris Robb: Is this Lalamilo connector is the same as county alignment?

R: there is no alignment; Belt Collins is contracted w/ county to study connector; only saying that it is advantageous to have a road connecting these two points; no detail on it; it is the Belt Collins consultant that is working on it; conclusion is that the connector is needed but exact alignment is up to DPW and consultant

Q: Sherm Warner: what kind of road would connector road be?

R: short term analysis shows that it would be a 2 lane paved lane roadway, at key intersections would have turn lanes (Lindsey, Pukalani) so turning vehicle will not stop traffic; as it develops could have bikeways, other amenities; not gravel road, if more than 500 cars then requires too much maintenance and would need to be paved

Q: Linda Kaufman: funding question about the \$10M; how many of Phase I projects could it pay for? Now at \$9.6M

R: Have not done cost estimates yet; Mamalahoa widening alone would use a major portion of it; so looking at phases or possible contra flow lane, and look at doing parts of other improvements; will be the next thing to be examined.

Q: Ann Gomes: wrong to have connector roads go directly through drainage canal located there at civic center; what would happen to the athletic field used by children

R: Original alignment for Parker Ranch connector was across drainage channel and intersect Kamamalu; do not want to confront senior housing or civic center; uncovering several issues that need to be worked on; if Kamamalu is the main part of the connector road, then it could create added congestion unless it had a turn lane; hard to fit 5 lanes at Mamalahoa because too narrow at that point; North Hawaii hospital also concerned about route; considering going east of soccer field and civic center; therefore are working on several issues

Q: David Gomes: concern over how much growth will occur if growth continues as it has; in the event of shipping strike impacts, farm lots are critical; with connector road and bypass going south of airport, farm lots should be extended as far west as possible; suggest looking at Opele road and coming south creating a smaller connector road but would not affect farm lots

Q: Alexander Bernstein: instead of going around the police station could the road go around by HPM

R: would entail lands involved with the Waimea bypass; one of the things that drives the connector is that it has been master planned as part of the Parker Ranch project, other lands are HHL; if a shorter time frame is desired, it would involve property ownership and would like to go further down but difficult

Q: George ? what's the difference between Lalamilo connector and Kawaihae bypass

R: Kawaihae Bypass regional study calls for the road to start at airport down to the harbor; but planning sets up sections of work, instead of all at once; could involve a lateral connector road to Kohala Mt Road; could that serve the purpose of the Lalamilo connector road but looking at 7.5 miles out of the way vs. 1.8 miles (Lalamilo internal

road) and would not serve as an alternative to the internal connector road especially for through truck traffic; would help vehicles coming up from the harbor but traffic flow is up Kawaihae road and left at Lindsey; not taking a wide turn 7.5 miles out of the way; will not solve the intra Waimea traffic which is 60% of the traffic; Kawaihae bypass is a good thing and will help overall

Q: Margaret Willy: appreciate efforts of presenters; raise question of encouraging or discouraging additional business in the immediate area of the Lindsey road / Mamalahoa highway area; the lot next to the post office which is a Parker Ranch commercial lot, should the county purchase it due to its proximity to school site; Lalamilo connector will have to compete with Parker Ranch connector in allocation of funds for Phase I; concern over county getting their act together and doing the Lalamilo road, looking at additional connections are helpful; concern of farm lots and BC looking at putting the road on the other side of the Ironwoods, question is are we willing to put up with those costs?

Q: Ann Remick: works at Parker school and did a parent survey if there was a bus stop at Lakeland and about 8300 (?) cars involved; coordination efforts for funds for the bus and signage is still in the works; lot of the circulation problems are at school hours and this would be a good short term solution

R: happy to hear about it and would want more detail

Q: ? All bus routes are needed; short term traffic light controls modification could be done soon while other things going on, would help significantly

R: DPW already does a great job of light signals relative to other counties; confident that it will be addressed

Q: Intersection design at either end of the connector road? Signals, roundabouts?

R: Kamamalu signals, Pukalani signal, Lindsey road likely at each would have signal lights; Lalamilo connector as well but not yet done analysis for both ends of that road

Q: Leningrad: we know that the more expensive the project the longer it will take, is there any relief that can be provided now

R: Phase I improvements; maybe can be completed by 2009 but cannot do all at once; one of the things that is phased could be selected widening of Mamalahoa, while design and clearances of full project being worked on; find what can be done now and start working on it; DPW has been doing a pretty good job of working on synchronized traffic lights so now looking at phased implementation of Mamalahoa widening

Q: Leningrad: Should the first thing be widening of highway?

R: More "through" lanes are needed at the Kamamalu intersection; big bottleneck