

Keep the North Shore Country

September 8, 2009

Brennon Morioka
Director, HDOT
869 Punchbowl St
Honolulu, HI 96813

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

Dear Mr. Morioka:

It appears that the latest traffic study presented by the Kuilima Resort Company may be critically flawed and we ask the Hawaii Department of Transportation to reconsider its acceptance of the report. This letter addresses only the regional impacts at Waimea Bay, but a comprehensive review of the entire report may be warranted.

The forecast assumption for regional traffic at Waimea Bay appears to be grossly underestimated. Page 15 of the report notes:

The ORTP traffic forecast in Waimea indicates an average decline in weekday traffic of -1.0 percent per year. **The ORTP forecast did not appear to be reasonable when compared with the historical trend in Waimea traffic of +1.5 percent per year.** Taking the average between the historical trend and the ORTP forecast, an annual growth factor of 0.25 percent was used to estimate future traffic in the Waimea area.
(Bold emphasis added.)

The report admittedly uses a dubious statistic to justify a low background growth factor of only 0.25 percent. It is well known that traffic volume in this area exploded between 2000 and 2005. With this in mind, 1.5 percent annual increase might be considered conservative. The report does not explain why the dubious statistic should be given equal weight to the historical trend and why splitting the difference should be considered reasonable.

Furthermore, we confirmed with Randolph Sykes, OMPO Planning Program Coordinator, that the Waimea Screen Line 2000 used to make the ORTP 2030 projection was 9201 vehicles per day. Obviously, 12,640 is a substantial increase in projected traffic volume, not a decrease as the report indicates. The report fails to explain why Table 3 on page 14 compares DOT 2005 data with the ORTP 2030 forecast, when the Screen Line is from 2000.

For 2018 with full build out, the report estimates 2654 vph, LOS E, and v/c ratio of 0.87 at Waimea Bay. Would a more realistic growth factor push the projected levels to LOS F and v/c 1.0? Traffic volume greatly exceeding highway capacity would be disastrous! Besides gridlock for passenger vehicles, emergency response would be severely impaired.

www.KeepTheNorthShoreCountry.org
66-250 Kamehameha Hwy, Suite D103
Haleiwa, HI 96712

Other input data may not be accurate for this portion of Kamehameha Hwy.

- The Base Free Flow Speed (BFFS) is input as 45 mi/h, while the speed limit is 35 mph along most of the highway and is only 20 mph through Waimea Bay.
- The 2005 PM Peak Hour calculations at Waimea use BFFS 60 mi/h.
- The access points per mile are different for AM and PM calculations.

In summary, the future regional traffic impacts at Waimea Bay calculated in this report are significantly under represented due to an unrealistic growth projection of only 0.25 percent! Figure 5 on page 16 graphically shows the dramatic difference the growth factor can make on traffic projections at Waimea Bay.

Informed decision making requires accurate information. The Hawaii Department of Transportation, as the agency responsible for public oversight and maintenance of the state highway system, must reconsider its acceptance of the latest Turtle Bay Resort traffic study and require the developer to revise the regional traffic projections with appropriate calculations.

Please call me at 220-2280 if you have any questions. I look forward to your reply.

Respectfully,



Gil Riviere
President

Attachment: Pages 13-16, Turtle Bay Resort Master Plan Revised TIAR Update,
April 16, 2009

CC: Governor Linda Lingle
Senator Clayton Hee
Representative Michael Magaoay
William Paty, TBAWG Chair