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IN REPLY REFER TO:

HWY-PS
2.3325

September 24, 2009

Mr. Gil Riviere
Keep the North Shore Country
66-250 Kamehameha Highway, Suite D103
Haleiwa, Hawaii 96712

Dear Mr. Riviere:

Subject: Turtle Bay Resort Master Plan Revised TIAR Update, April 16, 2009

We are in receipt of your September 8, 2009 letter requesting that the Department of Transportation (HDOT) reconsider its acceptance of the subject traffic impact assessment report (TIAR) for the Turtle Bay development. Based on our technical review, the report was found to appropriately evaluate and disclose the potential traffic impacts of the proposed Turtle Bay development. We must, therefore, respectfully deny your request.

HDOT had rather extensive discussions regarding the background traffic growth with the consultant that prepared the TIAR. Inclusion of future year traffic forecasts from the Oahu Metropolitan Planning Organization (OMPO) travel demand forecast model (ORTP 2030), which is the official long-range plan for Oahu, was a result of these discussions.

A comparison of the historic traffic growth rate with forecast long-term traffic volumes may not appear consistent, especially on lower volume rural roads where a relatively lower volume increase in vehicles per year can result in a large annual percentage growth rate when compared to baseline traffic volumes. For long-range transportation planning, however, travel demand forecast models are typically developed based on adopted long-range land use plans and policies. The Oahu Regional Transportation Plan (ORTP) is such a plan developed by the OMPO and based on the adopted land use plans of the City and County of Honolulu.

The long-range land use plans identifies the Turtle Bay development as one of the only major developments within the region. As such, the ORTP travel demand forecast model shows limited background traffic growth in the area by the future year 2030. The basic philosophy is that basing the 20-year future traffic forecasts on approved land use plans and existing travel behaviors provide the best estimation of future long-range conditions.

The subject TIAR balanced current short-term historic annual traffic growth trends with long-range forecast traffic projections to determine a future year baseline condition. Traffic generated by the Turtle Bay development was then added on to the baseline condition to reflect "future year with project" conditions. Balancing these various factors and considerations, the TIAR does follow nationally accepted standards of practice and appropriately discloses what the consultant believes will be the anticipated impact of the proposed Turtle Bay development. It must also be noted that the net effect of assuming greater background traffic growth is a reduction in the overall relative impact of the proposed development. As such, HDOT accepted this report and its technical findings and recommendations.

If you have any questions, please contact Ken Tatsuguchi, Engineering Program Manager, Planning Branch, Highways Division, at (808) 587-1830.

Very truly yours,



BRENNON T. MORIOKA, Ph.D., P.E.
Director of Transportation

c: Governor Linda Lingle
Senator Clayton Hee
Representative Michael Magaoay
William Paty, TBAWG Chair
Gordon Lum, Oahu Metropolitan Planning Organization
Stanford Carr, Interim Manager for Kuilima Resort Company, Pacific Island Realty, LLC
Randall Okaneku, The Traffic Management Consultant