

South Kohala Traffic Safety Committee

Waimea Traffic Circulation Study Public Meeting

Tuesday, November 20, 2007 at 4:00pm, Waimea Civic Center Conference Room

Attendance: Janice Akana,, Josh Akana, Pat Bergin, Ken Block, Larry Brown, Brian Burau, Tom Brown, Carol Buck, Bill Carey, Joel Cohen, Laura Dierenfield, Carmine Diprowig (sp?), John Edney, Brad Feliciano, M.C. Gardner, Daniel Gomez, Anne Gomes, David Gomes, Sheila Goo, David Greenwell, Terri Greenwell, Robyn Hafner, Howard Hall, Leslie Hall, Wayne Higaki, Bob Hunter, Sally Kimura, Clem Lam, Dina Lau, Bets Lawrence, Thalia Lehand, Keoki Magoon, Bruce McClure, Kooksie McCullough, Tim Mc Cullough, Michelle Medeiros, Br?? Pastorine, Emily Potter, Mike Price, Diane Quitiquit, Mary , cheib (sp?), Galen Scheib (sp?), John Simmerman, Riley Smith, Nelson Sterum (sp?), Fran Tabor, Roy Takemoto, Phyllis Tarail, Ronald Thiel, Sherm Warner, Diane West, N?? Whittington, Carol Yert (sp?), Wayne Yoshioka, Jim ??

Mike Price – The way we're going to do this is the consultant is going to go through his power point presentation. It should take a half hour for him to show you information on the study and hopefully answer some of your questions. Do not interrupt. Don't have side-bar conversations because the people behind you won't be able to hear. Show a little courtesy and respect all the way around and if someone gets disruptive I'm going to adjourn the meeting and wait until we get it calmed down. So, I don't think we want to do that here. After the presentation is over, I have a lot of written questions and there will be a panel of people here. There's going to be Larry Brown from the County's Planning Department, Wayne Yoshioka from Parsons Brinckerhoff Americas who is the person responsible for the traffic study that will be described. Bruce McClure is on his way, he's Director of Public Works - for those of you who don't know, he's the one that's responsible for doing the roads. Diane Quitiquit came from Parker Ranch to answer questions. Tom Brown is here from County Transit to answer bus questions. Carol Yert will be arriving and she can answer questions on the school. Along with that, there are some half sheets there so if you do have questions, now or during the presentation, write them down and Mr. Block will come around and collect them at the end of the presentation. I'll add them and if they're redundant, so be it, but we'll try to get everybody's questions answered. If that's not possible in the time, if you put your name and your address or an email, we'll try and get an answer and get it to you. This is going to be taped and we'll try and get it almost like a set of minutes, with all the questions and answers, and distribute it to you. So if you didn't put your email down there, please do because that's the easiest way.

Bets Lawrence – If they don't have email, then put your phone number down and I can call you and get your address to mail it to you.

Mike Price – Is that clear to every body? Any questions on this? Great, we just need someone here. I'll go see if Tom wants to talk about bussing for a little bit because I know we have some good news on that. There he is, Larry Brown. Do you want to wait for Wayne? Or do you want to make a speech?

Larry Brown - We can probably go ahead and start and if Tom wants to tell us the good news about bussing if we're still waiting for Wayne at that time. There's Wayne. So maybe Wayne can get set up then we can go ahead and start.

Mike Price - While he's doing that we do have some meeting rules. I don't also have a chance to roll questions but if you get recognized to speak, make sure you do it in a minute. And it's one question, not "I have a five-part question" and you dominate the floor for ten minutes: that's not going to be fair for the other people in here. Again, Ken Block will come around and collect the questions. I'll make a pitch that December 11, and usually the second Tuesday of every month, the South Kohala Traffic Safety Committee meets in this room from four until five o'clock. Sometimes we go over a little bit if discussion warrants it. We try to make it a one-hour meeting. People like the man in the hat, Ron Thiel, who is our traffic safety engineer for the island, is usually here with Bruce McClure. Brad (Feliciano), in the back, is here sometimes representing the police and he's also your Community Policing Officer. The State is represented by an engineer to answer the public questions. This is basically a public forum trying to let everyone have a chance to ask their questions and get information on what's going on in their community as far as what's going on with traffic safety and of course the new road projects. And if you have concerns, like people drag racing through your neighborhood, guardrails down, that sort of thing, besides calling the number on the County website you can come here and discuss your issues. A lot of things have been discussed in here and then quickly resolved. If it's not a great deal of money, if it's a simple thing like replacing a light or a sign or reconsidering how long a single runs, the membership that's out here has been instrumental in calling attention to the various agencies and they've been really good about resolving the issues. So that's my advertisement and Wayne looks ready, so without any more interruptions, Wayne, it's your presentation.

Wayne Yoshioka – Okay, thank you very much.

Larry Brown - Before Wayne starts, I'm Larry Brown, Planner with the Hawaii County Planning Department and I am the project manager for the Waimea Traffic Circulation Study. This has been an ongoing project for some time now. Thanks Mike for mentioning who is here tonight to try to answer as many of your questions as we possibly can. Chris Yuen wanted to be here. He and Bruce McClure were obligated to attend a Council meeting this afternoon at some hearings that are going on. Bruce, I understand, was going to try to get here for the second session but Chris didn't think he was going to be able to make it. Roy Takemoto from the Mayor's office has indicated that he's going to try to get here - he may be a little bit late but he thinks he'll be here before the end of the session. That being said, I would like to just remind the community of what this project is all about. It appeared to me from a lot of the e-mail discussion that went on over the last few weeks and a lot of the questions that came in, that perhaps there was a bit of a disconnect between what we had actually hired PB Americas (at that time Parsons Brinckerhoff) to do. It came from the County's initial attempt to use the \$10 million that was acquired to relieve transportation issues here in the Waimea area with the so-called Lalamilo Connector Road or the Kawaihae-Mamalahoa highway Connector or whatever you want to call it. And there was some question about whether or not that was an appropriate project for utilization of that. So the idea came about that we should probably do some kind of study about what would be the appropriate usage of that money. We have a pretty extensive scope of work, Exhibit A, for the Parsons Brinckerhoff contract. It's really accurately summarized in our work item report to the State Department of Transportation because this project is 8% funded by the Federal Highways Administration through the State of Hawaii DOT. The objectives of the

project include the identification of short-term improvements that would address existing traffic congestion issues within Waimea town and the surrounding area, and to evaluate how the short-term improvements and other local roadway improvements would work with the proposed regional roadway improvements and planned future development within the Waimea area. So that, in a basic nutshell, is really what we asked PB to do. They weren't really hired to do a transportation plan. They were to identify some short-term, within the next five years or less, projects that would help relieve the congestion issues that we've been seeing escalate over the years as the population has increased, not just in Waimea town but throughout the whole island, because this is a funnel for East West traffic, there's no doubt about that. So, that being said, that's the context I hope you'll be able to accept (for) the responses from the County and the other participants in this overall transportation picture for Waimea as we go through tonight's presentation and question-and-answer session. Now, the man who generated the report and has for you his detailed explanation as to what his recommendations entail and how he came to those conclusions or recommendations, Wayne Yoshioka.

Wayne Yoshioka - Thank you Larry. Sorry I was a little late. The reason why I was a little late is because I went to sample the traffic queues on Kawaihae Road and I wanted to trace where the back of the queue was. So I kept going and going and going and at about Sandalwood, the queue started to thin out. And so I turned around and I got in line, and that's the reason why I'm late. The reason that I went back to look at it again was just to verify. We knew that there was a backup and if you look at the report we accept that it's also a major problem area but it's always good to refresh and make sure that what we saw before is still valid. And it's definitely valid. Well the last time I was here I think it was December of last year and really the findings that we discussed at that meeting in December basically haven't changed. What we've done is we've refined some of the things but basically the findings are still there. So what we've been doing -- and I've heard some comments about how long the report took and it's really on us. It wasn't any of the County's doing. We had some midyear production problems, so we were late not only on this project but a couple of other projects as well. I'd like to blame it on the reorganization that changed our name, but I can't really do that. We're still PB Parsons Brinckerhoff but somebody in their ultimate wisdom decided to blend all of our units together. So while we used to have a lot of individual units within the United States and a lot of individual units internationally as well, someone decided that we should be one big happy family in certain regions. So now were PB Americas, PB Europe, PB Asia and that's how we're organized now. At any rate we did have a little production problem so that's why the report was late and I apologize for that. We take full responsibility for the lateness of the report. The report is done and now we're moving into looking at comments from the report and seeing how we can better refine the report. And we appreciate all the comments that we've received on the report. I was surprised that it went out to the public when it did. The report we had submitted was supposed to be an internal draft for review internally and then the next thing I knew it was on the web. So if you caught some typos and things like that I apologize for that but it wasn't meant to be a public submittal of the report.

What I'd like to do tonight is discuss some of the key issues that I saw a lot of comments on. What I'm going to do is recap where we are, what our recommendations are and then focus in on some of the key issues that I saw coming in on the comments

and then discuss what our next steps are after that. So we submitted the draft report that you guys have seen on the web and we refined the short range projects, the transit improvements, the pedestrian improvements. Also since then we've identified planning level cost estimates for the short range projects. Again, this is not news to anyone I'm sure. The Lindsey Road bottleneck – oh, I was just in this bottleneck. In fact I was up the road that way. But no surprise to anyone else, the queues, I don't think this red light is long enough. Like I said I picked up the end of the queue at Sandalwood. This queue here, usually the a.m. is not too bad, especially the PM is really a lot worse in those queues. In the a.m. it's this queue that's bad coming into town that way (*from Hamakua side*). Then when you look at the PM, of course everyone knows, the Kawaihae queues and the Mamalahoa queue that way (*Kona side*) and it's almost like a double queue. This is one constraint right here. But then you go little bit more and bang, you hit another constraint over here at Kamamalu. So we recognize these patterns and what you guys are facing in terms of congestion and that's, as Larry said, the focus of what we were supposed to be looking at. Now we were looking at the context of what has already been discussed. And when we came on board, all these projects were live and all of these projects had a different consultant on them somewhere, right? There's one consultant on the Waimea Bypass, there's another consultant on the Kawaihae Road Bypass, there's another consultant on the Kawaihae-Mamalahoa Connector Road and there's another consultant on the Parker Ranch Connector Road. So there are four other consultants besides us in planning the area. So what we did is we came in and looked at this and said okay, let's see how this all plays out in terms of the short-term and how can they work together. But basically those are the major projects that were already in play when we came on board. It's clear the emphasis for a lot of the early planning in this area was bypass - Waimea Bypass, Kawaihae Road Bypass - and you know these bypasses serve regional traffic and you definitely have regional traffic there. Just take a look at the Mattson trucks going through the town and you know you've got regional traffic and you also see the people commute through Waimea. But one of the things we were also finding was that within the town, and this was based on a license plate survey that was done by Wilbur Smith and Associates who were the consultants for the Kawaihae Road Bypass, they did a license plate survey. A license plate survey is where somebody sits down at the Kawaihae end of Kawaihae Road and literally is taking down license plates. And there's somebody else sitting over here on the side taking down license plates. There's a program that goes through and matches those and if there's a match within a certain timeframe then it's considered that that trip came through town and it didn't stop in town and then later proceed on. The person could've stopped in town but not long right? It's not like somebody who came to town and spent the night and then took off again. This person within a certain timeframe went through town. Now that's your through traffic and one thing we found about that is that although there's -- I'm not going to say it's not significant -- there's a significant number of people who do that but as a percentage of the total traffic it was a smaller percentage. A greater percentage of the traffic that was causing the distinction here, there were two components to it. One is what we call intra-Waimea traffic, in other words, people who live here going to KTA, going to Foodland or whatever, just going back and forth or going to pick the kids up from school. The other component was traffic either originating in or destined for Waimea. In other words they are coming from outside but their destination is Waimea - they're not

heading elsewhere, they're heading for Waimea. Or they are from Waimea and they're going out and they're heading somewhere else. That component is what we call internal-external and intra-Waimea traffic, were the majority of the components of the traffic problems, which surprised us. We didn't quite expect that result. So it became apparent to us that while the bypasses are important -- we're not saying those aren't important, those are important -- but what we were saying is that what's even more important is that we have some kind of internal circulation to handle this other stuff that's going on. And we started looking for where we could find internal circulation. And we started looking on the north side of Waimea and we knew by looking at your plans for the area, the General Plan, and the statements that we've heard from the community, that the puu are an important feature of the area. So we knew that you didn't want to cut a road along the puu up that way. We also took a look at these neighborhood roads here: Hoku'ula Road, Lindsey Road, Opelo Road, things like that. Here's a picture of Hoku'ula Road - that's not a road you'd want to take through traffic down. It's clear that these are residential roads, we don't have the opportunity to use roads above the residential area, so we came to the conclusion that that was not a very promising avenue for adding Connector Roads in the area. So our attention turned to the area south of town and there were already projects in place like I said, Kawaihae-Mamalahoa Connector Road, Parker Ranch Connector Road, and this kind of illustrates where the Waimea Bypass is, but our focus clearly is on the internal stuff - the even closer in roads which are the Kawaihae-Mamalahoa Connector and the Parker Ranch Connector Road, add the extension of Lindsey because if you don't extend Lindsey Road why would you build connector roads. So it was obvious to us that those were the opportunities. Now the question is, do you need to build them? Are they necessary? Or are there other things we can do? One of the other things we can do besides build more roads, and we also understood loud and clear, early on we were told the community isn't interested in widening Mamalahoa, so we tried to stay away from that. So we're looking at, how can we work with the area, try to keep the character of the area and still try to handle this condition that appears? One of the things we tried to do was go to signal timing. We tried to find some way of optimizing signals. And the red bars indicate essentially what happens now, and also this is future volume. So this lower set of graphs indicates what would happen with the growth that is projected for the near-term future. What we're seeing is that while it's kind of bad now, it's going to get a lot worse in the future even with us trying to fuss with the signals. The County is doing a good job with the signals, I mean I have never seen such good active management of signals but you just don't have the flexibility to do anything, it's maxed. You just can't do anything more, there's no room to do anything more. If you adjust the main line, you screw up all the side streets. If you adjust the side streets you screw up the mainline, it's too tight. So it was clear that something needs to be done. What you see here is, the green and the blue represent what would happen if you did some type of action to increase roadway capacity through building of projects - one is Phase 1 and one is Phase 2 and I'll go through what Phase 1 and Phase 2 are. So the basic conclusion here is even though we tried pretty hard, Ron is doing a pretty good job and we can't improve on what he's doing, he's just maxed right now. So, optimizing signals wasn't a way to solve the issue and we have to do something else. This is just the p.m. version, this was the a.m. version this is the p.m. version but it is a lot worse actually. Again, so optimization won't do it alone: we need physical improvements. Parker Ranch,

Kawaihae-Mamalahoa Connectors are the ones that are needed to address this. We'll go through those. The Waimea Kawaihae bypass will be needed to address the long-term growth as well as the regional traffic. So what we're saying is, don't stop any process that's going on for the planning for the Waimea Bypass and Kawaihae Road Bypass. Keep on going full blast because those processes will take a while before they come to fruition, so keep on going, you need those bypass roads. In the meantime you're also going to need, well even if you have the bypass roads, even if they were in today, you would still need these Connector Roads to handle you're in-town traffic.

Then there are some supplemental things and we'll go through all of these.

Selected Mamalahoa lane widening - even though we didn't want to widen Mamalahoa there are certain areas, particularly right here, that need some minor widening. Lindsey left turn prohibit, we'll talk about that, school access improvements and signal optimization. See once we do some of these improvements, now the system begins to loosen up and once it loosens up, now we have the opportunity to go in and try to optimize the signals. Right now we can't do anything because it's so tight there's no room to optimize.

Okay Phase 1 and Phase 2 transit improvements and pedestrian bicycle improvements - let's break these down. The Phase 1's, we're hoping that can be implemented fairly quickly - this is the select widening of Mamalahoa Highway, the Parker Ranch Connector Road, the Waimea School access improvements, prohibiting east and west bound left turns at Lindsey-Mamalahoa, and again that gives us the opportunity to do some optimization. Here is a graphical representation of it. This is the Parker Ranch Connector Road - and we'll talk a little bit more about the eastern terminus - we got a lot of comments and we'll talk a little bit more about that. Signalized optimization here, the prohibition of left turns, again trying to connect up the school through what's called Road A. Here is the access road and right now it's a dead-end. They're going to need a through-access road and that's it but if it could somehow be made to connect out to Lindsey of course that would aid the circulation in the area.

So, **the Mamalahoa widening** - again, there's a need for some kind of capacity, this is a bottleneck, Kamamalu is a bottleneck, you can see it. And it's not only a matter of the merge at the hospital. The merge at the hospital is a hassle but that's not the reason for the bottleneck. The reason for the bottleneck is that there's only one lane coming through that Kamamalu intersection, and you have to process everybody single file. So we need to somehow get more than single file through that intersection. Once we get through that intersection we can bring it back down to one lane again as soon as possible. The point is through that intersection we need double file instead of single file. Basically, as we improve Lindsey, and we'll go through those improvements, it's going to take away some of that constraint. As that constraint goes away, there's more traffic now that's able to process over to Kamamalu, and Kamamalu better be ready for it otherwise we'll just make it worse. The Parker Ranch Connector Road also intersects in this vicinity. So there are things that have to happen to make sure that everything works together. Everything is interconnected. There's nothing that stands by itself. Now, the right-of-way is going to be a key issue in this area. If you look at that corner, Mamalahoa is not all that wide east of Kamamalu. Everybody's right up against it. So it's not like you can say, "Let's just widen this here and it'll be fine." We are constrained in that area. There are all these utility poles on the south side of Mamalahoa Highway and so that

makes it expensive when you have to move the poles but we may have to get into some of that. Mr. Thiel was telling me that you guys have Phase 1 and Phase 2, I have Phase .1 .2 .3 - I think that may be a better way to do it, in chunks that we can get going right away so there's movement right away.

Now, this **Parker Ranch Road** - when we thought of this there was a question, can we put the Parker Ranch Road in pieces? Our finding is that, to be of any use, the Parker Ranch Connector Road needs to be in its entirety - from Mamalahoa to Mamalahoa - to really have some effect. The Kamamalu intersection is going to be an issue and we'll talk about that separately.

Waimea School access - again this is important. I don't know if Carol Yert is here? Oh, hi Carol. I don't want to put words in the DOE's mouth here but I want to acknowledge that these Waimea school improvements are DOE improvements. So we try to refrain from saying when it would be implemented because that's DOE's call. Our suggestion is that if they can find the funds to do it, the sooner the better, to get this implemented. As I understand, they have a lot of other issues that they need to go through to get the funds and to get the money appropriated and things like that, so it's not as easy as just saying "do it." What we're saying is as soon as they can get this thing done it would be very desirable to have these improvements to improve the internal circulation and, for example, along Mamalahoa Highway to remove that parking and start to take away loading from that area to help expedite traffic so we can widen out Mamalahoa just in that part so we can expedite traffic through that area. And if they have Road A, when we talk about the next thing we're going to talk about which is prohibition of left turns at Lindsey. We kind of need those improvements like Road A to make it work, right? I mean, if we have all these guys coming out of Waimea School and they can't go out the other way then they're onto Mamalahoa Highway and they don't have a way to do a left turn onto Lindsey and it jams everything up. So it's all kind of interrelated and these pieces have to fall into place before we can do other things. So again, it's a cooperative thing and again, we have to recognize that DOE has their own constraints and we'll have to just work with them as best we can. Is that a fair Statement Carol?

Carol Yert - I know how the DOE works. That's all I can say.

Wayne Yoshioko - Okay. Now, **prohibit east and west bound left turns** - these are the left turns turning from Mamalahoa Highway onto Lindsey. Now the westbound is not that big an issue. The westbound is when you're turning down to Lindsey by the Post Office and those areas, and you can get there other ways. You can turn up Pukalani and come across by the theater to access it. You can cut through the Parker Ranch Center and things like that right? There are some possibilities. Now it's the other left turn that's the issue, the eastbound turning Lindsey going up Kawaihae Road, now that's a major left turn. But because it's a major left turn, that's what's causing some of the bottleneck because we're so tight and we've got to give the green time to the left turn. If we don't have to give green time to the left turn we can give it that to the through traffic instead, but you can't do that until you have some alternatives. You cannot do this prohibition until you have the Parker Ranch Connector Road in place. You cannot do this, it would not work without the Parker Ranch Connector Road in place. And so here's how you do it, here is the school and if you have Road A, they could come in and do the pickup and drop-off and come right out and go out that way so you don't need a left turn. The

subdivision here along Kaomoloa Road, they're programmed to connect out to the Parker Ranch Connector Road so they will have access this way and they can go out that way. And if you're coming in this way from the Highway and using the Parker Ranch Connector to access Lindsey, you really don't need the left turn there. The other is like I said, Pukalani, you can use Pukalani to come and access the Parker Ranch Center and these lower areas to get where you need to get to. Again, you never like to take away turn lanes, but sometimes, when the area is so tight, like the Lindsey intersection is so tight because everything has to pass through and there's a lot of demand in all directions. The only way we can get the road to make any kind of signal optimization improvements is to take away some movement so we can give the green to some of the other movements that need it. So that's some reasons why we're saying some of this.

The beautification is this, right now what you see here, this is looking east, what you see here is actually asphalt, you see a turn lane. So, if you don't have the turn lane there, you could fill the turn lane with landscaping instead, or whatever you want to fill it with, but at least there's something other asphalt in a left turn bay area so it could be looked at as beautification as well.

Now, once you have those in place, now there's enough room in the system that you can do some optimization. You can't do the optimization until you loosen up the traffic. Once you do all those things you can loosen it up enough that you can start optimizing the signals.

Remember I talked about the Parker Ranch connector as it comes out on the east side. Now the previous plans indicated the Parker Ranch Connector T-ing into Kamamalu Street. That's all well and good but then if the Parker Ranch Connector is going to be of any use to the community, and will actually carry traffic instead of just being a road that looks nice, the traffic on Kamamalu here is going to require that Kamamalu be improved. And the second thing, when you get up to this intersection, if you don't do something about this intersection, it's not going to be able to handle the traffic that uses the Parker Ranch Connector Road. Just look at that intersection right now. It's not capable of handling any traffic of substance through that area. Some of our suggestion is you have to either do major improvements to this intersection at Kamamalu, and that's going to mean you're probably going to have to do some eminent domain and take away some businesses that are there at that corner. An alternative to that is to use the Civic Center driveway area where there is room to widen to create the turn lanes necessary to enable this to actually carry some traffic through the area. Another thing I want to stress here is that although the Parker Ranch connector can serve as somewhat of a bypass, for example if you're heading through town and you really want to go west of town you could use the Parker Ranch Connector as a bypass. But really the value of the Parker Ranch Connector is for people who want to come into this area from the East, the subdivisions out this way, really want to get to places like Foodland and the Parker Ranch Center and things like that, they don't have to battle their way through this section here. Multiple paths to the town center is what we're trying to establish here. To enable that, we have to have enough capacity here to allow people to do what they want to do. If it's too difficult, they're just going to say, "Hell with it, I'm just going to stay in this queue and I'll get there just as fast." It doesn't make any sense otherwise, so this is an alternative here. Now clearly putting it here, there are implications for how to get it there and we'll talk a little bit about that as we get into some of the overall views of the area.

What we're saying is, right now this alignment needs to be worked out and it's not going to be worked out in the scope of this study because in this study we were taking a look at actions that could be set to make improvements. So we're saying that you should do the Parker Ranch connector. Now how that happens is the subject of a more detailed alignment study that needs to be done because I think it's going to be paired with an environmental assessment. It has to be looked at in detail as to how are you going to get the road down there. What we're suggesting is that you have two choices; you could put it here, where it appears you have some room, or you could put it here where you don't have room and you've got to make room and that's going to come in the form of property acquisition at that intersection. That's just a closer look at this area.

Phase 2 - what you're seeing is the Kawaihae-Mamalahoa Connector Road, which is this red road here. We did take a look at this, and again, if it was bypass traffic then we'd say just do the Kawaihae Bypass faster. But it's not bypass traffic were talking about, we're talking about community traffic. In fact there are projections for residential subdivisions out this way from DHHL. So when you see all these things backing up this way, what we're saying is you want to provide a way for people to get around into your city center in another way – there should be another way for people to get to the city center. This is the path that is currently being looked at and we're saying that that is a good thing. Also, there is a consultant other than us on that study that's currently working on that, working out the alignment, doing the environmental assessment and that's what they have to deal with. All were saying in this study is that's a good idea, you should do that road. And so this is the second one and we suggest it would be best if both ends meet with each other. I think it would be kind of awkward if the two ends don't meet. You would want the ends to meet. Whether it's a signalized intersection or whether it's a roundabout, we're not saying it should be either way. What we're saying basically is just make them meet and do appropriate traffic control at that location. Then once you have that in place, now you have this whole system in place. Make sure everything connects up; Kaomoloa Road, Lindsey Road, make sure they all connect to this, Pukalani, and everything connects in. When the system is in place, now you have even more flexibility then to go back and re-adjust the signals one more time - another optimization of the signals because you loosen it up a little bit more and created more space in there.

One of the things that we did pick up when we were talking to some of the areas is that there is concern by the farm lots there could be impacts, so all we're doing is flagging that that's an issue that I think the consultant that's working on that **Lalamilo Connector or the Kawaihae-Mamalahoa Connector Road** needs to take into consideration. There have been suggestions that the initial segment of the Kawaihae Road Bypass could function as this Kawaihae-Mamalahoa Connector Road. Looking at this thing we're saying, and we're suggesting that that's probably not going to work. The Kawaihae-Mamalahoa Connector is going to be just about right here, and this thing is way out by the airport. So again if you are sitting in this area here I really doubt, I know that I wouldn't backtrack to it all the way around and come around this way and come all the way back in just to comeback. I would just say “Hell with it, I'll just take my chances on Kawaihae Road.” Some are suggesting that for the kind of traffic were targeting this for, there really needs to be something closer in than the Kawaihae Bypass. Again, we're saying that the Kawaihae Bypass is a good thing. The Kawaihae Road Bypass is a good

thing, but it's function is different than what were trying to address with the Kawaihae-Mamalahoa Connector Road. It's a different function road, it's a different type. The Kawaihae Road Bypass I would suspect would be a larger road like a highway type road. But the Kawaihae-Mamalahoa Connector Road and the Parker Ranch Connector Road are meant to be much lower speed roadways. They're not meant to be high-speed highways. They are more community roadways to give us more community connection and redundancy within the system so that not everybody is on Mamalahoa and Kawaihae Road and Lindsey Road. We're just trying to give you that flexibility.

In addition to this, that's just talking about the roadway side, but there's another very, very important side of this which is **the transit system**. Hawaii County is doing a good job at building its transit system. But it's a slow process, you have to build it. I just was working on a transit issue in Honolulu and they have a fleet of 550 buses. And their operation maintenance budget is like \$180 million a year. Now clearly you don't need that large of a system here but the point is you need to work toward that. And again they're doing that, but again, it's a gradual process. But what I've heard from Tom, and correct me if I'm wrong, but I've heard that this year they're planning on starting an intra-Waimea transit shuttle. The routes that I'm showing here basically are centered around the town center - one of them going east, the other one going out Kawaihae Road. The routing and things like that are based on discussions with Tom. Tom, I was just trying to verify that I'm not off base by saying that you guys are starting a Waimea shuttle.

Tom Brown - First I've heard of it. (laughter) No, no, no, I was here last week and I explained it to them, yeah. It should be starting soon.

Wayne Yoshioka - And the scheduling of these buses again was done in consultation with Tom. So hopefully we got it right and we were listening properly and it's not a surprise to him when we mentioned it. This is what we had discussed: 30 minute headways during peaks, not all day but just during the peaks, and using about four shuttle buses. I don't know if that's still the case?

Tom Brown - It'll be less than that but the basic route is right.

Wayne Yoshioka - Okay. A **pedestrian and bike network** is also important because it is clear that, to this town, it's not just a matter of moving people around - I think that quality of life is very important to this town. It's a very important function here and so the pedestrian and biking is important. We thought a lot about this. The red path is kind of like a meandering path, and then you come back up here and this is the bikeway here in red. We thought a lot about it because one of the things we're talking about is transmitting people this way and also getting them off Mamalahoa Highway. I remember being on this road and having to stop and wait for this animal to get off the road. So it was clear, too, that it may be a little dangerous to route the bikes through this area. So right now there are not bike facilities there but what this says is that as they improve the roadways through the area, they should be thinking of ways to create these bikeways, these bike facilities to help those along. The Waimea Trails and Greenways Project is definitely a desirable thing to get implemented. I believe there is a separate consultant working on that. Whatever connectivity we can get on these kinds of paths, in fact, the more connectivity the better. It's a point of having some kind of scheme to work toward. It's not going to happen all at once, but as projects get implemented, if these things are somewhere then those that are implementing the project will see that it's a desire that this project have bicycle facilities on it. It's a desire that facilities should go in in this area.

As we started looking into the future, here's one of the things that we found... These are kind of the growth areas that we've identified, potential growth areas. One of the **potential growth areas** is on the east side and it's really not here, it's really way out like Mud Lane. We're saying you've got to watch this growth area primarily because anything on the east side is going to drive more traffic in along Mamalahoa Highway as they come to town and interact with the town center. And the only route that we can find, short of going down Mana Lane and cutting through all these farms and areas, is Mamalahoa Highway. So it's going to put pressure on Mamalahoa Highway, and we're trying very hard not to recommend widening Mamalahoa Highway this way. I guess what we're pointing out is that if this development occurs in a large degree, it will push pressure on Mamalahoa to do something to get larger. The ideal would be to try to make both areas where they can take advantage of the new facilities that are being put in, such as the Kawaihae-Mamalahoa Connector, the Parker Ranch Connector. You want them to put them in those areas that makes it easy to use, likely to use those so they're not using Kawaihae Road and they're not using Mamalahoa. For example, if you're down in this area here and you want to get to the town center, you're not to get on Mamalahoa. To get to the town center you're going to come straight up this way and you create roadways for that. And if you're on this side, well you're not going to go all the way out to the Waimea Bypass and go that way: you're going to go straight in. Where this land use actually happens is an important consideration and I know you guys are going through the CDP process. So, as part of the CDP process, that's something probably Waimea wants to really think about - where are the growth areas in the future?

So what's next? Again this is a study: this is the Waimea Traffic Circulation Study. These are our **recommendations to the County of Hawaii**. The County of Hawaii is going to take a look at these. They may not agree with all of our recommendations, so they're going to take a look at our recommendations and see which ones that they feel that they would like to adopt and moved into design and implementation. So, those that they do adopt will move into design and implementation. That will be the decision of the County as they look at our recommendations.

So with that, I'm open to any questions.

Mike Price – We're going to do that as a panel - we have a list of questions, so if we could get Wayne, Larry, Tom, Diane, and the Planning Department.

Q: If the CDP input and the County general plan reflect the overwhelming desire of those of us who live here (Waimea) and want to see the 'preservation' of Waimea as a rural "paniolo" community, Why does Parsons Brinckerhoff, Inc. propose to make such a road through the center of our town just to accommodate the traffic rush from East and West Hawaii to the other side of the island? Larry, do you want to try to answer that?

Larry Brown - Well first of all, I'm not sure exactly which road they're referring to. Is the question referring to changes to the Mamalahoa Highway?

Mike Price – Correct.

Larry Brown - Okay, we're not talking about, at least the way I understand Wayne's recommendations which haven't been, and I'll reiterate what Wayne said, necessarily adopted by the County for implementation, they are recommendations. "Propose to make

such a road", the road is already there. It's a four-lane or 5-lane road in the town center area already. The proposals that Wayne is making is to facilitate greater movement within that section of the road. So I'm not sure I understand what the question is asking. I don't see the report proposing to create some road then modifications to what's already there.

Wayne Yoshioka - If I can kibitz in - I think one of the things we're trying to do is we're trying to keep the road character by not focusing everything on Mamalahoa Highway. I think if we were to say "okay let's just do everything on Mamalahoa Highway," Mamalahoa Highway would end up resembling a very urban looking large roadway. And I think that the town doesn't desire it to be that way and that's why are looking, trying to increase the circulation. And again, like I said, were saying the bypasses should also happen. Bypasses are a good thing, so it's a combination of these things that allows Mamalahoa Highway to get hopefully a little larger than it is now with some selected areas of improvement. But again overall we're trying to prevent Mamalahoa from getting too large a roadway.

Mike Price – Let's move to the third question.

Q: Why is the failure to get the State Bypass built driving choices that will negatively affect the lives of people living in the increasingly densely populated town center? We should hold true to Richard Smart's vision. Wayne or Larry?

Wayne Yoshioka – I guess my answer to that would be, I think we are trying to hold true to Richard Smart's vision by doing these Connector Roads, and Diane jump in if I'm misquoting Parker Ranch, but I think the idea is to create the circulation area, this hub within the center of town. And clearly were not saying that the State Bypasses are a failure. I think the State Bypasses are in process. They are further out in terms of time, but they are in process and the hope is that it will be constructed.

Larry Brown - I think that State Bypasses are designed to address an entirely different traffic situation or to provide a route for people who are just going say from Hilo to Kailua-Kona, for example, without necessarily having to go through the town center and create additional congestion within Waimea town. I don't think that the so-called failure of the State to get the bypasses built - the Waimea Bypass or the Kawaihae Bypass - is necessarily driving this. The proposals that Wayne has come up with or the idea for doing the study, deep congestion is here and building those bypasses is not necessarily going to relieve that congestion especially on a long-term basis.

Mike Price – this one deals with more of the Parker Ranch Connector.

Q: Why solve our traffic problems by taking trucks off Mamalahoa Highway and routing them through Luala'i, which will be our most densely concentrated neighborhood? This is contrary to any sense of following the principles of the smart growth movement. Add to that the traffic using the Connector Road as a mini-bypass and the hope that the Connector Road will retain the Parker Ranch 2020 Plan's intent of having an attractive road consistent with the surrounding neighborhood and one that will enhance the village character of Waimea will be lost.

This is kind of a question for Wayne and Diane and Larry. Who would like to go ahead?

Diane Quitiquit - Maybe I'll just start off. We would agree with this comment and the Connector Road actually doesn't go through the Luala'i subdivision. It goes south of the subdivision and that's why the design of the road is ultimately a more rural design and we're trying to soften that with grass swales. So we agree with that and the whole intent,

as Wayne said, is to have a rural road look here in Waimea. And I don't know if you want to add to that Bruce or Ron or Larry?

Wayne Yoshioka - The only thing I can come up with is that a lot of these questions, including #5, I think come from maybe the mistaken understanding that these recommendations displace the State Bypass and that's not true. Again I've said several times now, the State bypasses are a good thing and we want them to continue and we want them to implement the State Bypasses. They address a needed function which is to conduct the regional traffic through the area without affecting the town. These other Connector Roads serve to enhance movement. So that's what we're trying to do.

Mike Price - *You know there are several questions in here that deal with altering the character of the town. I could read through them and you have started to address them early in your presentation you were saying that you're not trying to build a highway through the Connector Road. Can you add something to that? How are you going to preserve the town with this? How do you address that concern? It's in several of these questions.*

Wayne Yoshioka - First of all, it's not the bulk of your traffic but there is a significant component of regional traffic that passes through town. I think it's desirable to provide ways for this traffic to get around town without passing right through the middle of town. All these Matson trucks and all this other stuff that goes through, it shouldn't be passing through town. That hurts the character of the town I think, especially when you're trying to go for a more rural feel, a close-in feel, for the character of the town. By the same token, there's this demand that's there, and you can address some of that with transit but you can't address all of it with transit and walking and things like that - there's a certain amount of autos in there. That demand, if we don't provide some other type of circulation, everything is going to be on Mamalahoa and Kawaihae Road. It's going to get to a point where people are going to have to choose between, okay we're going to have to accept the congestion to maintain the rural character, or we're going to widen the road and lose that rural character. And I think the compromise we're coming out with is why don't we create some other circulation, some parallel circulation, that would allow the roadways to stay smaller - two smaller roads instead of one big road - and through that process try to maintain the character. I think what Diane talked about in terms of trying to design the road in a way that doesn't make it look real urban but tries to preserve the character of what is Waimea.

Larry Brown - To kind of re-iterate what Wayne was saying is, where's all the truck traffic going now? It's going right through the middle of town on Mamalahoa and Lindsey and Kawaihae Road and to maybe have an opportunity, if we have the other connectors, to disperse that and get it out of the center of town on a short-term basis until the major bypasses are constructed which will be their preferred alternative to get from east to west without having to go through the slower speed limit more rural character type roads which would be dealt. On a short-term basis, that can help relieve some of that congestion right in the middle of town. The other thing is the CDP process: the South Kohala CDP is in process right now. There is an opportunity in the context of that, and the development of that community plan, to control, to specify design criteria, the whole gamut of what your transportation system in the Waimea community, as well as the rest of the district of South Kohala, might be like. And that's just one element of the entire CDP plan.

Mike Price – The next series of questions deal with the data of the report.

Q: State's Travel Demand Forecasting Model of 1998 was based on 1992 data which was updated, why weren't new traffic counts taken to develop a new model with current conditions?

Wayne Yoshioka - Again, first of all, I think, I guess this is referring to the travel demand model. The way travel demand forecasting is done is, the model is calibrated to whatever base year that model was created. So that model was created in the year 1992 and so 1992 data was used to calibrate the model. Now once the model is calibrated, the model is then able to forecast future years. That's the whole intent of having a travel demand model. But it has to at least replicate its base year fairly well and on the assumption that it can replicate the base year fairly well, it should be able to project or forecast future years. So once you calibrate, you don't change that unless you go through a re-calibration process. Now the State is going through a process right now to update the model. The contractor is not complete with the update process because we asked for that model actually. But again, they're not done yet so we have to use the existing model which is one that was calibrated in 1992. But that doesn't mean we're using 1992 data to forecast it's just a calibration. We're using current projected trends to figure out what the future is going to be. In addition to that we didn't only use the model by itself. What we did was we used the model and we also did a lot of what we call "post-processing" to make sure that the trends that show up in the model make some sense in terms of what we know about where both areas are. So there's a lot of adjustment that went into the future forecast as well. So, it's not using old data. It was using a forecast model that was built to forecast the future and it was post-processed so that we could recognize more present trends that were in the system.

Ron Thiel – Isn't that updating usually every 20 years?

Wayne Yoshioka – No, actually you're supposed to do it more frequent than that.

Ron Thiel – No, I meant the calibration. They try to look at it every 20 years or so, so it's set up for a certain period of time.

Wayne Yoshioka – I think they do have a 10 year cycle. So it's now, the cycle is right now and they're actually working on it. Not us, it's a different consultant, again. You've got a lot of consultants in this area.

Mike Price - Are you referring to the State Long-Range Transportation Plan as the model?

Tom Brown – That's separate from the model. The model is actually a separate contract.

Wayne Yoshioka – The Long-Range Transportation Plan is based on the model, but the model itself is just a forecasting tool that's used.

Mike Price - next question

Q: Numbers moving through town are all based on one out of date 3 day study by Wilbur Smith. The Conclusion drawn in the report is that most of the traffic is in town traffic not regional. How do you explain the discrepancy between this conclusion and the State's justification for the State Bypasses?

Wayne Yoshioka – I'll take that one. Again we're not saying that there's not regional...I don't think that's an accurate term. What we're saying is that traffic that is just passing through Waimea with no intention to really do anything in Waimea except for pass through it, that traffic is a smaller component than some of the others. But there is regional traffic that originates in Waimea then goes long-distance and other regional

traffic that starts elsewhere and is destined for Waimea. That's regional traffic as well. And definitely those types of traffic would utilize some of the bypass segments to get to where they want to get to. So again I don't think there's a discrepancy there, I think all these pieces have to work together to try to service all these different types of trips that are there.

Mike Price - I'm going to try to move through some of these questions because, you know it's kind of like **Tom Brown**, it was a longer presentation than I thought.

Tom Brown – Was that a compliment? (laughter) Okay, I'm just checking, I'm kinda slow today (laughter).

Mike Price -

Q: Did you consult the hotels and resorts on the number of employees living in East Hawaii that travel through?

Tom Brown – Yes, we did, before we implemented our new service. Right now we run eight buses a day departing Hilo seven days a week bringing workers out, not just hotel workers but as fuel prices have risen over the years we've seen a change in the people who ride our bus. It's still, you have a lot of your blue-collar workers down at the hotel, service level jobs and now we've been taking more “professional type” folks - school teachers who go to work at schools in Honoka'a, Waimea. There's a couple people who work at in Waimea, probably at Wayne Hidaki's hospital in North Hawaii. So there are quite a few people that are out in West Hawaii, I mean from Hamakua side and Hilo, who work out in the hotels. Our buses are pretty much packed all the way through, except maybe on weekends I think it's about 80%, but other than that the buses are pretty much full coming out.

Mike Price - How many more people do you think you can get on the buses if you fill them that quickly?

Tom Brown – On the existing buses?

Mike Price – Yeah, I mean do you need to put more in? I mean, based on the numbers from the hotels and the other people you're getting – the teachers and professionals.

Tom Brown - Well, if any expansion would take place it would be more for those people, I think, who don't work at the resorts. Maybe more of the people who work in different areas along the Hamakua Coast and Waimea. Right now we accommodate pretty well the major work shifts of the resorts which are 6 to 2, 7 to 3, 8 to 4. In addition to late evening buses, if you work 2 to 10 or 3 to 11 at the resorts, you can get a bus. Or if you work the graveyard shift, you know 10 at night till 6 in the morning or 11 at night till 7 in the morning, you can use bus transportation. So, I think if there's any potential for growth, it would primarily be people maybe not working at the resorts.

Mike Price – Have you got a number? Got a gut-feel?

I'd say based on, and we are working with some groups actually along the Hamakua coast and in Waimea that are looking for transportation from the Hilo side, I'd say probably 100-150, not all coming out to Waimea though.

Mike Price - So about three more buses then?

Tom Brown - It would probably take that.

Mike Price – Next question...

Q: Was the hospital, which is the town's largest employer and major generator of traffic consulted in current and future hospital growth plans and employee counts included in the study?

Wayne Yoshioka - We consulted with the hospital in terms of looking at potential impacts of what would occur in the area. We didn't specifically consult with them with regard to their growth in employment at the hospital.

Mike Price – So that's not accounted for?

Wayne Yoshioka – Well you know, again, this thing can get pretty specific. So, looking at the study we actually increased the area. What we're working with is a lot of demographic information in the area. So there are increases in the area it's just maybe not specific to the hospital. So in other words, when we're looking at the future projections, at a certain point in time, you know, if you were to try to project every single business in the Waimea area out to the future, that's pretty data intensive. So I think at a certain point in time you're relying on the overall sub-regional forecast by the County in terms of what areas and how the areas grow.

Mike Price – *One of the questions I get over and over again is, there was no traffic data in the appendix of that report. Are we going to see the actual data like the Wilbur Smith study and the traffic counts that you did, I think you were here in March?*

Wayne Yoshioka – Yes, again, like I said, I was a little surprised that the report went out on the web. It was meant as an internal draft, but when the final report comes out, the appendix will be populated with all the data that was used, the traffic counts, the data that we received from Wilbur Smith in terms of their license plate survey.

Mike Price – *Another question, more of a Statement I guess, on the Kawaihae Bypass as being a longer route. The question is, "Did you consider that already drivers are using Kamamalu Road, the Parker Ranch Center parking lot, and other methods to bypass the traffic queues. This shows people are willing to go out of their way in favor of a less overall travel time."*

Wayne Yoshioka – There's no doubt that some people may do that. I think what we're working off here is the majority of the people. I think if you really think about it, if they have to go that much the other direction, I would say the majority of the people won't do it, just based on what we're seeing in different areas. People will go the other direction to a certain degree but they won't go tremendously the other direction, especially if it doesn't take them to where they want to get to. The Kawaihae Bypass drops them in an area that doesn't really take them anywhere. It drops them by the airport and if you're heading for Foodland or KTA, that's not where you want to be.

Mike Price – *Another question was why are no traffic counts shown for Lindsey Road?*

Wayne Yoshioka – Oversight on my part. The final report will have it there. We apologize.

Ron Thiel – That's the Post Office side, right?

Wayne Yoshioka – Yes.

Ron Thiel – It's just the one leg, you know, the main Lindsey Road shows the traffic counts it's just that small...

Wayne Yoshioka – We have the traffic counts for the south leg. It was inadvertently left off. We apologize but it should have been there.

Mike Price –

Q: Are the 2006 traffic counts from the State DOT available now? We keep seeing them and how does that affect your plan?

Wayne Yoshioka – Actually there are no 2006 counts currently available yet, so I think we're using 2004 counts from the State. Don't forget now, we didn't only use the 2004 State counts, we went and counted traffic ourselves using data from multiple sources.

Ron Thiel - So the answer to that is that you really have to be careful when you use the counts that you're getting now because there are not true counts, they're only what's able to get through the intersection as you're slowing down. So you're just getting a much lesser number of cars and when we put into our software everything shows we're fine and were not, we have a demand. So what we need to be looking at, and what they've already done, is they've adjusted their counts to work on the long queues as you see in the different pictures there. It shows what the queue is behind where they're taking the counts. So you don't want to just use the counts.

Wayne Yoshioka – What Ron said is absolutely true and in fact I've actually seen a situation, fortunately it wasn't me, I was at a planning commission meeting once where another consultant had gone out and counted traffic. Because it was so congested the counts were low so when they did the analysis they said this intersection is operating at level of service C, and the crowd went berserk. That's exactly what Ron's talking about. So when we're doing the counts, we do understand that were not only doing counts but when the crew was out here they were actually taking into account delay as well. Delay is used to calibrate the micro-simulation models that we're using and that's the reason why we use micro-simulation and not what we call the macroscopic model for intersection analysis. We use the microcirculation because the micro-simulation is the only one that can handle the queuing situation that currently exists.

Mike Price - This is kind of a long question and it's number one under Town Center Design.

Q: Part of the no-left-turn plan is the expansion of the medial strip on Mamalahoa between Lindsey and Pukalani. A rendering of that proposal, looking east from Lindsey, (it) isn't clear on whether the existing entrance to the Parker Ranch Shopping Center, just east of First Hawaiian Bank and ending at Starbucks, will remain. If it does, wouldn't traffic headed to the post office or the banks make a left turn there instead of at Lindsey? Or, if that entrance is eliminated, wouldn't the Pukalani Road intersection become a nightmare? Or would all westbound traffic have to get off of a four-lane highway with turn pockets and use the two-lane Connector Road to reach the shopping center?

Wayne Yoshioka – Well, first of all we're not advocating expansion of the median. All we're saying is that, if you were to ban left turns what you're left with is a existing left turn lane that's not used. So were saying you can leave it there, but wouldn't it be a nicer if you filled it with something that made it look nicer? That's all we're saying. The other issues about cutting through the Parker Ranch Center, that's always a possibility. People may say, “well I'm not going to turn on Pukalani but I'll turn through the center instead.” Although I've heard that shopping centers kind of like it when people turn into their center because it gives them a little more chance of capturing some shoppers. With regard to hurting the operations of Pukalani, we're not talking about a lot of traffic here. The left turn westbound from Mamalahoa onto Lindsey southbound is not a large turning group. It's the opposite way, the eastbound to Kawaihae Lindsey that's the big one. So our judgment is that this banning of that turn can be handled adequately by Pukalani and yes, somebody yet may cut through the Parker Ranch Center. I don't know if Diane has a comment about that.

Diane Quitiquit - We have a store or at the Parker Ranch Center so we're fine with that (laughter).

Mike Price - I have another question that came out of the audience.

Q: When the alternative roadways are built and implemented, does the restriction of a left turn from Mamalahoa onto Lindsey Road create more traffic rather than reduce the traffic? More movement on other roads, turns, etc? Would the traffic flow balance out on its own when the other roads are built?

Wayne Yoshioka and panel – (looking for the question in their packet) Oh, that's a new one.

Mike Price – Yes, but it's along the same lines.

Ron Thiel - I would say the answer is “yes” to that question. There will be a balancing but what you have to realize is that we're not talking about eliminating the left turn and making them go around big circles. We're talking about redirecting so you're not increasing very much the length of travel and that's the key when you start restricting roads. You've got to look at other routes that they can use that doesn't really increase the travel or it's not really beneficial.

Wayne Yoshioka – It doesn't dissipate for sure as people redistribute themselves. Again, this restriction of the left turn is to allow us to provide more of the green time at the Lindsey Mamalahoa intersection to the through lanes because the left turn is a direct conflict to movement. Of course you can have them going at the same time. So, without removing the left turn, there is nothing to give to the through movement and then you're stuck.

Mike Price -

Q: How many lanes should be provided on the Lindsey Rd. Bridge when it is replaced (as called for by the County CIP)? I have a hard time believing this arrangement is going to work if peak hour traffic volumes approximately double.

Ron Thiel – Which one was that?

Mike Price – That's #10.

Wayne Yoshioka – I think that would have to be a real study about how we're going to configure that bridge. But again the idea is, we're not necessarily trying to make these roadways larger. We're trying not to make these roadways larger by doing parallel roadways. And so to the extent that you can, try to keep the existing roadways down in cross-section, that's a good thing, I think. You guys gotta correct me if my impression is wrong, but I don't think the town wants to widen roadways through Waimea. I think the idea is to try and keep them as small as possible and to do that is to create these parallel roadways that take the load so that we don't have to make the roads wider.

Ron Thiel – And there's already four lanes on that bridge - two lanes going each direction. It's the other side of it, where the park is where the restriction is. Once we start working at the intersection you're going to find that the park is going to show restricted area. That has to be looked at, but the bridge should be okay.

Mike Price - Okay I'm seeing about five minutes or so here, and since we started late I'll run over a little late and try to shorten up the intermission before the next meeting that starts at six. I'm going to skip over some of these. Under Town Center Design questions for the County...

Q: Who is going to pay for the signals needed in Phase 1 of this plan on the Parker Ranch Connector Road?

Ron Thiel – There are no signals on the Parker Ranch Connector Road that I'm aware of.

Q: Who is going to pay for extending the Parker Ranch Connector Road to its eastern terminus in Phase 1 of this plan if the Parker Ranch zoning ordinance does not require it to do so?

Bruce McClure - Undetermined at this time. The only other source of funding is basically the County, unless we have a bake sale.

Mike Price - I think this next one, #3, about the speed limit was kind of answered...said it would be a speed limit. But #4...

Q: How will residents get in and out of Holoholo Ku?

Wayne Yoshioka – Holoholo Ku comes off of Pukalani and with the Parker Ranch Connector intersecting Pukalani that would become the intersection so the Holoholo Ku guys would just come out along Pukalani in that intersection with the Connector Road.

Ron Thiel - And they'll be able to go both ways, to the Connector Road or to Mamalahoa Highway, so it'll be improving their access.

Mike Price – Then #6...

Q: Who is going to extend Lindsey Road to the Parker Ranch Connector Road in Phase 1 of this plan if the Parker Ranch zoning ordinance does not require it to do so?

Mike Price - Is that the same answer as before, Bruce?

Bruce McClure – Yeah, we determined that if there's nobody else, the County is going to. You know, it'll be done with County funding.

Q: Don't we need to see what the recommended alignment for the Mamalahoa-Kawaihae Road is to be able to evaluate how practical this plan is? (That's the County)

Bruce McClure - The study?

Mike Price – Yes.

Bruce McClure - I don't think it... I defer to Wayne. But you know, within 500 to 1000 feet it's not going to make any difference as to where it actually connects.

Wayne Yoshioka – What we're saying is that that connection is a desirable thing. The details need to be worked out and for that we defer to Belt Collins, the consultant who is working that alignment study.

Q: Is it too controversial to just come out and tell everyone that the County will have to condemn some Lalamilo farmland and homes in the Sandalwood subdivision, in order to put this special interest road in for Parker Ranch?

Bruce McClure - It's premature, you know, we haven't finished the environmental assessment. It hasn't been determined that the road is going to, or should be built.

Mike Price - I have setup for all questions that State...

Q: There seems to be a large amount of money for Lalamilo Connectors for a small number in the traffic study. In other words, it doesn't look like a good cost-benefit ratio. In some cases you're talking about 400 or 500 cars and when you look in other areas of the study, you know, it's in the thousands.

Bruce McClure - The purpose of that Connector Road is twofold. One of the major fold is to give an alternate intersection for the main Lindsey Mamalahoa intersection. If there's an accident there, as you know from the Christmas parade, the town will shut down and there's no way around it and we thought it would be helpful to have an alternate route.

Wayne Yoshioka – Also if I could add, I think that the Kawaihae-Mamalahoa Connector, it really operates as a system, it's a unified system along with the Parker Ranch Connector

Road. Without this connection, the system is all the way back there. I think everything is inter-related and you definitely want the overall system to work together to relieve the intersection at Lindsey and Mamalahoa, as Bruce mentioned, because right now everything passes through that one intersection.

Mike Price – *The questions #8 through #13 deal with the impact of the cooling plant, the traffic into the present Lalamilo Road, the type of intersection, where the intersection is going to be, buffer zones, that sort of thing. Do you have some answers to those?*

Bruce McClure - Not yet. We haven't done our environmental assessment.

Mike Price – So you're waiting on the EA on all of those?

Bruce McClure – Yup.

Mike Price - I have, under Conclusions, I have a question, or basically a statement.

Q: I guess the real questions for all of us now are: (1) can alignments be selected that protect users (drivers, pedestrians and bicyclists) and our neighborhoods and safeguard our public places and (2) does the political will exist to fund the recommended plan?

Can routes be found that are acceptable to the County, State, hospital, farmers, Parker Ranch, Sandalwood residents, DHHL, HPA, etc.? And can money be found and projects executed in a timely manner? This process started in April, 2004 when the administration proposed that the Mamalahoa Hwy.-Kawaihae Rd. Connector project be added to the County capital budget. That is 3.5 years ago. The year when all the improvements in the plan have to be in place is 2011. That is 4 years from now.

Bruce McClure – Yeah, what a lovely question, especially since it spans two administrations - one that exists and one that is unforeseen. And we can make no promises beyond December 1 of next year. And so, during the Mayoral campaigning, these are questions that would be appropriate to the various candidates to see what their vision is.

Mike Price – With that, I think we pretty much used up our time. I'm looking here at a few more of these questions.

Mike Luce (audience member) - Did you ask questions that came from the audience?

Mike Price - yes I did.

Mike Luce (audience member) – Mr. Chairman? The North Hawaii Hospital Board is well represented at this meeting and some of us can stay for the 6 o'clock meeting. We've submitted two pages of questions that you haven't been able to get to. Can we reasonably expect to hear our concerns...

Mike Price - I don't have them.

(Looking for, then located the question pages from NHCH. Concern that the meeting is out of time. The panel agrees to take the questions.)

Mike Price - Let's do one at least...

Q: If the study suggests that the Parker Ranch Connector Road be realigned to terminate at Mamalahoa Highway near the Civic Center, would the realignment of the Connector Road be able to stay entirely on Parker Ranch land? Would it affect State land? Has the State been consulted and have they agreed to such an alignment? Are other private landowners affected? Have these private landowners been consulted and have they agreed to such an alignment? How does the County propose to handle such an

alignment on private landowners who do not agree on the use of their land for such a regional road?

Wayne Yoshioka – Well, if I could start out before Bruce, I think those questions really will have to be asked by the County. But, just to reiterate what our report did, our report said the Parker Ranch Connector Road is a good thing and we want to do that. The other thing that it said is that if you connected directly to Kamamalu Road, you have some issues that you're going to have to deal with at Kamamalu Road and Mamalahoa, which may involve taking of property in that area. In fact, not "may involve", it will involve taking of property at that intersection. We said also there is an alternative and here's an alternative. Other than that, I think it has to move to the next phase to answer many of the questions, which is the phase that now the Kawaihae-Mamalahoa Connector Road is currently in, is that this would probably trigger some kind of environmental study and you have to go through that process.

Mike Luce (audience member) – Right, but in all fairness, when you talk about acquiring private land at that intersection, in all fairness...

(change cassette tapes)...

Wayne Yoshioka – If you read the report, I think that we said that in here, about the hospital had concerns with the alignment, it could have impacts on their area.

Mike Luce (audience member) – I know, but what you're saying in public tonight did not reflect that, and all I'm saying is, in fairness, when you talk about acquiring private land for Kamamalu terminus, you should probably do the same thing for this alternative.

Wayne Yoshioka – I think that's a statement, well...I take that statement, and on top of that, it does involve State land as well as it comes up through the Civic Center area.

Mike Luce (audience member) – Thank you, that's all.

Mike Price - I'll try and read the other questions, give them a chance to read them, and I'll try and address some of them later but I think at this point we need to adjourn the meeting and let these guys take a break because there's another meeting starting at six.

Audience Member - Thanks Mr. Chairman, for the meeting.

Mike Price - Thank all of you for coming and thank you for your patience.