

Chart Notes on December 7, 2006 on Parsons Brinckerhoff Presentation at Waimea Community Association Meeting

The following notes are in a question and answer format:

1. Will the traffic signal optimization project include synchronization of all traffic signals?  
Yes, in a way that is appropriate for system. Settings will be updated at intervals depending on traffic flows.
2. Impacts to prohibit left turns onto Lindsey Rd. How to turn?  
Prohibition of left turns will be the last project implemented. Cannot implement until after other improvements occur, such as implement Waimea School traffic circulation improvements. The reason this project is needed is that north/south turns take away green time for through traffic. Prohibiting left turns means more green time for major traffic flows.
3. Is there a conflict with Waimea Trails & Greenways crossing Lalamilo Connector Rd?  
It is not wise for a bikeway to cross a roadway. Parsons will review.
4. Prohibition of left turns at Lindsey Rd intersection will involved raised, landscaped medians.
5. How will medians affect access in and out of proposed Magoon development across the street from Waimea School? How will it affect children? Isn't a crosswalk proposed for that area? In general, how will existing development projects be taken into account?  
None of the actions proposed interfere with proposed development projects. Parsons will check.
6. How will the mass transit-intra Waimea shuttle system be implemented?  
Routes change as the situation changes. Want community feedback on routes and stops. Planners need to know where to avoid.
7. Sequence of events? How handle commercial traffic? Not sure of sequence (e.g., when will no left turns be implemented)?  
Will pay attention to public comments. Envision prohibition of left turns will be a part of Phase I. The split of projects between Phase I and Phase II is not set in stone.
8. What is preferred alignment for Lalamilo Connector Rd?  
Hawaii County is studying Lalamilo Connector in detail w/regards to alignment options. This is a much needed connector road.
9. Describe Parker Ranch connector road's ability to handle traffic?  
It will be a two-lane road with turn lanes. The new road should be constructed all at once. Design concepts should relate to Waimea's sense of place. It should be constructed soon. Could phase in pedestrian and bike paths. This would be a paved road.

10. How many improvements can we get for \$9.6 million?

Unsure. Individual projects can be implemented in phases with most important features being constructed first. Parsons has not systemically reviewed this, but will.

11. Parker Ranch connector roads. It would be wrong to connect directly to Mamalahoa Hwy. Close to hospital, drainage problem, would take away kids athletic field. Alignment that connects to Kamamalu St was already decided upon.

Parsons is looking at this because issues arose: 1) Bottleneck at Kamamalu intersection and by Senior Center 2) East of Kamamalu St county right of way is constrained, so it is difficult to fit five lanes at that location. Alternatives do have implications. Dialog continues.

12. Farm lands should be preserved by County and State in selecting alignments for connector roads and bypass highways. Locate State bypasses further south. Suggest extending Opelu Rd south as a smaller connector road that would not affect farm lots.

13. Should Parker Ranch connector road extend eastward through DHHL lands?

Some State Waimea bypass alignments traverse DHHL lands. How to handle east end of Parker Ranch connector road is a challenge.

14. Lalamilo Connector versus Kawaihae Rd Bypass.

Lalamilo connector is more internal connector road, not a bypass. Kawaihae Rd bypass alignments are being studied by the State. The bypass will probably be built in sections because it is too large to finance all at once.

Could Kawaihae substitute for connector road?

No. That would add 7.5 miles vs. 1.5 mile to a trip into town relative to Lalamilo Connector Rd. Vehicles from harbor-strong movement on Kawaihae Rd turns left on Mamalahoa Hwy. Not saying no.

15. Thank you Parsons for showing so much common sense. Some other things to consider: 1) Additional business in existing Lindsey Rd area – should this be discouraged until road built. 2) Parker Ranch lot at post office: County should purchase, 3) Lalamilo Connector Rd completion should be in first phase. The only reason the more needed west end of Kawaihae Rd bypass (in the vicinity of the harbor) would not be built first is an presumption that Hawaii County will not have act together. Look at additions, but not to replace. 4) Farms – different alignment other than 80 foot reserved easement should be considered. Are we willing to pay for this extra cost?

16. A survey has been conducted concerning bus stops between Lakeland and Kawaihae. = 300 cars. Joan Bennette from Parker School did the survey. Secure bus stop-encourage circulation solutions

17. Concerned either or – to resolve intra mass transit. Short term, modify traffic lights. Would improve situation in near term.

Signals in Waimea are maintained by the County, but the County is between rock and hard spot with respect to Mamalahoa Hwy at the Kamamalu St intersection. There are just not enough traffic lanes.

18. What sort of intersections on either side of Parker Ranch Road?

Both ends of connector roads would have signals.

19. Give us immediate relief – Need now. No wait!

Phase I – entire package could do a lot. It is a progression, may get relief sooner than later. Must get right-of-way and get things in ground. No wait is called for. Rather move as soon as possible. Hawaii County Department of Public Works cannot do much with tweaking signals because Mamalahoa Hwy at Kamamalu St intersection is over capacity.

So first thing is widen Mamaloahoa Hwy at east end of town?

Want more through lanes through Kamamalu intersection. Studying different ways to do it. Contra flow is a promising idea. Must fix this problem sooner rather than later.