

Report of Public Input Received During
Planning and Environment Linkages (PEL)
Meeting #6 held June 26, 2019

Waimea Regional Safety Study

Prepared for
State of Hawaii
Department of Transportation



Prepared by
SSFM International, Inc.
July 2019

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Introduction

The State of Hawaii Department of Transportation (HDOT), Highways Division is currently conducting a Planning and Environmental Linkage (PEL) study for the Waimea Regional Safety Project. PEL is a community involved process for identifying issues and then incorporating them into the environmental process (i.e., compliance with the National Environmental Policy Act [NEPA]). In a PEL study, the community helps to identify the purpose and need, which will be used to guide the identification of alternatives to be analyzed in the NEPA document. The end product of the PEL process is a PEL Document.

Tasks in the PEL process include the following:

- Identify the problems that “Need” to be addressed.
- Document those “Needs” with data.
- Coordinate with federal, state, and county regulatory agencies, including but not necessarily limited to the following:
 - U.S. Fish and Wildlife Service
 - State of Hawaii Department of Land and Natural Resources
 - State of Hawaii Department of Health
 - State Historic Preservation Division
 - County of Hawaii Planning Department
 - County of Hawaii Department of Public Works
 - County of Hawaii Mass Transit Agency
- Develop the “Purpose and Need” statement and gain community and agency consensus.
- Identify “Alternatives” that meet the Purpose and Need and gain community and agency consensus.
- Narrow Alternatives to a reasonable number (typically no more than three build alternatives) and gain community and agency consensus.

The topics identified for the community meetings are planned to complete the PEL process.

- Meeting 1: Introduction to PEL and Discussion of Regional Setting and Needs
- Meeting 2: Development of the Purpose and Need Statement
- Meeting 3: Continue discussion on Community Needs and discuss ways to address those Needs with the resources and funding available
- Meeting 4: Continue discussion on the identification of Alternatives and identify supporting and restraining forces
- Meeting 5: Review conceptual engineering drawings of alternatives
- **Meeting 6: Narrow and prioritize Alternatives**
- Meeting 7: Review of alternatives and completion of PEL process

The sixth community meeting included study team introductions by Ken Tatsuguchi of HDOT, a description of the purpose of the meeting by Cheryl Soon of SSFM International, Inc. (SSFM), and a presentation followed by breakout groups.

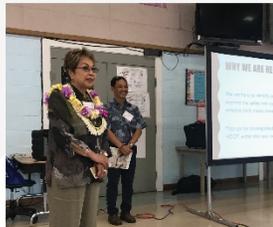
This report documents the meeting and is divided into three parts:

- Part One: Presentation
- Part Two: Breakout Groups
- Part Three: Written Comments

PEL Meeting #6 Announcement



Waimea Regional Safety Study



Please join us at the PEL MEETING #6
WEDNESDAY, JUNE 26, 2019
5:00 P.M. TO 7:00 P.M.

Waimea School Cafeteria
67-1225 Mamalahoa Highway
Kamuela, Hawaii 96743

The State of Hawaii Department of Transportation is working with the community on the Waimea Regional Safety Study using a Planning and Environment Linkages (PEL) process. The PEL process emphasizes collaboration and integration during planning. Reports summarizing meetings can be found at the project website below.

At PEL 6 alternatives for a bypass and alternatives for bicycle and pedestrian projects in Waimea Town which were presented at PEL 5 will be discussed further. The community will rank and choose priorities among the alternatives. This is the time to make your preferences known.

For further information, please visit the project website at:
www.waimearegionalsafetystudy.com



WE WANT YOUR INPUT!



To request special assistance or an auxiliary aid to attend this event, please contact:
JARED CHANG | Ph: (808) 356-1242 | Email: jchang@ssfm.com
at least 7 days prior to the event

PEL Meeting #6 Agenda



Waimea Regional Safety Study

WELCOME!

Tonight's meeting is for you to provide your ideas on transportation improvements in the greater Waimea area.

MEETING AGENDA

Welcome and Introductions

- 1. Refresher presentation on options for Bicycle and Pedestrian Projects**
Presenter: Mike Packard, SSFM
- 2. Refresher presentation on options for a Bypass Roadway**
Presenter: Austen Drake, SSFM
- 3. Agency consultation and likely environmental issues**
Presenter: Jared Chang, SSFM and Ron Terry, Geometrician
- 4. Break-Out Groups: Project Priorities, Purpose and Need, Supporting Forces, Restraining Forces**
- 5. Report back from break-out groups**
- 6. Achieving Consensus**
- 7. Announcements**

Aloha and Adjourn

A video presentation on what occurred in PEL meetings 1 to 5 will be available for viewing at the meeting location or online at the project website.

www.waimearegionalsafetystudy.com

Mahalo for Attending!

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Part One: Presentations

The presentation included four parts:

1. Refresher on the potential bicycle and pedestrian projects in Waimea Town by Mike Packard of SSFM
2. Refresher on the potential bypass projects by Austen Drake of SSFM
3. Agency consultation and likely environmental issues by Jared Chang of SSFM and Ron Terry of Geometrician Associates, LLC
4. Comments on available funding and timing of projects by Ken Tatsuguchi of HDOT Highways Division

Refresher on Multimodal Options

Mike Packard of SSFM provided a refresher on the four multimodal options that were presented at PEL Meeting #5 and a discussion of any changes that were made based on feedback received at PEL Meeting #5.

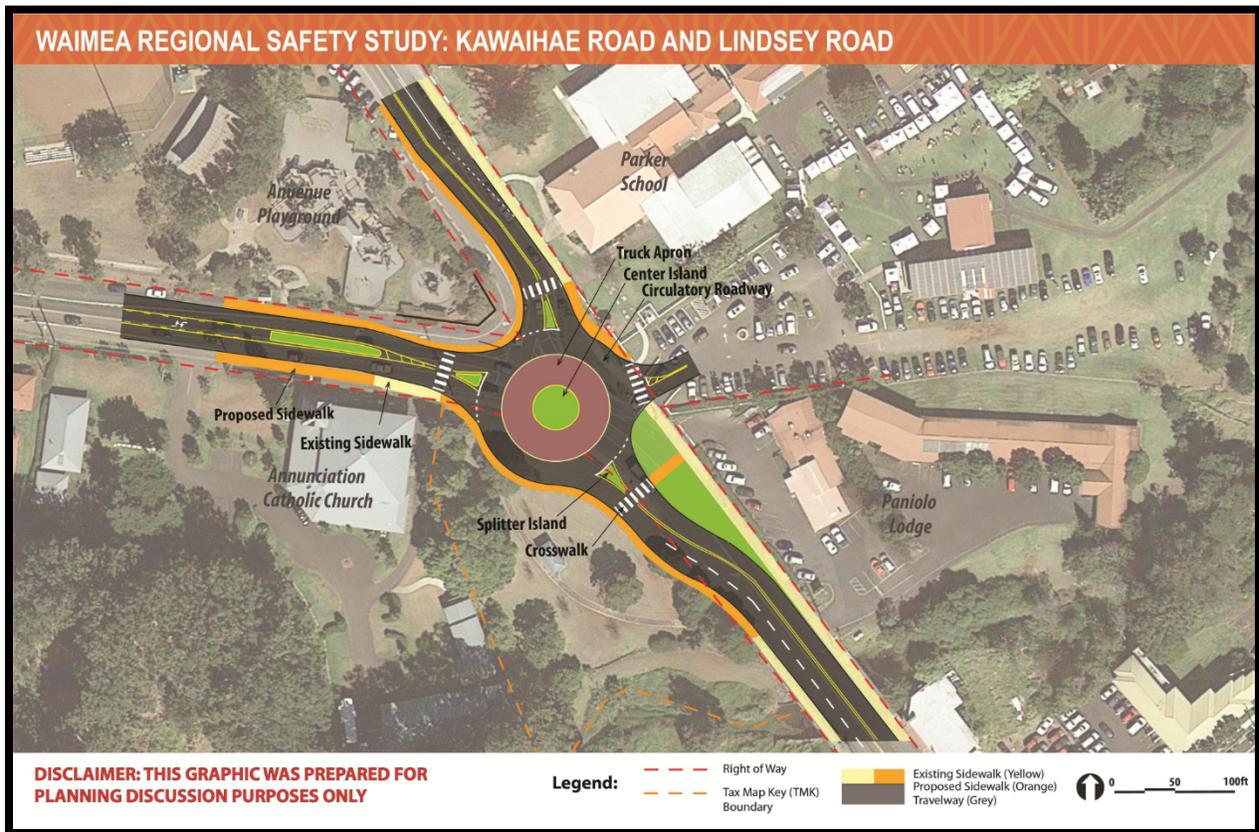
Kawaihae Road: Opelo Road to Lindsey Road

Modifications to Kawaihae Road between Opelo Road and Lindsey Road include installation of a center turn lane, sidewalks and bikeways on both sides of the road, marked crosswalks at Opelo Road, and a gateway feature west of Opelo Road. At PEL Meeting #5, it was suggested that a rectangular rapid flash beacon (RRFB) be installed at the proposed crosswalk crossing Kawaihae Road at Opelo Road. This feature has been added to the conceptual design. No other revisions were made.



Kawaihae Road and Lindsey Road Intersection

Modifications to the Kawaihae Road and Lindsey Road intersection would include installation of a roundabout. The roundabout would be a 125-foot inscribed circle and would include sidewalks, bikeways, and crosswalks. Revisions to the conceptual plan based on input provided at PEL Meeting #5 include geometric changes as a result of the design vehicle turn templates such as decreasing the size of the center island and increasing the width of the truck apron. Other revisions include showing the consolidation of the sidewalk and bikeway into a single raised sidewalk in addition to differentiating between existing and proposed sidewalks. In addition, the north leg of Lindsey Road was reconfigured to show the transition into the existing travelway with Parker School's drop-off lane.



Mamalahoa Highway and Lindsey Road Intersection

Proposed improvements to the Mamalahoa Highway and Lindsey Road intersection include installation of raised pedestrian islands, reconfigured lanes, and bicycle facilities, as well as optimizing signal timing. Based on input received at PEL Meeting #5, bollards were added as a safety feature to the raised pedestrian islands. No other revisions were made to this conceptual design. Based on input received at PEL Meeting #5, photos were added showing examples of a raised channelized island as well as a protected bike corner.



Multimodal Network

The proposed multimodal network presented at PEL Meeting #5 included the following:

- Roadway extensions to increase the roadway patterns and increase connectivity
 - Ala Ohia Road extension to Mamalahoa Highway
 - Ala Ohia Road extension to Kamamalu Street
 - Lindsey Road extension to Ala Ohia Road
 - Laikealoha Street extension to Lindsey Road extension
- Add bicycle facilities
 - Mamalahoa Highway between Lindsey Road and Kamamalu Street
 - Shared Use Path between Kahawai Street and Church Row
- Waimea Stream Trail extension from Mahua Street to Church Row, including adding wayfinding

Based on input received at PEL Meeting #5, the extension of the Waimea Stream Trail from Mahua Street to Church Row has been omitted.

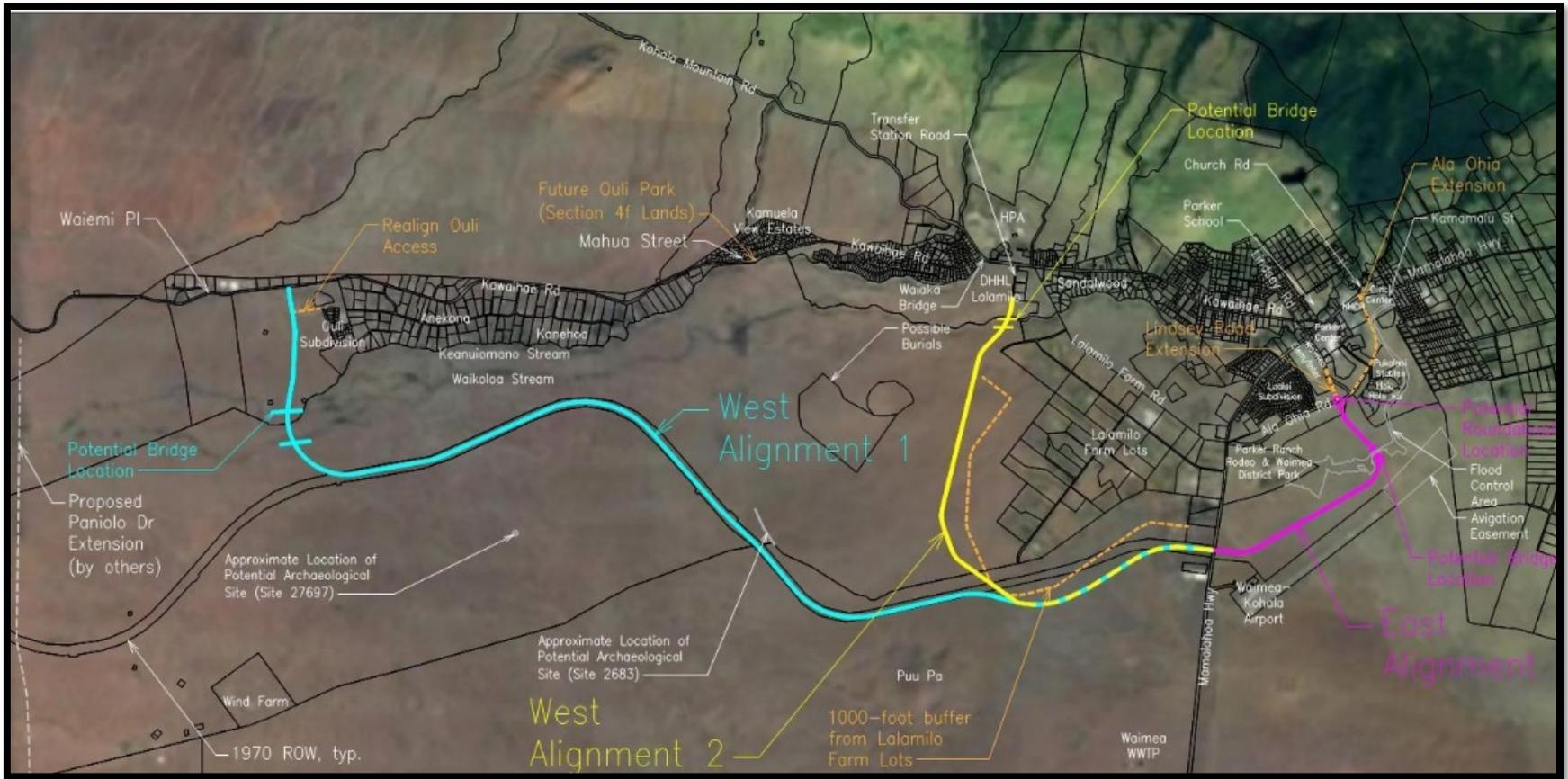


Refresher on Bypass Options

Austen Drake of SSFM provided a refresher on the three bypass options that were presented at PEL Meeting #5. These include the West Alignment #1 (Blue), West Alignment #2 (Yellow), and East Alignment (Pink). One revision was made to the East Alignment based on comments received at PEL Meeting #5: the connection to Ala Ohia Road was moved approximately 400 feet west to align with the proposed Lindsey Road Extension. No other changes were made to the bypass options between PEL Meeting #5 and PEL Meeting #6.

Summary of Three Bypass Options

	West Alignment #1 Blue	West Alignment #2 Yellow	East Alignment Pink
Length (Miles)	7.3	3.4	1.7
Existing Road Bypassed	8.0	3.4	2.0
Estimated Cost	\$86 million	\$44 million	\$23 million



Agency Consultation and Likely Environmental Issues

Jared Chang of SSFM provided a review of the agency consultation that has been undertaken as part of the PEL process, as well as a discussion of potential environmental concerns that could arise as part of construction of the multimodal options. This was followed by Ron Terry of Geometrician Associates, LLC, who discussed the potential environmental issues that may arise regarding the bypass options.

Agency Consultation

Consultation with the following agencies has been initiated:

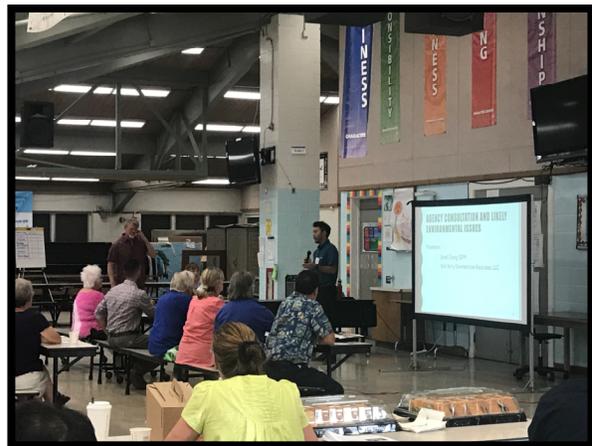
- U.S. Fish and Wildlife Service
- U.S. Army Corps of Engineers
- Department of Hawaiian Homelands
- Office of Hawaiian Affairs
- State Department of Health
- State Department of Land and Natural Resources, Land Division
- State Department of Land and Natural Resources, Historic Preservation Division
- County Planning Department
- County Mass Transit Agency
- County Department of Public Works

Agency consultation will continue throughout the project as part of the NEPA and/or Hawaii Revised Statutes (HRS) Chapter 343 process.

Potential Environmental Issues for Multimodal Treatments on Existing Streets

The proposed multimodal treatments on existing streets would have minimal environmental impacts since they would mostly be constructed within existing disturbed right-of-way. One exception is the roundabout at the Kawaihae Road and Lindsey Road intersection, which would require additional right-of-way. Environmental issues that may arise include the following:

- Archaeological and historic resources: any project that includes new ground disturbance or ground disturbance below the existing base course of the roadway.
- Road rights-of-way and land ownership
- Construction impacts: Best management practices (BMPs) would be implemented for maintaining traffic flow during construction to minimize other construction impacts.

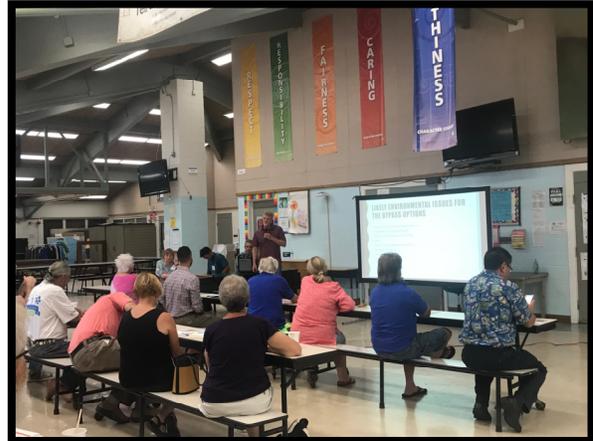


Each option would be required to comply with NEPA and/or HRS 343, depending on the funding source. It is anticipated that the multimodal improvements may qualify for a Categorical Exclusion under NEPA or would be Exempt under HRS 343.

Potential Environmental Issues for Bypass Options

Since the bypass options include constructing new roadway, they would have more environmental review. Issues and impacts could include the following:

- Waters of the U.S. and other aquatic resources
- Special Status Species
- Topography and geological hazards
- Climate, climate change, and air quality
- Noise
- Socioeconomics
- Visual resources
- Agricultural lands
- Ordnance and explosives (e.g., UXO)

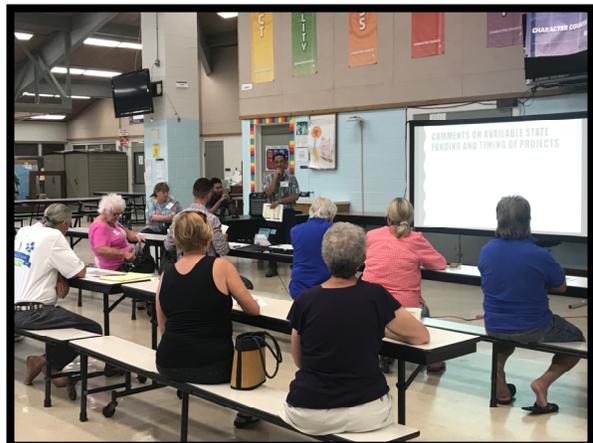


Due to the cost of the bypass options, it is likely that federal funding will be required. Therefore, compliance with NEPA and State HRS 343 will be required. An Environmental Assessment (EA) or Environmental Impact Statement (EIS) may be required.

Available State Funding and Timing of Projects

Ken Tatsuguchi of HDOT Highways Division provided a discussion of potential funding sources and the timing of the projects. This presentation was a follow-up to a lengthier presentation made at PEL Meeting #3. Ken stated that it is likely that the state could provide all of the funding for the multimodal options on existing roadways.

For the bypass options, multiple funding sources would likely be required. This could include state funding, federal funding, and bonds from the new car rental fees. The likely source of funds is bond revenue backed by car rental fees. If this source is used, projects named in the bond sale must be ready for construction in 2021. How much funding will be available from the car rental fee account will not be estimated until it has been in effect for six to 12 months, or approximately January 2020.



Part Two: Breakout Groups

Meeting attendees were split into two groups to participate in one of the two breakout groups. Each group discussed the bypass options and the multimodal options, respectively. Mid-way through the session, attendees switched to the facilitator with the second topic.

Bypass Breakout Group Sessions

The bypass breakout groups discussed the three bypass options: West Alignment 1 (Blue), West Alignment 2 (Yellow), and East Alignment (Pink). The groups provided the following comments on the three options, as shown in the following table.

Alignment	Individual Comments
West Alignment 1 – Blue	Provides better option to bypass the in-town “choke point”
	Higher priority than East Alignment
	Only works if the East Alignment or Ala Ohia extension are also completed
West Alignment 2 – Yellow	Realign across from Kamuela View
	Need to improve transfer station intersection
	Provides better option to bypass the in-town “choke point”
	Higher priority than East Alignment
	There are a lot of cultural resources
	Priority if there is no money for West Alignment 1
East Alignment – Pink	Would provide a bypass if the roundabout at the Kawaihae Road and Lindsey Road intersection is constructed
	Taken alone has few benefits
	Beneficial if Lindsey Road extension or Ala Ohia extension is complete
	Helps circulation and emergency route concerns
General Bypass Comments	Is a good start to get something done
	None of the options address getting traffic out of town unless it connects to Kamamalu
	Bypass should be completed before making Kawaihae Road intersection improvements
	Ala Ohia extension is more important than any bypass
	Previous studies could be used
	Bypass connection to Mamalahoa Highway at airport should be further south to consider future development
	If money is an issue, then in-town multimodal improvements are the best option
	Complete the Ala Ohia extension first
Truck company input is needed	

The results of the breakout group sessions for the bypass options was that both groups agreed that the Ala Ohia extension is needed and should be completed prior to any bypass. Both breakout groups also agreed that the West Alignment 1 (Blue) option was preferred. However, the West Alignment 1 (Blue) option is not financially feasible under the parameters of the study (i.e., able to be accomplished within the resources available to HDOT within the next two years). Therefore, the first bypass breakout group

ranked the West Alignment 2 (Yellow) as the top option, although conceded that there may be archaeological sites present that could become a constraint. The second bypass breakout group ranked the East Alignment (Pink) as the top option and stated that it is needed before either of the western alignments.

Multimodal Options Breakout Group Sessions

The multimodal options breakout groups discussed the four multimodal options: Kawaihae Road improvements; Kawaihae Road and Lindsey Road intersection; Mamalahoa Highway and Lindsey Road intersection; and multimodal network connectivity improvements. The groups provided the following comments on the four options, as shown in the following table.

Improvement	Individual Comments
Kawaihae Road from Opelo Road to Lindsey Road	Will the existing trees along Kawaihae Road be cut down? Response: The preference is always to not cut down trees. The proposed improvements would be within existing right-of-way, and no trees are proposed to be removed.
	Need right-turn lanes on every major road, such as Opelo Road, that intersects with Kawaihae Road because those turning left onto Kawaihae Road cause a backup on these roads.
Kawaihae Road and Lindsey Road Intersection	Why is there a curve in the approach to the roundabout in front of Paniolo Lodge? Response: Makes vehicles slow down before entering the roundabout. The focus is keeping traffic downtown slow for safety reasons.
	Will crosswalks at the roundabout be dangerous? It seems as if they would be less safe than the existing intersection. Response: The design of the roundabout is intentional to slow traffic down, which makes crossing safer.
	Would like to see information on roundabouts in similar locations (e.g., by a school, park, and bus stop)
	Raise the crosswalks at the roundabout
	Can you close the driveway at Parker School since that area causes traffic to back up? Response: The driveway would be part of the roundabout, which would facilitate ingress and egress into the parking lot.
	What would happen to the bus stop by the park? Response: The bus stop would remain. The County Mass Transit Authority would be consulted regarding any changes to the existing bus stop and any needs, such as a bus pull-out lane.
Mamalahoa Highway and Lindsey Road Intersection	This intersection will quiet down since the post office is moving and the gas station property is condemned.
	Wouldn't a roundabout be better? Response: Would require a multi-lane roundabout, which are not constructed per HDOT policy. Would also require the acquisition of right-of-way.
	Keep Lindsey Road one lane toward Mamalahoa Highway and make a single-lane roundabout
	Will cross-walks at the roundabout be dangerous?

Multimodal Network Connectivity	<i>No comments received</i>
General Comments	Make any road improvements out of concrete because it is more durable and requires less maintenance.
	Would in-town improvements compete with a bypass for funding? Response: No.

The breakout groups determined that the proposed roundabout at the Kawaihae Road and Lindsey Road intersection meets all of the purpose and need objectives:

- Safety
- Mobility
- Maintain Access and Reduce Conflicts
- Freight
- Multi-Modal

The Kawaihae Road improvements and Mamalahoa Highway and Lindsey Road intersection improvements would meet all of the purpose and need objectives except potentially for freight. Multimodal network connectivity would not provide for getting arriving freight off of Waimea town roadways.

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Part Three: Written Comments Received

A Comment form was handed to all attendees when they entered the meeting. The Comment form stated, “Please provide input on community needs and alternatives to address those needs and/or any environmental, economic, or community issues.” Five Comment forms were handed in at the end of the meeting.

In addition, attendees were provided a Feedback form to provide input to the consultant team regarding the meeting. Seven Feedback forms were handed in at the end of the meeting. Five of the Feedback forms included a response to the question “What do you want to tell us about?”

Attendees were also provided contact information for the project team and encouraged to provide comments after the meeting. One email was received on June 28, 2019. A second email with attachments was received on June 30, 2019.

One attendee provided a verbal comment to Brian Tyau of HDOT prior to leaving the meeting.

All comments received are provided in the following table.

#	Comment
Comment Form 1	<p>I think the new stop light at Long’s Drugs is great – much better than the confusing flashing lights. The light near Waimea Elementary School on Mamalahoa works great as well. We need people to slow down through town.</p> <p>Please do not consider ANY traffic circles. I have experienced on Oahu near Makiki (awful) and on the mainland. They confuse, intimidate, and create stress for drivers and with all the large trucks we get – more opportunity for serious accidents.</p> <p>The sound system is not very good – hard to hear details.</p>
Comment Form 2	<ol style="list-style-type: none"> 1. Pink 2. Yellow-Blue 3. Blue
Comment Form 3	<p>A. East side proposal:</p> <ol style="list-style-type: none"> 1. Consideration of the east side of Mamalahoa connector to Ala Ohia is ABSURD. This connector would simply duplicate Ala Ohia – just further south. 2. Finishing Ala Ohia from Holoholoku Pukalani to Kamamalu makes more sense. 3. The proposed east side alternative cuts through the property Parker Ranch [illegible] developer [illegible] or other [illegible] to develop and should be required to construct any such interior roadway connector. <p>B. The bypass option from Kawaihae Road from whatever start point is absolutely critical and should be the obvious highest option.</p> <p>C. Consideration should be given to add non-vehicular trail along stream by Parker School. Parker School signed agreement for this easement.</p>
Comment Form 4	<p>Only concern is right turn lane from Mamalahoa into Lindsey (by the vacant gas station). Big trucks need more road to complete right turn or they will cross into left turn lane going from Lindsey Road onto Mamalahoa.</p>
Comment Form 5	<ul style="list-style-type: none"> • Multimodal improvements/concepts are the most attainable and cost effective to improving safety and relieving congestion in the town center. All proposed ideas for improving the roads through the town should be pursued. These ideas are paramount to pedestrian, cyclist, and vehicle safety.

#	Comment
	<ul style="list-style-type: none"> • Bypass roads will greatly reduce congestion within Waimea, but more funding is needed to make these larger projects a reality.
Feedback Form 1	<p>Being a long term resident of Waimea (50 years) I am hesitant to want to develop our town too much. Progress is important, but I do not appreciate newcomers moving to Waimea and then looking for ways to change it.</p> <p>Seeing the disaster at the Kawaihae and Queen K intersection we want to make sure that every detail is thought out and not just mapped out.</p>
Feedback Form 2	Do a roundabout Lindsey/Kawaihae and improvements to Waiaka Bridge.
Feedback Form 3	If goal was a bypass around Waimea, the options fall short of ideal solution.
Feedback Form 4	Thank you for holding these meetings.
Feedback Form 5	<ul style="list-style-type: none"> • Timeline – Are we going to be alive when this is said and done? • Funding of project – Does it impact other needs of community? • When will bypass start from Honokaa side (Old Mamalahoa Way) • Flood issues
Email 6/28/19	<p>I was thinking about the different proposed traffic improvements, and new bypass road options that have advanced during the Waimea Regional Safety Study. There is an obvious need for additional roadway capacity in the Waimea area. This need supersedes any roadway safety improvements done to existing roadways, which is just band-aids to the main underlying issue.</p> <p>The underlying issue is a lack of capacity on the existing roadways in the core of Waimea town. This won't be addressed by constructing roundabouts, etc. The only way to address this is constructing a bypass road that avoids the traffic bottleneck at Lindsey Road/Mamalahoa Highway intersection.</p> <p>The best bypass option on the table is extending Ala Ohia Road to Church Row, and constructing a new eastern segment roadway that ties into Ala Ohia. This new bypass road would intersect with Mamalahoa Highway (Highway 190), and continue on to the county transfer station road mauka of the Waiaka bridge.</p> <p>These new bypass roads is estimated to cost a total of 67 million dollars, which doesn't include extending Ala Ohia Road to Church Row, and improving the county transfer station road near Waiaka bridge to accommodate higher traffic volumes.</p> <p>The cost of this new roadway infrastructure is more than one entity can bear, so I suggest the County of Hawaii, the Hawaii Department of Transportation, and Parker Ranch join forces to construct these new bypass roads. It would be win-win for everyone since the construction costs would be spread among the three entities, and community would be facing less traffic gridlock.</p>
Email 6/30/19	<p>Mahalo for your welcomed community presentations and multiple times given to hopefully get accurate and helpful community feedback for consideration.</p> <p>This is my personal from-the-hip feedback about the last community meeting handouts and discussions regarding several concerns I have within the process, characterization of facts and</p>

#	Comment
	<p>assumed vetting of information used as provided to us in suggestions on what constitutes “safety”, financial do-ability and outcome impressions before study final recommendations are reached and “advocacy” for such final recommendations begin?</p> <p>What we have in this study process is a State-contracted consultation for the benefit of the community, including land owner awareness, traffic congestion for safety purposes and an opportunity to bid for the right chance on funding availability. It’s a potential opportunity to advocate for an outcome materializing from the study process.</p> <p>It is hopefully also a guide to achieve both smart and safe projects interacting with County zoning commitments already given (but not completed) and new approvals for growth commerce led by property owner(s) and funding ability to impact our Waimea community for a positive improvement on our current fragmented single corridor highway thru town and our expanding population road use. At least that is the take-away I received and welcomed from attending this process both as a community group member and individually as a longtime resident living on Kamamalu St. across from the police and fire stations.</p> <p>These comments are offered in the context of researching the history of many of the past studies, proposals and processes that have yet resulted in real achievements on true bypasses, connectors, current traffic circulations or alternate emergency routes for both town members/users, emergency response and commuters alike within and without our Waimea Town center.</p> <p>A concluding thought to convey is that the term “circulation” has come up multiple times within this process and while improvements will make the existing routes much more safe and hopefully alleviate bottle-necks, it is the completion of “circulation” routes that would make the most improvement in both safety and experience in partnership with new projects.</p> <p>To this end, a study producing yet another signalized intersection at Church Row, signalized due to “safety” site limitations, and within the main town corridor rendering four signaled intersections in less than maybe 2 football fields on the only route into and thru town does not logically conjure up an improved “circulation benefit” to me? Also, any project destined to improve circulation for growth reasons only, especially within the town square only, without a secondary connectivity into town from the East, is yet another un common sense priority by not addressing both deficiencies as well for project benefits seems to be no planning at best.</p> <p>Thank you for the opportunity to provide this feedback for professionals trained to look for both advantages and unintended disadvantages of any final recommendations to hopefully proceed.</p>
<p>Email 06/30/19 Attachments</p>	<p>Feedback Form: Please correct terminology and vet correct identifications, not just taking it from Parker Ranch <u>withdrawn and not vetted</u> EA just because some other consultants said it.</p> <ol style="list-style-type: none"> 1. Ala Ohia is a “connector” road, not bypass 2. Remaining leg of Ala Ohia to Kamamalu Street is not “Alternate,” it is the approved route by County approval <p>What is the “Safety” aspect of “Pink” called bypass as it does not bypass any safety issues known?</p>

#	Comment
	<p>Comment Form: [East side of study area figure circled where connects with Mamalahoa Highway] Does not “Bypass” unless through or to other side of Kamamalu Street.</p> <p>Preliminary Conceptual Bypass Alternatives Map: [Circled area north of Puhalani Stables] Assumptions not vetted by County or community yet.</p> <p>Multimodal Network map: [Circled Ala Ohia Extension] As conditioned upon zoning approval, County connector road, not “Bypass”</p> <p>Kawaihae Road and Lindsey Road Conceptual Design: Good for traffic without crosswalks. When does traffic flow with four crosswalks? Roundabouts and crosswalks do not mix! This corner needs signalization due to existing and future interaction of ped and vehicles – park, church, school all present.</p> <p>Page 10 of PEL #5 Summary Report: [Circled last paragraph] Only attendee/community by name identified? While correct comment, gives rise to this specific person perhaps a back office process consultant?</p> <p>Page 15 of PEL #5 Summary Report: [Underlined: “It connects to Ala Ohia which may be extended to connect with Mamalahoa Highway near Church Road.”] Besides Parker Ranch, withdrawn and not vetted. Where did you get this info – County or verified?</p> <p>Page 17 of PEL #5 Summary Report: [Circled last paragraph] Same concern – is he part of the “Community” process or somehow consultant recognized by consultants or State department or Parker Ranch to be singled out? Not challenging comment, just why he is identified in this venue? May show bias of process.</p> <p>2 pages of unknown document dated April 9, 1996: [Circled/delineated text] “. . . connector road . . . provided between Kamamalu Street and Mamalahoa by the Department of Public Works prior to final subdivision approval . . .”</p>
Verbal Comment	If the roundabout is built, will there be shoulder areas for stalled vehicles to pull over?

Next Steps

The next PEL meeting will be held on August 7, 2019 and will review the alternatives moving forward for further analysis. PEL Meeting #7 will complete the PEL process.

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List of Attendees at PEL 4

The following table provides a list of the attendees at the sixth PEL meeting held on June 26, 2019 at Waimea School Cafeteria. There were 33 people in attendance at the meeting. For ten of the attendees, this was the first meeting they have attended.

ATTENDEE	AFFILIATION
James Hustace	South Kohala Traffic Safety Committee
Frankie Pang	Resident
Fran Tabor	Resident
Billy Bergin	Lalamilo Farm Lots
Bill Simonsma	Resident
Carol Ignacio	Blue Zones Project
David Greenwell	Resident
Jonathan Mitchell	Parker Ranch, Inc.
J. William Sanborn	Waimea Preservation Association
David B. Gomes	Waimea Community Association
Dallas Gomes	Waimea Community Association
David Yamamoto	County of Hawaii Department of Public Works
Bill Moore	WLM Planning
David Higgins	Resident
Tim McCollough	Lalamilo Farm Lot Association
Lou Schutte	Resident
Terri Greenwell	Resident
Susy Ruddle	Resident
Jim Dupont	Department of Hawaiian Home Lands
Annie Howes	Resident
Ruth Smith	South Kohala Community Development Plan, Vice Chair
Llwellyn Kumalae	Resident
Ed Cordeiro	Resident
Wayne Higaki	North Hawaii Community Hospital
Margaret Wilie	Resident
Leonard Librizzi	Resident
Tim Richards	Hawaii County Council
James Kong	Resident
Patti Cook	Waimea Community Association; Waimea Middle School
Randy Luck	Parker Ranch
Ric Rocker	Resident
Colin Miura	KTA
Anonymous	Library

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