

Report of Public Input Received During
Planning and Environment Linkages (PEL)
Meeting #7 held August 7, 2019

Waimea Regional Safety Study

Prepared for
State of Hawaii
Department of Transportation



Prepared by
SSFM International, Inc.
August 2019

This page intentionally left blank.

TABLE OF CONTENTS

Introduction	1
Part One: Presentation, Discussions, and Confirmation.....	5
I. Recap of the PEL Process	6
II. Confirmation: Purpose and Need	6
Attendee Questions	8
Confirmation of Purpose and Need	8
III. Confirmation: Alternatives Identified	9
Attendee Questions	10
Confirmation of Alternatives	10
Confirmation: Narrowing Options to the.....	11
IV. Preferred Alternatives.....	11
Attendee Questions and Comments.....	12
Confirmation of Alternatives	12
V. Agency Consultation	13
Attendee Questions	14
General Comments	14
Part Two: Written Comments Received	15
Next Steps	17
List of Attendees at PEL 7.....	19

APPENDIX A Letter from the South Kohala Traffic Safety Committee, August 8, 2019

This page intentionally left blank.

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 focus 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: Confirmation of Purpose and Need, Alternatives Identified, and Narrowing of Alternatives, and Completion of the PEL process**

The seventh community meeting included a welcome and study team introductions by Ken Tatsuguchi of HDOT and a presentation from the study team that included the following:

- Part One: A recap of the PEL process
- Part Two: Review and confirmation of the Purpose and Need
- Part Three: Review and confirmation of the Alternatives Analysis
- Part Four: Review and confirmation of the Preferred Alternatives
- Part Five: Traffic Analysis of Recommended Projects
- Part Six: Review of Agency Consultation Responses received to date

Attendees were asked to confirm the Purpose and Need statement, the Alternatives Analysis, and the Preferred Alternatives/Recommended Projects.

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

- Part One: Presentation and Meeting Discussions
- Part Two: Written Comments
- Next Steps

PEL Meeting #7 Announcement

WAIMEA REGIONAL SAFETY STUDY



Please join us at the PEL MEETING #7
WEDNESDAY, AUGUST 7, 2019
5:30 P.M. TO 7:30 P.M.

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



During PEL 1-6 the following work was conducted: Study Objectives; Project Purpose and Need; Development of Alternatives within the fiscal constraint of the State; and Narrowing Alternatives. The bypass alternatives under consideration include segments west and east of Mamalahoa Highway. The in-town alternatives include bicycle and pedestrian improvements along Mamalahoa Highway, Lindsey Road, and Kawaihae Road. Also, a roundabout is considered for the intersection of Kawaihae Road and Lindsey Road.

At PEL 7, the study team will present the Draft Final Report of the PEL process. The community will be asked to confirm the work done. Following that, next steps will be discussed.

For further information, please visit the project website at:

www.waimearegionalsafetystudy.com



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

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. Recap of the PEL Process
2. Confirming Purpose and Need
3. Confirming Alternatives Analysis
4. Confirming Preferred Alternatives
5. Traffic Analysis of Recommended Projects
6. Agency Consultation Responses received to date
7. Draft PEL Report
8. Next Steps

Announcements

Aloha and Adjourn

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

Mahalo for Attending!

Part One: Presentation, Discussions, and Confirmation

Ken Tatsuguchi of HDOT began the meeting by introducing the project team and thanking the attendees for being participants in this process.



WHY WE ARE HERE

We are here to identify potential projects that would improve the safety and operations, relieve congestion, and enhance multi modal travel options in the Waimea region.

Projects must be able to be accomplished within the resources available to HDOT within the next two years



2

A presentation was given by the consultant team and included five main parts. The full presentation is posted on the project website, www.waimearegionalsafetystudy.com.

- I. Recap of the PEL Process
- II. Purpose and Need
- III. Alternatives that were considered
- IV. Preferred Alternatives, including Traffic Analysis
- V. Agency Consultation

I. Recap of the PEL Process

Cheryl Soon of SSFM provided a recap of the PEL process and community's involvement in the process. Specifically, the process included seven community meetings (inclusive of this meeting) that were attended by over 90 different individuals, and a walk audit was held that was attended by 30 community members. The consultant team completed studies and analyses of several potential alternatives and determined which alternatives are recommended to move forward (once the community concurs) to complete the design and environmental processes. Lastly, agency consultation was initiated, which will continue during the environmental process.



II. Confirmation: Purpose and Need

Cheryl Soon of SSFM reviewed the Purpose and Need identified during PEL Meetings 3 and 4 and data that supports the Needs:

- **Safety Purpose**

SAFETY

- Improve safety for all modes by reducing conflict points, which can lead to crashes, particularly at intersections
- Provide alternate routing for freight traffic and emergency vehicles
- Provide a new roadway in the regional system using rural design standards

Data supporting the Safety Need

- There are 175 conflict points such as driveways and side streets along Māmalahoa Highway, Lindsey Road and Kawaihae Road. Many of these have multiple movements each day because they are into schools, churches, shops, restaurants and businesses.
- Bridge over Waikoloa Stream has a 13 ton limitation.
- Accident history: 53 accidents in the study area over a three year period. High collision spots are at Kawaihae Road east of Ouli Steet (curve); and Kawaihae Road at Kohala Mountain Road. Rain is often a factor.
- Emergency vehicles have no alternate road available on Kawaihae Road from Lindsey to Queen Ka'ahumanu Highway. From 2016-2018 an average of 468 emergency calls required using that portion of Kawaihae Road.



8

- Reduce Congestion Purpose

REDUCE CONGESTION

- Reduce traffic delay and congestion to achieve level of service (LOS) C/D or better for current and projected traffic volumes
- Provide mobility while maintaining access to adjacent land uses and access across the region for all modes
- Optimize operations along Māmalahoa Highway and Kawaihae Road

Data Supporting the congestion need

Signalized intersections have 30 seconds or more delay for all movements.



Roadway	Average Daily Traffic (vpd)
Lindsey Road west of Mamalahoa Highway	20,400
Mamalahoa Highway west of Keakakea Place	18,100
Kawaihae Road and Kohala Mountain Road	12,000
South of Waimea Town near the airport	7,000

REDUCE CONGESTION: TRUCKS AND HEAVY VEHICLES

PROPORTION OF HEAVY VEHICLES IS 7-11% WHICH IS THREE TIMES HIGHER THAN A TYPICAL RURAL ROAD 2-4%



Roadway	Daily Truck Traffic
Mamalahoa Highway East of Waimea Town	1,743
Mamalahoa Highway in Waimea Town	1,470
Mamalahoa Highway South of Waimea Town	695
Kawaihae Road	904

- Enhance the multimodal transportation system Purpose

ENHANCE THE MULTI-MODAL SYSTEM

- Introduce sidewalks and walking paths for pedestrians where there are none
- Improve crosswalks and reduce pedestrian conflicts with vehicles
- Improve bicycle facilities in the commercial district and leading to schools

Data Supporting the multi-modal need

- > Sidewalks exist only on the section of Lindsey Road connecting Kawaihae Road and Māmalahoa Highway at the existing traffic signal.
- > On Kawaihae Road, Pedestrian must use paved or unpaved shoulders for walking.
- > Crossings of the roadway are uncontrolled and require pedestrians to wait for gaps in traffic.
- > A field count along Māmalahoa Highway logged 144 pedestrians at Lindsey Road; 30 pedestrians at Pukalani Road; and 37 pedestrians at Kamamalu Road. Some bicycling was observed.
- > Community participants in the Walk Audit said that the character and charm, of Waimea Town is attractive for walking and bicycling, but only if facilities were perceived as welcoming and safe.



11

Attendee Questions

The following questions were asked during the presentation on Purpose and Need:

#	QUESTION	RESPONSE
1	How many bicycle and pedestrian accidents have occurred?	We have the numbers and will be sure to include them in the PEL Report.
2	Is the number of emergency vehicle trips on Kawaihae Road between 2016 and 2018 the annual average?	Yes, there was an average of 468 trips per year. <ul style="list-style-type: none"> • 2016: 501 trips • 2017: 455 trips • 2018: 449 trips

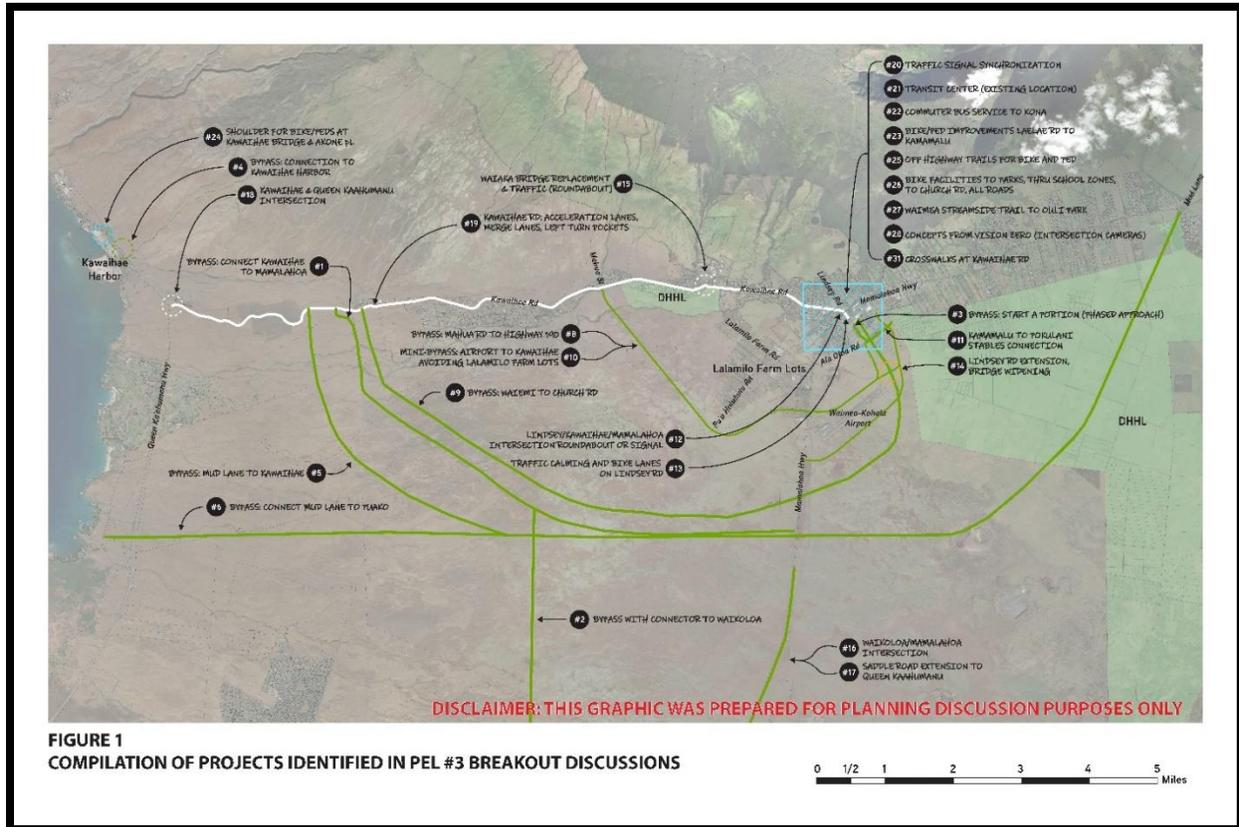
Confirmation of Purpose and Need

To complete the discussion on Purpose and Need, attendees were asked: *“Can we confirm that the Purpose of this project is to improve safety, reduce congestion, and enhance the multimodal transportation system?”*

The group indicated their consensus through a show of hands and other verbal (“yes”) and non-verbal (head nod) affirmations.

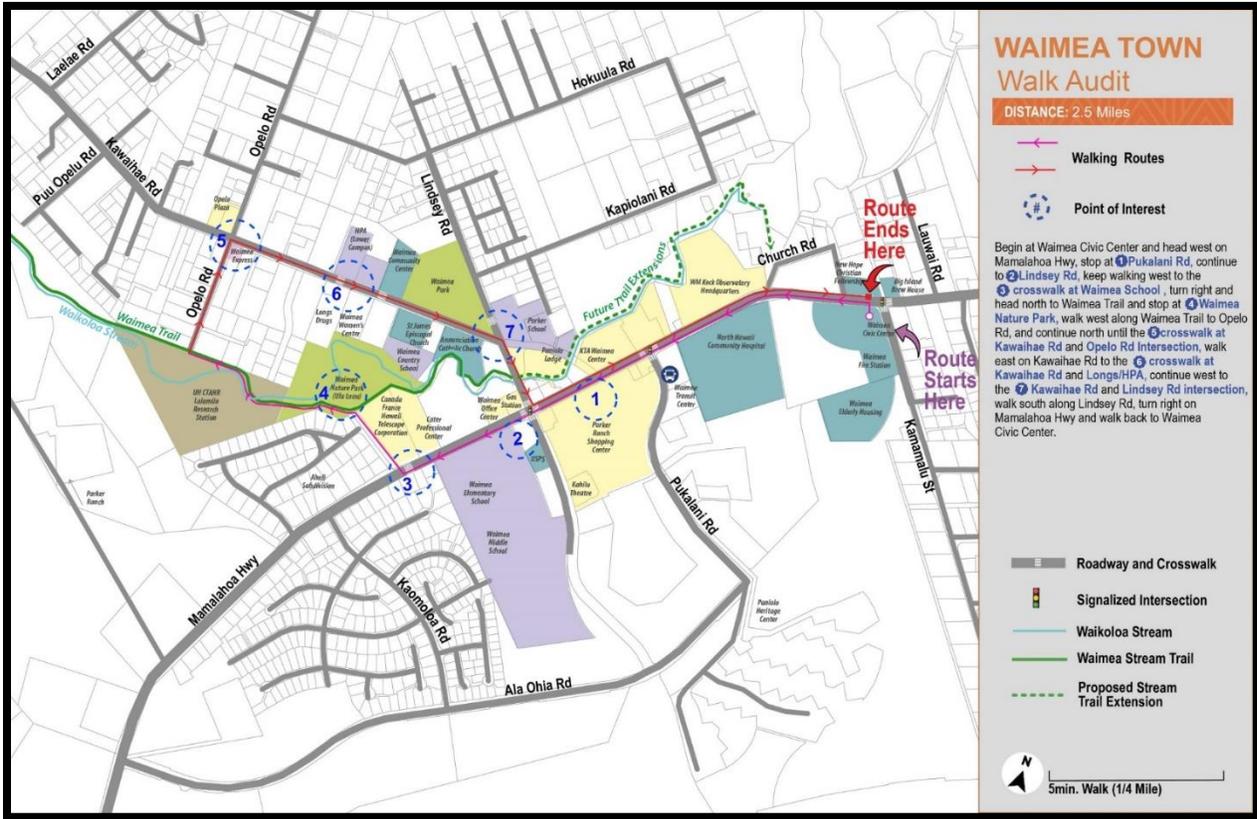
III. Confirmation: Alternatives Identified

Austen Drake of SSFM provided a review of all the alternatives considered during the PEL process starting with PEL Meeting 3. There were 31 possible options for a bypass considered during PEL Meeting 3, as shown in the following figure.



During PEL Meeting 4, the community identified a list of priority projects for addressing congestion, enhancing safety, and promoting alternative transportation in Waimea Town. The in-town options identified were reviewed with the community during two walk audits offered on April 22, 2019. The purpose of the walk audit was to bring the community members together with agency staff and technical experts from the project team to further refine ideas and inform the development of concepts and cost estimates for specific priority projects within Waimea Town.

TO ADDRESS CONGESTION	TO ENHANCE SAFETY	TO PROMOTE ALTERNATIVE TRANSPORTATION
<ul style="list-style-type: none"> Intersection improvements at Lindsey Road and Kawaihae Road 	<ul style="list-style-type: none"> Kawaihae Road Pedestrian Crossings 	<ul style="list-style-type: none"> Bike lanes and pedestrian improvements for multimodal access throughout town
<ul style="list-style-type: none"> Dedicated left turn lanes on Kawaihae Road 	<ul style="list-style-type: none"> Pedestrian and bicycle improvements around schools 	<ul style="list-style-type: none"> Waimea Stream Trail
<ul style="list-style-type: none"> Opelo Road intersection improvements 		<ul style="list-style-type: none"> Transit Center and Bus Service



Attendee Questions

There were no questions or comments from attendees during this part of the presentation.

Confirmation of Alternatives

To complete the discussion on Alternatives, attendees were asked: *“Can we confirm that alternatives were considered by the community and narrowed to those that would best address safety, congestion, and multimodalism?”*

The group indicated their consensus through a show of hands and other verbal (“yes”) and non-verbal (head nod) affirmations.

IV. Confirmation: Narrowing Options to the Preferred Alternatives

Austen Drake of SSFM continued the discussion on Alternatives by reviewing the Alternatives that were presented at PEL Meeting 5. Alternatives were revised based on community feedback and then presented at PEL Meeting 6.

Based on community feedback, the Preferred Alternatives to move forward are:

- Bypass (yellow, blue, and pink options)
- Roundabout at the Kawaihae Road and Lindsey Road intersection
- Multimodal (i.e., bicycle and pedestrian) treatments



The traffic analysis conducted for the bypass alternatives, the roundabout at the Kawaihae Road and Lindsey Road intersection, and for multimodal treatments were briefly presented.

The traffic analysis for the bypass options included the following:

- **Travel time reduction:** All bypass options would reduce overall travel time, individually and together.
- **Level of service (LOS) analysis:** Entry points for the bypass options would need treatments such as turning pockets and acceleration lanes to work optimally.
- **Accident analysis:** Due to the large number of driveways and minor roads avoided, there would be collision reductions and avoidance.
- **Emergency vehicle travel time reduction:** Emergency vehicles would save two to four minutes each direction and, more significantly, would have an alternate route in times when Kawaihae Road is closed due to an accident, fire, construction, or other reason.

Traffic analysis for the proposed roundabout at the Kawaihae Road and Lindsey Road intersection indicated that conditions would improve from LOS F (no signal or roundabout) to LOS C (roundabout) in the AM peak period and from LOS E to LOS A in the PM peak period.

Multimodal treatments were assessed using a comfort level analysis. It was determined that overall comfort levels for bicyclists and pedestrians would improve several levels, and comfort levels at intersections would be improved.

Attendee Questions and Comments

The following questions were asked during the presentation on Preferred Alternatives:

#	QUESTION	RESPONSE
1	How do you address drainage with raised sidewalks?	Drainage improvements will be included in the design.
2	Kawaihae Road at Opelo Road suggestions: <ul style="list-style-type: none"> • Remove trees in the median • Use striping instead of raised median so cars can turn around • Push sidewalks to edges of right-of-way to leave as much space for the road as you can 	These suggestions will be considered during the design phase.
3	Can you force adjacent landowners to maintain their property frontage/yards from encroaching on pedestrians?	This is not something that HDOT can do.
4	Why put the crosswalks where shown on the roundabout?	It is a safe crossing area for pedestrians because it is before the curve and it forces vehicles to slow down for pedestrians and slow down to enter the roundabout.
5	On the roundabout design, trucks need to be able to drive over the “green areas”.	The figure shown is a conceptual design. Details of the roundabout will be refined during the design phase. This is a good suggestion.
6	Why is there a curve in the road entering the roundabout? Should consider making the south leg (Lindsey Road) straighter for trucks.	The curve in the road is a function of roundabout design to make vehicles slow before entering the roundabout. Details of the roundabout will be refined during the design phase.
7	Suggest moving sidewalks adjacent to the roundabout back further.	Details of the roundabout will be refined during the design phase.
8	Trucks will have a hard time making a right turn from Mamalahoa Highway onto Lindsey Road with only a single lane.	Details of the intersection improvements will be refined during the design phase.
9	How would you address ADA requirements for trails and paths?	ADA requirements would be addressed in the design phase and in the environmental document. There is an Environmental Assessment (EA) for the Waimea Trails and Greenway project.

Confirmation of Alternatives

To complete the discussion on Preferred Alternatives, attendees were asked: *“Can we confirm the Preferred Alternatives?”*

The group indicated their consensus through a show of hands and other verbal (“yes”) and non-verbal (head nod) affirmations.

V. Agency Consultation

Jared Chang of SSFM provided an update on the Agency Consultation previously presented at PEL Meeting 6. Consultation letters were sent to ten agencies with an interest in the potential environmental issues. As of July 31st, five agencies have responded.

1. U.S. Army Corps of Engineers
2. U.S. Fish and Wildlife Service
3. Department of Hawaiian Home Lands
4. County of Hawaii Planning Department
5. Department of Land and Natural Resources – Engineering Division, Division of State Parks, Commission on Water Resource Management, Land Division-Hawaii District, Division of Forestry and Wildlife



AGENCIES THAT HAVE BEEN CONSULTED

- Federal Highway Administration
- U.S. Fish and Wildlife Service
- U.S. Army Corps of Engineers
- Department of Hawaiian Homelands
- State Department of Health
- State Department of Land & Natural Resources, and Historic Preservation Divisions
- County Planning Department
- County Mass Transit Agency
- County Department of Public Works



38

Attendee Questions

The following questions were asked during the presentation on Agency Consultation:

#	QUESTION	RESPONSE
1	Have you consulted with truckers? Based on the Harbors 2035 Master Plan, more trucks will come to Kawaihae.	Yes. Small group meetings were held prior to the PEL process. Trucking companies were specifically invited to this meeting by special letter that included diagrams of the proposed alternatives. The consultant team will continue to engage with trucking companies during the design and environmental process.
2	Did you consult regarding UXO on the Waikoloa Range?	We are consulting with the U.S. Army Corps of Engineers as they manage the Formerly Used Defense Sites program that deals with ordnance and explosives within the former Waikoloa Maneuver Area.

General Comments

At the end of the presentation, participants were given an opportunity to ask additional questions and make general comments. The following questions were asked:

#	QUESTION	RESPONSE
1	Why are bonds floated?	It has to do with the timing of funds collection and allows HDOT to get the funding up front.
2	Will the EA process include a Public Meeting?	Although not required, a Public Meeting will be held for the Draft EA.
3	During design, keep in mind other signs/design on the island for uniform roads.	This will be considered during the design phase.
4	The Kawaihae Road/Queen K intersection design did not go well. Try not to repeat that.	Mahalo for your comment.

Part Two: 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.” Seven Comment forms were handed in at the end of the meeting.

Attendees were provided a Feedback form to provide input to the consultant team regarding the meeting. Thirteen Feedback forms were handed in at the end of the meeting. Seven of the Feedback forms included additional comments.

One attendee provided a written comment on the Kawaihae Road/Lindsey Road intersection conceptual design slide from the presentation.

All comments received are provided in the following table.

#	Comment
Comment Form 1	<p>Important projects to pursue:</p> <ul style="list-style-type: none"> • Roundabout at Lindsey Road and Kawaihae Road • Center turning lanes along Kawaihae Road • Greater number of pedestrian crosswalks • Bike lanes and sidewalks • Bypass road that spans the east and west side of Waimea. Start with the western portion, but continue the discussion to develop an eastern corridor • Support the development of the Waimea Stream Trail
Comment Form 2	<p>Kawaihae Road and Lindsey Road (proposed roundabout):</p> <ul style="list-style-type: none"> • Northbound Lindsey Road should NOT have the green area because (1) removes right-turn lane existing now that needs to remain, (2) all green space is wasted money and area that should be used for vehicles or emergencies, and (3) No green space on Kawaihae Road! Wasted money and land that takes away from traffic! • Highly doubtful roundabout, especially in that small area, would meet objectives! (I have driven through many small and large roundabouts). <p>Need an alternative (bypass)</p>
Comment Form 3	The process has been too long. 50 years ago a bypass for Waimea was talked about. More people don't attend because it has all been discussed before.
Comment Form 4	I believe the blue bypass is the best for the money with long-term traffic in mind. Like 20 years from now.
Comment Form 5	Very good meeting. Encouraging to hear traffic designers' use of roundabout is to slow traffic. More transparency like this goes a long way to address the community's expectations. Cheryl handled meeting really well, got meeting moving when roundabout questions threatened to stall and derail meeting. Was disappointed no changes to concepts despite objections and questions raised at PEL #6.
Comment Form 6	<p>Safety & Capacity! Bypass Road</p> <p>Lots of pretty drawing. How are the projects going to work together?</p> <p>Put a crosswalk with pedestrian/driver alert lights at Opelo Road. Forget the rest and get started with the bypass road.</p>
Comment Form 7	While a genuine bypass would relieve intratown traffic, immediate resolution can come in three forms:

#	Comment
	<ul style="list-style-type: none"> • Option 4, pg 17 [Slide 17 of the presentation] Multimodal alternatives that address need and preferred alternatives pg. 17 • Kawaihae Road Opelo to Lindsey pg 18 [Slide 18 of the presentation]/pg 19 [Slide 19 of the presentation]; Kawaihae Road at Lindsey Road roundabout • Mamalahoa at Lindsey Road pg 23
Feedback Form 1	I don't think the roundabout will be needed once you get the bypass in place.
Feedback Form 2	<p>The Lindsey Road/19/190 intersection and surrounding areas problems (daily, during school sessions) have not been mentioned in what I've seen.</p> <ol style="list-style-type: none"> 1. On the 190 section by the school (Waimea Public) and the library, vehicles traveling east on the 190 often use the 2-way left turn lane as an extra driving lane. 2. Little children using the crosswalks wait for the crossing sign, then run at high speed across the roadways at such high speed that they often cannot be seen by drivers. 3. Drivers traveling east on 190, preparing to turn left onto Lindsey, often use the library/school left turn lane as an extension of the Lindsey Road/190/19 left turn lane onto Lindsey Road, thereby blocking the library turn lane.
Feedback Form 3	<p>Bypass, Bypass! Other than pedestrian crosswalk/light at Opelo Road, forget about it!!!</p> <p>I don't believe the drive time differentials on slide 33. Come out to Waimea Town during commute times.</p>
Feedback Form 4	<ul style="list-style-type: none"> • Roundabout at Kawaihae Road/Lindsey Road interception. • Accelerate Waiaka Bridge upgrade. • Kawaihae Road upgrades between Kawaihae Road/Lindsey Road intersection west until hospice.
Feedback Form 5	Looking forward to reading the PEL document.
Feedback Form 6	Keep us informed.
Feedback Form 7	Same information as presented at July meeting. A waste of my time.
Written Comment on Kawaihae Road/Lindsey Road Conceptual Design	<ol style="list-style-type: none"> 1. Make sidewalks close as possible to right of way and try to keep it far away from traffic as possible. 2. All green areas need to pave and put white lines in place. At least you can drive on the new white lines so as to let ambulance and fire truck to go past and if not they are stuck.

In addition to the comments received at PEL Meeting 7, the South Kohala Traffic Safety Committee provided a letter dated August 8, 2019 regarding “items of importance and areas of concern brought up during the Planning and Environmental Linkages process.” The letter is attached to this report as **Appendix A**.

Next Steps

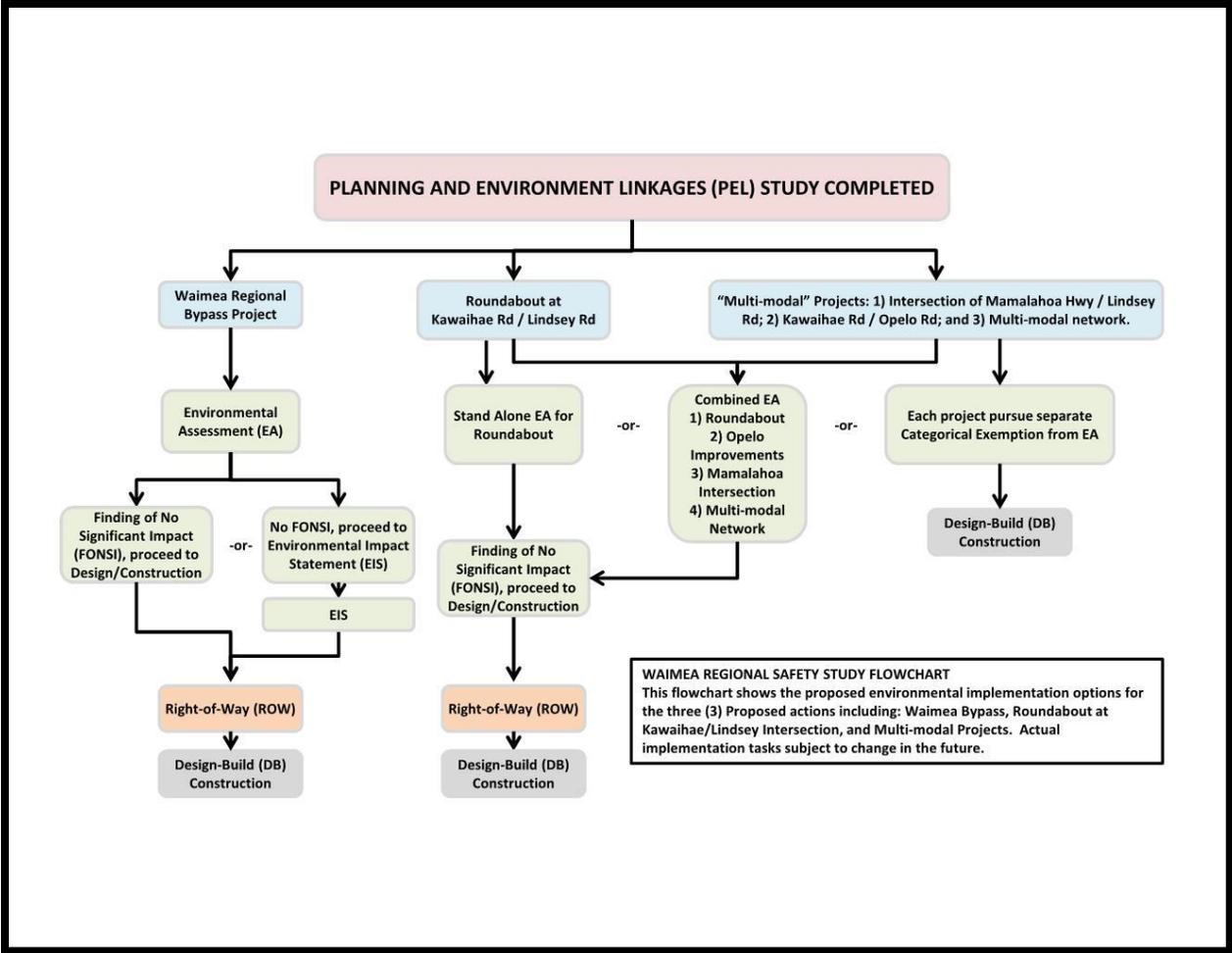
This meeting completes the PEL process for the Waimea Regional Safety Study. A PEL Report will be completed that summarizes the work of the PEL meetings and how the community contributed to the purpose and need, alternatives, preferred alternatives, and potential environmental impacts. The PEL Report will be submitted to FHWA and will be available for public review.

After the PEL Report is accepted, the next step for the study will be to initiate the design and environmental processes for the recommended alternatives. It is recommended that three projects progress independently.

- **Bypass:** The bypass option is expected to progress using federal and state funds. This process would require the initiation of an Environmental Assessment (EA) or Environmental Impact Statement (EIS) with associated technical studies for compliance with NEPA and Hawaii Revised Statutes (HRS) Chapter 343.
- **Roundabout at Kawaihae Road and Lindsey Road Intersection:** This project is expected to proceed with state funds and would require an EA for compliance with HRS Chapter 343.
- **Multimodal Improvements:** These improvements are expected to proceed with state fund. A determination will be made of whether an EA or HRS Chapter 343 Exemption will be required depending on how the projects proceed.

Additional community meetings will be scheduled during the environmental processes for individual projects. It is expected that meetings will occur every three to four months with the first of these meetings to occur in late-2019/early-2020.

The following flowchart shows the steps each project would follow after the PEL process.



List of Attendees at PEL 7

The following table provides a list of the attendees at the seventh PEL meeting held on August 7, 2019 at Waimea School Cafeteria. There were 33 people in attendance at the meeting. For seven 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	Paniolo Preservation Society; 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
Bill Moore	WLM Planning
Lou Schutte	Resident
Terri Greenwell	Resident
James Kong	Resident
Patti Cook	Waimea Community Association; Waimea Middle School
John Buck	Resident
Annette Cromwell	Resident
Shirley M.	Resident
Greg M.	Resident
Whitney Harvey	Resident
Diane Paulson	Realtor
Frank Weber	PATH
Pete Hendricks	Waimea Preservation Association
Carol Buck	South Kohala Traffic Safety Committee
Dana Asis	Resident
Melvin Miranda	Miranda Trucking
Barbara Feliciano	Resident
Joyce O'Connor	Waimea Community Association
Gunner Mench	South Kohala Traffic Safety Committee
Grey Schutte	Resident
Keith Neal	Waimea Community Association
Susan Kim	Governor's Office
Sonny Miranda	S&R Trucking
Roger Harris	Waimea Community Association

This page intentionally left blank.

APPENDIX A

Letter from the South Kohala Traffic Safety Committee,
August 8, 2019

This page intentionally left blank.

South Kohala Traffic Safety Committee
P.O. Box 2874
Kamuela, HI 96743
SKTSCsecretary@gmail.com

August 8, 2019

SSFM International
99 Aupuni Street, Suite 202
Hilo, Hawaii 96720

Attention: Cheryl Soon

Subject: Waimea Regional Safety Study

Aloha Ms. Soon,

The South Kohala Traffic Safety Committee held a discussion at its July monthly meeting regarding the Waimea Regional Safety Study and addressed items of importance and areas of concern brought up during and throughout the Planning and Environmental Linkages process. Please find enclosed in this letter ideas from residents and community members of South Kohala.

We would first like to acknowledge the time and energy that you and your colleagues spent working with community members of Waimea and residents across South Kohala. The South Kohala Traffic Safety Committee is grateful for SSFM's help to move the dialog forward and make the appropriate suggestions needed for improvements, addressing the traffic safety concerns of Waimea. We understand that every idea presented and those being proposed to the Department of Transportation will not come to immediate fruition. We trust that your documentation emphasizes the need for greater attention to roadways and alternative methods of transit in and around Waimea.

Waimea is a growing community, and many of the services and needs of the residents have not been met for their safe travels in and around the town. Ultimately, Waimea lacks the proper safety measures for pedestrians and bicyclists on an overwhelming number of its roads, and especially along motorized vehicle corridors. Committee members, community members, and attendees at many of your meetings are extremely pleased to see the incorporation of improved pedestrian pathways and designated bicycle lanes along our busiest of roads in your conceptual plans. These additions would greatly improve the safety for other types of travelers, commuters, and visitors especially since pedestrians and bicyclists currently do their best to avoid our main roadways. It is imperative that any project going forward needs to follow the complete streets guideline and provide for *all means* of travel. These multimodal attributes can be seen in the proposed in-town improvement projects and would offer the Waimea community safer alternative means of travel and even improve the community's main street aesthetic.

In identifying specific areas of focus for the State Department of Transportation going forward, four in-town projects and three distinct bypass alignments have been detailed and discussed at length throughout the public meeting process. Some public meetings went so far as to have community members select preferred projects to pursue. The following will briefly encapsulate the ideas, preferences, and maybe even concerns that each of the proposed projects hold from the perspective of the South Kohala Traffic Safety Committee.

Waimea Town Center Improvements:

- I. The portion of Kawaihae Road to Lindsey Road is notoriously congested due to the numerous driveways and businesses that line this stretch of highway. These include churches, schools, restaurants, County of Hawai'i facilities, a hotel, a gas station, and many large and small commercial enterprises, many of which have never been required to improve access to their facilities even with their large draw of customers and visitors. This nearly 0.5-mile stretch would be greatly improved

with the incorporation of a center turning lane, reducing the congestion by allowing the travel lane to continue progress and even providing a shelter lane for motorists turning out from one of these many businesses. Furthermore, the plans proposed incorporate a raised bikeway and a designated pedestrian pathway. These have the potential of reducing the number of vehicles on the road in this area by providing residents and visitors an opportunity to safely access neighboring businesses. The proposed plan also recommends adding another pedestrian crosswalk which is desperately needed along this roadway. Lastly, there is a suggestion of incorporating a gateway feature at the west entry point into the town. This would be a wonderful addition, and besides its aesthetic nature, it would also signify to motorists that they are entering more of a town center, allowing for greater awareness and overall safety.

- II. The roundabout proposed at the Kawaihae Road and Lindsey Road intersection is an extremely innovative idea and would help to address many of the concerns and safety issues seen at that current location. The South Kohala Traffic Safety Committee has taken many steps over the years to bring light to this troublesome intersection. The committee has worked with the County, and especially Ron Thiel in the past, at great length to make the improvements necessary for safer transitions and maneuvers through this area. With the help of Dr. Billy Bergin, the South Kohala Traffic Safety Committee has worked with the adjacent landowners in this vicinity to come to an agreement and understanding that a roundabout is the best solution to many of the traffic woes at this location. The community constantly sees many issues with the current iteration of the intersection, especially on Saturdays with the Parker School farmers market and the overall proximity to a heavily impacted signalized intersection. Illegal maneuvers are continuously seen at this location, and many signs and striping patterns have been tested here to help reduce danger, but a more drastic step needs to be taken to improve safety at this location. Lastly, the addition of crosswalks with the roundabout would provide greater pedestrian access to the park, school, and nearby businesses.
- III. The large, main intersection in Waimea at the merge of Māmalahoa Highway and Lindsey Road has its fair share of challenges. While the footprint is large for a growing, rural community, it may not be possible to bring such sweeping change as was proposed for the Kawaihae Road and Lindsey Road intersection. However, the smaller and straightforward ideas presented recently could bring greater safety to the Māmalahoa Highway and Lindsey Road intersection. The raised, channelized islands with bollards and the protected corners will provide relief for pedestrians and reduce the distance that pedestrians need to cross the five-lane corridor. However, there is some notable concern about the allowable turning radius for large trucks maneuvering through this intersection given some of the new configurations. This may have been assuaged at the community meetings, but concern remains. Another issue details the removal of the second northbound travel lane on Lindsey Road. The loss of this lane may impact vehicle, and particularly truck maneuvers through the intersection. Lastly, it is important to better optimize the signalized light to allow for the least amount of vehicle idling time.
- IV. The final proposed idea of a multimodal network and development of unfinished and future roadway projects is a larger and broader goal for the Waimea community as it continues to grow and meet the demands of its residents. The expansion of the multimodal network in Waimea would provide a great number of benefits to the community beyond just the safety of its residents. The ongoing project of the Waimea Streamside Trail currently has only one of its increments mapped out, with two other segments in the works at the County level which would provide greater access for the community beyond just the core of the town. One future segment of the trail will push the trail corridor towards Church Road and give the trail users more access to the east side of the town. Some of these undefined bike routes in the multimodal proposal could simply be identified with proper signage in some locations, whereas others will require improvements along the bustling highways and roads running through the town. Within this proposal there are also a couple key roadways outlined that would provide greater connectivity for the community, while also providing alternative pathways and bikeways. The Lindsey Road extension with its linking to Ala 'Ōhi'a Road is key for greater flow through the town center. The two alignments of the Ala 'Ōhi'a Road both provide further connectivity

and help to push the roadway further east. Yet there remains community concern about the choice between the two of the Ala 'Ōhi'a alignments. The extension alignment proposed to run adjacent to the hospital and connect to Māmalahoa Highway across from Church Road would present another intersection along a busy corridor and at a precarious bend in the highway. This connection would have to be signalized but may negatively impact the signalized intersections nearby. The Ala 'Ōhi'a extension alignment connecting to Kamāmalu Street would connect to an established road and existing signalized intersection, and ultimately providing greater connection for the nearby fire and police stations, giving crews alternative roadways to use to their benefit. All the ideas proposed in this Waimea town center improvement will provide the community safer pedestrian and bicyclist corridors while also creating greater connectivity in and across the town.

Waimea Bypass Road Alignments:

- I. The proposed West Alignment 1 provides the greatest benefit for the purpose of bypassing the largest portion of western side of Waimea. This alignment utilizes much of the 1970 right-of-way designated from previous studies and traverses the greatest distance to provide vehicular traffic a complete alternative to the upper portion of Kawaihae Road. An area was identified for this alignment to cross at the narrowest portion of the Waikoloa Stream which would help to reduce some of the cost affiliated with spanning waterways. However, this alignment is the costliest. Lastly, it is recommended that geosynthetics are used as part of the base layering components for all the bypass alternatives.
- II. The West Alignment 2 makes a looping sweep around the Lalamilo Farm Lots, providing the requested buffer zone from the farming community. This alignment also utilizes part of the 1970 right-of-way and would connect to an existing government road at its Kawaihae Road terminus. This alignment could potentially provide Waimea the most benefit of establishing a secondary route across the Waikoloa Stream closer to the town center. However, there are potential concerns with the bridge necessary to make the connection to the Transfer Station Road, and more importantly any impact to cultural sites in the Lalamilo area.
- III. The East Alignment provides an interesting route in an undeveloped area to the south of the Waimea town center. This alignment did raise concerns with community members in regard to not seeing the ultimate purpose of this proposed roadway. This alignment does not offer much in the way of a bypass road considering its overall length compared to the distance of highway bypassed, the reduction in travel time, and would direct traffic right into the center of the town. These concerns are even more pronounced without the completion of the Lindsey Road extension and the Ala 'Ōhi'a Road extension.

In Summary

Ultimately, it is necessary that any study, development project, and idea proposed to the Hawai'i State Department of Transportation tackles the idea of safety for all users on the roads. This is best done through the incorporation of complete streets and addressing multimodal transportation. It is also important that any improvements made are proactive in nature and help to future-proof the community. Smaller projects may help to alleviate strain in the interim, but with a steadily growing community that sees a large amount of commuter traffic coming from opposite ends of the island, specific projects must be incorporated that address the larger issues and that will provide the safest means of transit for all motorists, pedestrians, and bicyclists. Amongst the options for safety improvements, both the proposal for complete streets with the addition of a center turning lane along Kawaihae Road from Opelo Road to Lindsey Road and the intersection improvement of a roundabout at Kawaihae Road and Lindsey Road would address the greatest needs and concerns within the town center of Waimea.

Waimea residents have longed for a bypass road that would help to alleviate congestion and provide greater safety along the central town roadways. This bypass road would help to remove truck traffic from the town center and grant commuters another option for traveling through this region. While there was support for

some of the proposed alignments, there didn't seem to be an overwhelming consensus for one over another. This is possibly due to the lack of connection to a point further east along Māmalahoa Highway and a point beyond the center of town. It has been explained that the study area for the Waimea Regional Safety Study focuses on options within Waimea and areas to the west of Waimea, but if an alignment for a bypass were to be selected, it must be emphasized that this is only one segment of a greater improvement project for connecting the different ends of the community. It is recommended that this discussion continues, and design for a bypass around the western side of Waimea moves forward. It is important to have this be carried out with the intention of creating a corridor on the east side of Waimea and identifying where these alignments can connect. With this, there currently exists only one vehicular means of transit across the Waikoloa stream, making it vital to identify an alternative means of connecting the two sides of Waimea. Regarding the extensive cost for any of the bypass alignments, the community, elected officials, and State agencies need to work together in requesting support from the Federal government. Only a unified voice in this matter will help to obtain this long-standing request to address a growing community and the overall safety for Waimea.

Thank you for taking the time to address community concerns and for taking a moment to consider our input. Please feel free to contact me with any questions at sktscsecretary@gmail.com.

Mahalo,



James Hustace, Chairman
South Kohala Traffic Safety Committee

cc: Edwin Sniffen – Deputy Director; Department of Transportation, Highways Division
Senator Lorraine Inouye – Hawai'i State Senate; Senate District 4
Representative David Tarnas – Hawai'i State House of Representatives; House District 7
Ken Tatsuguchi – Head Planning Engineer; Department of Transportation, Highways Division
Donald Smith – Hawai'i District Engineer; Department of Transportation, Highways Division