

KAUA'I COUNTY COUNCIL MEETING
JUNE 15, 2006

COMMUNICATIONS:

There being no objections, C 2006-199 was taken out of order.

C 2006-199 Communication (05/30/2006) from JoAnn A. Yukimura, Planning Committee Chair, requesting that Mr. James Charlier speak at the June 15, 2006 Council meeting to explain the proposed transportation circulation planning process for the Kōloa-Po'ipū area:

Chair Asing: Thank you. With that, what I'd like to do is kind of turn this portion over to Councilmember Furfaro and give some explanation and then you can introduce the speaker. With that, Councilmember Furfaro?

Mr. Furfaro: Thank you Mr. Chair. The opportunity for the citizens of Kōloa to express their needs of a certain understanding that deals with future activities in the community as well as a clear understanding of the transportation and circulation plans within the Kōloa-Po'ipū area has taken them to the point that they themselves would like to make a presentation on the opportunities and the resolutions of potential issues through a consultant by the name of Jim Charlier. And he is here on Kaua'i today, and therefore to secure the appropriate time, I had requested as a follow up to Councilwoman Yukimura's previous commentary on a long range transportation plan for that particular area, that they make a presentation to this Council. And therefore we have members of the Kōloa homeowners as well as members of the group that is supporting moving forward on a transportation concept. I do want to point out Mr. Chair that I under separate cover and I believe that I did comment to all of you, that although the community may move forward on this plan, the reality is we would have a transportation plan going parallel with the County's town update, and that at some point, should the benefits of this plan be obvious to us, that the Administration and the Planning Department will need to find a way to merge it and this Council will need to find a way to acknowledge its acceptance through a separate resolution. So on that note, I'd like to ask Mr. Jim Charlier to come up and prepare a presentation that he will be making to the Kōloa community in the near future.

Chair Asing: Thank you. With that, I'd like to suspend the rules.

There being no objections, the rules were suspended.

JAMES CHARLIER: Aloha.

Chair Asing: Aloha, good morning.

Mr. Charlier: I'm Jim Charlier; I'm a resident of Boulder, Colorado, and my firm Charlier Associates is...we're on island this week getting started on this project.

We'll be using the projector, so is everyone conveniently seated to be able to see the screen?

Mr. Furfaro: We will rearrange ourselves.

Mr. Charlier: Okay. It looks as though we'll lose the bottom half inch of the screen or so, but other than that it looks like the transfer from one (1) technology to another is working fine. What I think I'll try to do today is, first of all I know I need to introduce myself and explain a little bit about who we are. And then I want to describe a little bit our initial impressions about the situation we've been asked to work on. And then finally describe for you how we're proposing to approach this project.

My firm is based in Boulder, Colorado. We're a small transportation planning firm. I know Hawaiians travel a lot, and most of you have been to Boulder or know of it. We're sort of known for our pedestrian mall, our transit system, which carries a very high percentage of our daily trips, and for our walk/bike environment. Fully 30% of daily person trips in Boulder are taken on bicycles and walking. Our clients are scattered throughout the country, although primarily on the western states. I have some young planners working for me who don't like to go east of I-25, or below 5,000 feet, so we tend to be concentrated in the western states. We do work for EPA, and that was actually my introduction to Hawai'i. We are their smart growth transportation consultants. We have a long term agreement with them to provide technical assistance around the country, and we have a number of projects that are underway right now. That was actually our introduction to Hawai'i. We did an EPA smart growth assistance program for Honolulu two (2) years ago in the spring. Our core business is multimodal transportation plans like the one (1) we're talking about here, and we do a lot of work in resort communities and tourism impact areas around the country, and we do some amount of actually work for the National Park Service in doing planning for National Park Service. So, our clients have included places like Aspen, Crested Butte, Colorado, very small rural places like Talkeetna, Alaska, home of my favorite grocery store Nagleys, places like Taos, New Mexico, where we worked on a project just this past November, Bainbridge Island, where we just finished a project, and Jackson, Wyoming where we've done quite a bit of work over the years. This corner in Jackson...Jackson is a

small town of 8,000 people. This corner in Jackson in the summer months carries 60,000 cars a day.

We also have some background in Hawai'i, which I want to reveal. As I mentioned, we worked on the smart growth project in Honolulu. We have a client in Kāne'ōhe Ranch on the Windward coast of O'ahu. We have done some work for Hawai'i DOT, primarily training. We have a current project on O'ahu for D.R Horton, the Schuller Homes Division, very large 1600 acre residential project. We do work for Hawai'i Community Development Authority. This is the mauka part of Kaka'ako, not the makai part you've been reading about in the paper, so. Maui Land and Pineapple is a good client of ours on Maui, and we are working for Hawai'i County, helping them do the implementation plan for the north/south Kona Development Plan, which they completed a couple of years ago, and we are working for Starwood on Maui, helping them with the update of the Kā'anapali Transportation Master Plan.

Our initial assessment of the issues in this area reminds us a lot of some of those other places where we've worked. This is a very unique and special place, but there are many, many unique and special places throughout the mountainous west and throughout the coastal regions of the country. Your citizens have talked to us a lot about the issues they see, and I think that we could summarize them like this. There's a real level of apprehension and discomfort with just the pace of development. A lot of development proposals have come in just recently. There's a lot of concern about infrastructure funding. How do we know that we're going to actually be able to afford the roads and the sewers and all the stuff that comes with the demands that come with this development? And finally, concerns about community character. Is our place going to change in a way that we won't like? It's interesting to look at the pattern of development in and around Kōloa and at Po'ipū. Obviously, a lot of this translates on the ground into the concerns about traffic, and traffic is always the lightning rod for development issues. It's the first thing we see, it's the thing we're most frustrated about, so it's a symptom of a deeper set of issues, but it's also the issue that we most want to see resolved.

What I want to do is summarize for you our initial reading on what we think your issues are. In other words, in addition to the things that the people are saying to us, here's how we would describe what we see, and I'm going to go through these in groups fairly quickly.

The first is this issue of how do you get in charge? How do you get to the point where the community itself is in charge? If you look at what's happening on Kaua'i it reminds me a lot of where I grew up. I grew up in central Iowa, it's a rural place with very fine small towns, and there's a

natural progression from these sorts of rural ag roads that eventually somebody paves, and you start putting in stop signs to control the conflicts of intersections. Pretty soon, the county comes in and builds what seems at the time like a pretty nice road, and then the traffic begins to grow, and pretty soon that whole relationship becomes uncomfortable, and you start looking at widening and intersection improvements, and traffic signals, and then the citizens get concerned and off we go. The same...in our commercial areas, where we have here at Kōloa town, a road network that we inherited really, and nobody planned this road network, it's been there for many years, and it's a natural progression from the agricultural era into today's more resort based economy. And we start widening and improving, and adding, and pretty soon we end up with a place that we don't recognize, and people are very concerned that this might be the kind of progression that we would see. Also obviously on the Kaunualii Highway, the cues and just the frustration with the difficulty in getting around trips that used to be routine and no big deal are now difficult, and have to be timed carefully. And we get into something that I think you'll recognize, where we forecast our growth, we forecast the traffic that will result from it, we widen the roads, and then we repeat, and we repeat, and we repeat. And if you look at West Maui, if you look at obviously O'ahu, and the Kona Coast of the Big Island, you'll see what that leads to, and it can lead to a lot of frustration and dissatisfaction, a lot of concern about what you've done.

The good news is that that happens everywhere. We have a lot of experience with that, that's not a Hawai'i problem, that's a universal problem. This is a little town of Tusayan, which is the gateway community to the Grand Canyon from the south, where an improvement, "improvement project" widened the main street of the town to a five (5) lane highway basically killing the town. Most of the development in the town is now moving up to something called Canyon Forest Village, which will be closer to the rim, and the commercial establishments here are gradually dwindling over time. I think our citizens think that what we do is we ask ourselves what do we want, we forecast how much traffic there will be, and then we decide what we will do. In fact, what often can happen, and I know your staff at the County are very aware of this and very concerned about it, is that we start actually by saying how much traffic will there be, what should we do, and then instead of what do we want, we get what we get. And this is a concern that people have is that, we're on this sort of rollercoaster ride, and we can't tell where it leads and we can't tell what the outcome will be. Well the way that plays out, and in a place like Kaua'i, and West Maui, and Kona Coast, and throughout the inner mountain west is we forecast how many units we're going to have, we get concerned about traffic level of service, we forecast that, and then we start widening all of our intersections. If you look at your plans here, there's a lot of that in your planning for this area.

Obviously, widening intersections is a two (2) edged sword. It may give you a higher level of service, at least in the tables, but it has character impacts that can be grim. If you look at West Maui, the experience they've been through as the Kā'anapali Coast area has developed, you see here the sort of classic we add a right turn lane, we add a left turn lane, and pretty soon we have traffic signals, and pretty soon we have really wide intersections. And pretty soon de facto turned the highway here, Honoapi'ilani Highway, into a multi-lane road, even though nobody actually planned for that to occur, it just sort of occurred over time. The, we have a lot of experience with that in Colorado, and none of us likes where we think that leads, and the real question is how do we get out and get in charge so that we don't have an asphalt dominated world, because that's not what people come here to see. So on these two (2) issues, what we like to suggest in our work in resort based communities is that you need to plan the community and then build the plan. We do have to build, we do have to fund, but you get a lot more comfort and there's a lot more satisfaction, and a lot better result in the end if rather than responding to developments project by project, we actually plan the community, and then build the plan. And so part of the work we're proposing is to help you with that part of planning, at least the transportation component of the community.

Another issue we see is a really...and this is again very common throughout the islands, it's very common on the Mainland, is that we have over the years defaulted to an inefficient approach to how to handle the traffic, which is we concentrate it in a small number of major corridors. Let me show you an example. This is the Ewa part of Honolulu, here's Pearl Harbor, this is the general area called Ewa, I'm sure you are all generally familiar with it. The...over the years as development projects have come in, they've come in not as neighborhoods, not as community building, but as projects. Each one (1) of them is a standalone thing, and it's not part of a neighborhood. If you look at a piece of land like this, the landowner for the built area on the upper part of the screen is the same as the landowner for the area that's being planned on the lower part of the screen. Look at the missed opportunities here for connections. Same landowner, was not an issue of connecting one (1) landowner to another, it was simply an issue of planning and requiring of good connections. A roadway like this, which gets called a cul-de-sac and is 1,000 feet long is not a cul-de-sac, that's a dead end street. We used to call those dead end streets when I went to college, and that's what they still are, and the implications for emergency service access for coastal evacuation and so forth are pretty worth thinking about. And just for a social integration, if Billy lives here and Joey lives here, they may only be 800 feet apart, but Mom has to drive Billy to Joey's house. The good news is eventually Joey gets his own car and he can...this is a...a portion of this is cut off, and I'm going to take just a moment if I may and re-center this.

Pod development, which is sort of a negative term, but it describes a lot of what we see where a project comes in, connects to the highway, another project comes in connects to the highway and so forth. And what happens obviously is that sort of you know every single trip has to use the primary road, even to make connections between almost adjacent properties. As a result, those intersections are congested, by now everybody has figured out that when we talk about congestion, we're talking about intersections, and what we do then is we begin widening the intersections to the point where the highway has suddenly been widened, even though nobody planned for it. That's not necessary, and it doesn't have to happen that way. Throughout the country now, there's an interest in having a better level of connectivity. Things don't have to be grids necessarily, certainly don't have to be orthogonal intersections, but the direct connectivity is good for neighborhoods, it's good for the community, and it saves the capacity of the roadway for the through trips. The good news is that a complete network of small streets is a lot safer, and provides a lot more capacity than a limited network of large streets. So, where you thought that maybe there was no answer, that there was no hope, that there was nothing we could do, it turns out that there are things we can do. They cost money, but they still can work, so, on the issue of inefficient concentration of traffic, what we normally like to recommend is that you begin planning and requiring a connected network. I met with your Public Works department the other day, they see this need very clearly, obviously this has been a difficult thing for everyone to deal with, and we actually have some ideas and suggestions we can offer on how to get control of that issue.

Another thing we see, and it's very common in resort communities, is this sort of escalating auto dependency. Today in Kaua'i you need a car for every job, and so you see a lot of your homes with four (4) or five (5) cars parked in the driveway and out on the street, because each family member, each adult family member has a job. And they each have to have a car, and we're all watching gas prices, and wondering where this leads, and what this means for our economy here on the island. If you look at the way...we talk about modal balance, which is how are daily trips made, what percentage are made in what mode. On Kaua'i today, obviously, virtually all trips are made by personal vehicle, many, many of them one (1) person to a car.

In resort environments, once you pass about 50,000 population, it's typical for resort environments to start looking for a little more balanced distribution of trip making, something that might resemble more like this, which is a crested butte distribution, and actually fairly close to the Aspen distribution. What that does is it's not shifting people out of cars into other modes; it's growing the level of mobility. When you go from this environment

to an environment that provides this kind of mobility to an environment that provides this kind of mobility, you're actually increasing the trip making capability of all of the modes, you're not...it's not an eat your carrots, get out of your car kind of approach, it's expanding the choices that people have, making it possible for them to have higher levels of mobility. That's extremely important in case of resort communities. I'll give you a really quick example of that. This again is a photo from our hometown Boulder, the SKIP, which is the...or the HOP, which this vehicle is, was the first of our community transit network routes that we put in. It runs from downtown to the university, to the crossroads mall area in a bi-directional loop, both directions, at very high frequency. When this service first started, we started carrying 4,500 to 5,000 rides a day, and the question immediately was, who are those people and where do they come from, and why is it succeeding? And we did a survey, and asked people how did you used to make this trip before the HOP ran? Fifty five (55) percent of the respondents checked "other", so we had to redo the survey, and find out what "other" was, and it turned out that almost 55% of the respondents did not make any...did not make this trip before. What we had done by running the HOP was expand their level of mobility, and people were making mid-day trips, they were generating business at all three (3) of those destination areas by enabling trips that otherwise hadn't been made.

I know the islands, Hawai'i in general are very concerned about what's going on with energy prices, and so let me talk to you a little bit about that. This is something that all of our clients everywhere in the country are worried about and are asking for advice on. We all understand that we're not running out of oil. We still have about half the oil we ever had in the ground, and at current rates of consumption about 42 years worth. Don't worry, be happy I guess. The, but the point is that it's not purely about supply, and I think we're beginning to realize that. The...what we're facing is the end of cheap oil. When you look at the curve, the oil that we have yet to pull out of the ground is a lot more expensive than the oil we've pulled out of the ground so far, so the oil sales in Wyoming, the offshore oil is all a lot more expensive per barrel, and the world knows that. The oil and gas industry knows that, that's why oil is \$70 a barrel, and it's headed for a lot higher than that. At the same time, our daily production capacity has probably peaked worldwide, it definitely peaked within the United States in about 1973, so even if we find new sources and bring them to market, we're not able to bring them to market at a more rapid rate than we have historically. When you couple that with what's happening with world oil demand from China alone, and from Southeast Asia, the Pacific Rim is especially hard hit by this. You have a situation that we all kind of took Economics 101, we understand where this leads, and that's what we're seeing in the market.

The implications for Hawaiians really are at the family level. We spend about a third of our income on housing and about 20% on transportation. The impact of doubling the cost of this is...can be pretty significant on families on the islands, so the question comes back to how we create an environment where we may have three (3) jobs, but we might not have to have three (3) cars. What if we could take some portion of those trips, and make them by some other mode, and reduce auto ownership by one (1) vehicle per household? Many of our families would love to do that. The impact of that of course is that we free up money for other things to deal with other issues, things like the escalating cost of housing and how can we afford a larger mortgage. That third car runs about \$4,000 a year in allocated capital, and operation and maintenance costs, which is enough to fund about another \$50,000 in mortgage capacity.

The other thing as a resort community is we have to...we can't lose sight of is that people on vacation want to be outdoors. They really...and that's why they come to Kaua'i, it's the Garden Island, it's the place...we don't think about being indoors when we come here, we think about doing things outdoors. And we don't want to...we don't expect to commute, we commute at home, we don't want to commute on vacation, and we come for the character of the place. We've read about the tree tunnel, and we read about Kōloa, and we're excited, and so that character is an important part of what draws people here, and it's an important part of what we have to protect. So what we like to recommend in high value resort environments like this is that we begin to think about multimodal mobility, and more complete streets, and I'll...we can talk more about some of those details later.

And then finally we see an issue with safety that we want you to think about and frankly your citizens are talking to us about. Just the whole thing of how do we exist outdoors in our environment without being in danger. How do we avoid the kind of thing that we've done in Colorado, where a simple thing like a street crossing is dangerous? You know this issue of street crossings is a critical one (1). At 20 miles per hour, only about 5% of pedestrians struck by a moving vehicle die. I guess that's good odds, but the odds really go down rapidly at higher speeds. At 40 miles per hour, only about 15% of people struck by motor vehicles even survive, so when you look at what...and the good news is that you're fairly young in the development of the Kōloa-Po'ipū area. You do have a lot of kids and adults crossing the street at a variety of locations, and speed is the big issue there. The distance that people can approach in a 25 mile per hour zone, the distance that a motor vehicle would kind of approach is much much higher at 45 miles per hour, and so you end up with a situation where this is from Kailua on the Windward Coast of O'ahu, but you end up with a situation where something

as simple as street crossings is a big...is a dangerous thing. The good news is that a lot of this is simply nothing more than bad design. This is an intersection on Maui. Not, I didn't want to use one (1) from Kaua'i, but this is an intersection on Maui that has been designed. That intersection, that crosswalk is 70 feet longer than it would had to have been had it been designed properly. So, on that subject, I think the issue that we most would want to call to your attention is the need to avoid the overly wide roads, and to start thinking about pedestrians, because if you're going to retain value as a resort destination, it'll be because people feel like they can be pedestrians.

So really quickly, the components of the plan and the approach we've taken to our proposed scope are those three (3) principles that I've just summarized. Plan the community, then build the plan; plan for multimodal mobility and complete streets; don't lock yourselves into an auto dependent mode; and then avoid the overly wide roads, and try to keep your pedestrian environment out there. Our overall theme is that good planning and design are way more important than unit count. We all know examples that have a fairly substantial amount of development that have occurred that are wonderful places to visit, that are incredibly comfortable places to be, and places where the level of development hasn't been that great, but the planning has been poor, and as a result the outcome is much worse.

Our approach is we're really relying on the public a lot. The people of Kōloa-Po'ipū and the greater island know this area; they understand their issues a lot better than we ever will. We are hoping to learn from them, and involve them in the project. Secondly, we understand that Kōloa-Po'ipū is all about character. It's a very unique and special place, the trees, the history of the area, the agricultural legacy, all of that is critical and it's part of what is makes it appealing as a resort destination.

And then we also understand that there's a lot of impatience. There have been a lot of studies, there have been a lot of plans, and so our emphasis will be to leverage directly into actual implementation, and I'll describe some details on that. What we are doing is we are already started on mapping. It will be I think a revelation to everybody to see a consolidated set of maps with all of the CAD drawings of the developer's plans on a county GIS base that shows how all of this fits together and where all of it is, and what'll look like when it's done. We are toting up the summaries of all of the development projects that are some point in the pipeline, either approved or under construction, or just entering the process or whatever, and what are the traffic impacts from each of those.

One of the issues on this island is you have not been requiring cumulative traffic impact studies. Each traffic impact study only looks at its own traffic, and I know that's been a frustration for probably for you, and for

others. And so we will be helping you get a summary look at what the total impact of all of the current proposed developments would be, working with your citizens to develop a mobility vision, which we've already started. As I explained earlier, trying to help you think about connected multimodal networks, dispersing and defusing traffic rather than concentrating it in a single mode or in a single corridor, forecasting your overall traffic demands, so that you have a long-term program. Now we're targeting this for 2015. We're using the horizon year of 2015; it's sort of a mid-term horizon. What that enables you to do is have an implementation program that's real. It's close enough that it's all real, but long enough out that it encompasses most of what we know is coming in in terms of development.

We do want an emphasis on safety; all kinds of safety, traffic safety, pedestrian safety, and we are going to...we've proposed to Public Works in our conversations with them that we help develop a system of evaluating accident behavior, accident data on the Kaua'i road system to enable them over the years to identify high hazard locations and emerging issues.

And then finally, we haven't lost sight of the fact that you do have a thriving agricultural industry still, and that that need to use the roads too. Freight and service deliveries, retail, and restaurant in today's world require daily deliveries. We have to plan for that as well.

Our schedule is we're starting...obviously we're underway. We'll have this public workshop has been moved to the early part of August now. There's quite a bit...there's been...everybody that we're involved with on his project, and there's sort of three (3) parts of the community that...the way we've been thinking about it. There's the developers, who are funding the project, there is the county organization itself, the County of Kaua'i, staff and the elected officials, yourselves, Planning Commission, and the third are the citizens, including a fairly active group of citizen activists. All three (3) of those elements will be actively involved in this project, and if there's one (1) thing they all agree on, it's that they want us to complete the project quickly. So we have put this...that may be so far the only thing they agree on, but the...so we have put this on a fast track schedule, much, much, more quickly than we ordinarily would complete a project of this sort.

We are planning three (3) major public workshops. We do benefit a lot from the advice we get from the public. The first of those is this evening at the Kōloa Community Center. We actually had an earlier session, sort of a get acquainted session on May 24th, so this would be technically the second public workshop, but it's the first of the three (3) that we've planned. The...when we come back in August, we'll have an alternatives discussion. We will put all of the projects that the County staff has already identified, all of the projects that other people are proposing, as well as projects that we will

propose on a master list. We will be evaluating the cost and the implications of those projects and comparing them, and discussing them with the public. And while we are on island that week in August, what we'll be discussing them with County staff, with developers, with a lot of people, so that'll be the alternative stage of the project. And then in the early fall, we'll come back with a proposed draft circulation plan. We realize that'll get worked over a lot, and we do want to come back and talk further with you, before we can call it a final plan.

Our suggested outcome for this is a 15-year circulation plan--a prioritized action program, and I'll go into more detail in that in a second. And we've been told by everybody involved in this project that we have to identify the funding mechanisms for implementing the projects, that people really don't want a plan that's not a funded plan.

This is a set of...this is an approach we took for one (1) of our West Coast projects recently in Bainbridge Island. We started with an overall approach, we wrote specific transportation objectives, we identified strategies, let people work those over, we identified specific regulatory actions, spending actions, a wide range of specific things that could be done, who would do them, and how, what would be required to do them, and then working through the public process we identified which of those had the highest priority, and we gave them a one (1) year prioritized plan, a three (3) year plan, a five (5) year plan. They are almost completely through the one (1) year component of the plan, one (1) year from the date we completed the project, and we want to do the same kind of thing for you.

Obviously, we need your support. This is a little bit of an awkward arrangement in that we're coming to the table as a firm that has been hired through sort of an informal process. I'm not sure who to say my boss is today. The funding is coming from the development community. We're working very closely with the community and community activist people, who were sort of created the impression that there was a need for this project in the first place. What we want to do is have the county at least consider formalizing the outcome of this plan in your process. I know that there's a parallel development plan update for this area underway. Obviously, you can't agree to anything until you know what it is, and you're going to want to see it, and you're going to want to think about it, so, I believe we will be coming back with a resolution in the next couple of weeks, a proposed resolution asking for your endorsement of the project. And for your willingness to consider it as a component of the development plan, realizing that you won't know for sure how you feel about it until you see the actual draft plan. And with that Mr. Chair, answer questions or take comments.

Chair Asing: With that presentation, thank you very much. Very enlightening, very interesting. With that said, I'd like to open it up to Councilmembers, any questions, thoughts, any comments from Councilmembers? Councilmember, go ahead.

Mr. Kaneshiro: Thank you. Thank you Chair. With the presentation, how can it...you can make it so...eventually you say that we want this part of the presentation or the part of the traffic study implemented into part of the development plan. So, how do you approach it from when it's coming from a development side, but the developers are paying for the project? How do you approach it to see that it's not biased on the part of the developer?

Mr. Charlier: Well, the...that's my personal commitment to everybody in the project, it that it will not be...I met with them yesterday afternoon, and I think I frustrated them pretty good. So the...what our rule of thumb is, we tell you what we think you need to hear, not what you wanted to hear. And so the only way this project works is if it's understood from the very beginning that we have the public interest in mind, and that we are neutral with respect to the specific...both the active...the community activists and the people who have specific ideas about what happen out there and the development community, which obviously is looking for entitlements.

To talk a little more detail Councilor, what that means in practice, the good news is that a lot of what gets proposed in the development process doesn't happen when people thought it was going to happen, or it takes longer than you thought it was going to, or it changes in some way. And in the way we approach planning is we see planning as a process, not a document, and so what we really want to do is put in place a system that enables you to respond to all of the changing kinds of things that are going to be happening in Kōloa-Po'ipū. I actually don't think this project is about looking at specific developments and figuring out how to respond to those specific developments. Because I've been in this business too long to have the sort of fairy tale opinion that if you get nine (9) people showing you their development plans, all nine (9) of those plans are going to be built exactly the way...no way, it doesn't happen that way. Even once a project gets started it changes, and all my friends in the back of the room are just now very nervous by what I'm saying, but what I mean to say by that is that what you need is a functional process, not a static plan. And most of the issues that your staff is wrestling with, at the county staff level and that you are wrestling with as elected officials are issues for how do we deal with the changes in our community? How do we get in charge? How do we put the community in charge of the changes, so, we're neutral. Just because they write a check, it's not like we're desperate for work.

Chair Asing: Thank you. Councilmember Tokioka?

Mr. Tokioka: Thank you Mr. Chair. Mr. Charlier, thank you for being here this morning, and you've come with a lot of high regards to the process. Let me ask you this question. You've done this in many other countries, I mean cities throughout the country...

Mr. Charlier: Yes sir.

Mr. Tokioka: Now, when you go into these community groups, and I wouldn't term, use the term activists, but when you go into these community groups, you have people on the right, you have people on the left and you have people in the center. Now how has your experience been in dealing with that, because whatever plan you come up with, not everybody is going to agree with that plan.

Mr. Charlier: Of course.

Mr. Tokioka: And how do you deal with that as far as the credibility of the plan?

Mr. Charlier: There are two (2)...

Mr. Tokioka: Is there a percentage of people that are with it, and not with it or how do you do that?

Mr. Charlier: There are two (2) ways to look at that issue, and the first is that as professional transportation planners, we actually can show you ways to do things that weren't apparent before that to help you. We tend to lock ourselves into this group wants to do something, and this group doesn't want to do that, and we think our only choice is to figure out who wins, and lots of times that's completely unnecessary. There are a lot...of times those issues come down to debates about major highway projects, something like Maluhia Road and four lanes and things that just seem catastrophic or scary or who knows. And what we find is that that's because people limit the range of alternatives they should be looking at, and they don't understand that things can happen over time. And so part of it is simply bringing professional transportation planning to bear, and avoiding that sort of polarization, unnecessary polarization.

The other thing is that we do look for common ground. We do find that that the development community does not benefit from the devaluing of the area, they need to see a high quality resort environment. They need to see that the intrinsic values of the place, the coastline, the trees, Kōloa town, the history, all of that stuff is extremely important to them as well, just like

it is to the citizens. And so we look for common ground, and generally we find, especially in resort communities that there's a lot of common ground, and that people can agree on things.

The other thing that we're not above doing is if there's a component of the plan that is controversial, that we can't decide about now, we'll show it in the later years of the plan, and let history work its way. There are things, I know the history of Kaumuali'i Highway and the widening of that, we were joking yesterday about how imminent that might or might not be. We're working with a group on Lahaina on West Maui, on the project called Lahaina Bypass, and that's a 30 year old project. It has been proposed for 30 years, so there's...sometimes we simply, we did this in Boulder, we simply did the first things first. We did the things we had agreement on first, and we built confidence in our ability to deal with the issues, and over time we got better at it. So the transit system was enormously controversial when it was proposed as a big transit system that was going to have all these routes and all these buses, and people ran against it opposing the big bus plan, which is brilliant marketing. And we came back with the little bus plan, which was, let's just do this one (1) route. Let's see how it works, and if that works and you like it, it seems to be functioning well, we'll do the next one (1), and so building incrementally on small successes is a...sometimes we load our public works programs up with huge scary proposals if people don't oppose, and sometimes it's easier to take more of an incremental approach and to build on our success. There's a lot of learning that could go on in this environment. We've come from an agriculturally based economy into a resort based economy in a fairly short amount of time, and there's a lot of questions like to what extent is this...should we have pedestrian districts or pedestrian areas in Kōloa-Po'ipū, and where should they be, and what do we mean by that? And what about trails and bicycling? How key is that? Is that an opportunity for us as a resort community to add that to our mix of things to do. A lot of these things are mature yet, we can propose them, and we can put them on the table, but they'll take years to grow.

The traffic issues, what's the level of traffic congestion we're willing to tolerate, and what are we not willing to tolerate? All of those things are learning, so I would say that we don't have to polarize, and we don't have to select winners and losers, we look for common ground, and there are a number of strategies we can find for doing that. We take a big risk coming into a project like this, because it is easy for things to get polarized and for people to get at odds with each other. But our whole approach is to design to avoid that.

Mr. Tokioka: Thank you.

Chair Asing: Thank you. Councilmember Furfaro?

Mr. Furfaro: Yes, thank you. In some of the components Mr. Charlier, on the transportation, let's talk about the little bus (inaudible).

Mr. Charlier: Okay.

Mr. Furfaro: In the gathering of information and feedback from let's say the resorts within the Po'ipū area, the hotels in particular, is there a component of this plan that might talk about the well being of their employees being able to have a transit system to the...let's say Westside, Brydeswood and so forth? Where to retain employees, they could participate in vouchering their employees for the little bus system, and then from there kind of constantly make improvements? And would you, or have you had that kind of dialogue with the principals of what I think they call the Po'ipū Resort Operators Association?

Mr. Charlier: Yes, resort association. We...I don't want to propose specific answers yet, but we very definitely want to talk to employees. The...we tend to forget, and you probably don't, but many people tend to forget that one (1) of the things that makes resort environments work are the employees. You need customers and you need employees, and a lot of our resort environments tend to forget about the employees. We...in our firm we have quite a bit of expertise in something called transportation demand management, which is helping people with their commute needs and so forth, and we are meeting Friday, with the resort employees.

Mr. Furfaro: Good.

Mr. Charlier: A meeting that has been coordinated by the Po'ipū Resort Association, and our initial approach to that will be to circulate a survey and learn more from them about what their issues are. Absolutely, we have to be able to recruit and retain, and have productive employees, and transportation is one (1) of the major issues that our employees face. Perhaps transit could be a part of resolving that, I don't know yet. We really want to hear what people have to say first, but I completely agree with your premise, which is that if this area is going to succeed, we need good employees, we need employees that aren't exhausted when they get to work, and we need to be able to keep people for longer than a couple of months at a time, and it needs to be a good deal for them to work there. And you're not at a point where that's completely broken yet, but you don't have to look very far, places like West Maui, where people are commuting from Kihei to the Kā'anapali area, which is what 11 miles, and it's taking them an hour and a half to do it. So you know we can see the future and we don't like it, so we do think we can help you intervene a little bit in some of those things.

Mr. Furfaro: I'm impressed that you plan to take this into some core employee groups. I refer to them as host, and you're correct, any resort success is first based on the place, the environment, the quality, the experience that people want, and to be able to maintain through having hosts that are successful in welcoming them, and so the sense of place, the host, all is part of the resort experience, and the quality that people come for. So, I'm very delighted that you'll be surveying employees.

Mr. Charlier: Good, that's what we've learned from successful resort environments around the country.

Chair Asing: Any other questions? Councilmember Kaneshiro?

Mr. Kaneshiro: Thank you. So currently...

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Mr. Kaneshiro: ...as to how the different traffic will flow through the Kōloa community and then come up from there with some suggestions with what you feel that maybe 15 years down the line these are some of the things that we need to look at, and some improvements that need to be done?

Mr. Charlier: Yes sir. We, yes, we will. Now we're...traffic models are very, very large and expensive, and it's like driving a nail with a truck. We can get you there a lot less expensively than that, but we will be modeling...showing how your traffic will distribute. To me, the fact that Kaumuali'i Highway is going to be widened to four (4) lanes does not necessarily tell me that the county road has to be widened to respond to it.

Mr. Kaneshiro: Right.

Mr. Charlier: As you saw in the presentation, the network sometimes is a much better investment than the over sizing of specific corridors. And every...we have been in the business long enough to know that every single project is controversial to somebody, and so yes, we are planning to look at all of those things.

Mr. Kaneshiro: And a follow up to that question would be, to that remarks or comments would be, in the meantime, you would also be coming up with some probable immediate solutions, and how we can take a look probably about parking in Kōloa or different areas. Would that be part of the study also?

Mr. Charlier: Yea, we have...we believe we have to take a very special and focused interest in Kōloa town itself, and we have seen the development proposals that are proposed there. We've spent enough time there, we have a lot of experience in downtown environments in resort areas, and we've spent enough...I mean just simple things like how do pedestrians circulate, how do the kids move around because there are schools and churches and community centers, there are a lot of kids in the area. The trees...we understand the issue of the trees, the big part of the character is the monkeypod trees and all that kind of thing. We've noticed that you have a one (1) side loaded street for retail, but it takes both sides of the street to park it, so obviously there's going to be a parking issue there, and we...so, yea, we, I expect Kōloa town will be a big part of what we end up working on.

Mr. Kaneshiro: Good, good, and one (1) of the things that I know we don't even need a study for is that, definitely we need a right hand holding lane, right between, where the Chevron is, and we could probably get rid of a lot of this problems.

Mr. Charlier: Okay.

Mr. Kaneshiro: Immediately, you know that...if you look at it, really, all we gotta do is put a right hand holding lane, or extend that part of the...take part of the sidewalk away and we resolve a lot of these issues. So you know...but I like the plan, I like the idea of the whole area, looking at the whole area as a whole...

Mr. Charlier: Okay.

Mr. Kaneshiro: And like I said, this is probably only immediate resolve, just to solve a problem now, but down the line you know, we got all these coming down in the tube so...

Mr. Charlier: Well, we need to propose to you short, medium, and long term responses. People are reluctant to agree...I mean given that one (1) of the big issues here is should we permit development to occur, we can't say we're only going to talk about the next few years, because people won't accept that. We have to...we have to talk about things we'll do, that you should do immediately, that you could do immediately, things that you would do in the midterm, and things that you could postpone doing for a while. And we're going to need your help in identifying which is which in that list.

Chair Asing: Any other questions, comments, Councilmembers? Councilmember Furfaro?

Mr. Furfaro: Thank you again. So, I believe what the development, what the stakeholders in Kōloa here are doing in retaining you to do this transportation plan with a 15 year window, and we would constantly make improvements as we go along is what I'm hearing. And did I also hear that the Planning Department has shared with you, or is sharing with you those projects that do have the current approved zoning, so that you have an inventory of that?

Mr. Charlier: We will be working very closely with the Planning Department on those issues, we have met with individuals there, and they are sharing data with us, yes.

Mr. Furfaro: They are sharing data with you?

Mr. Charlier: Yes.

Mr. Furfaro: Okay, and I do want to point out again, it is kind of a very different approach to this, where we have stakeholders at the table, contracting your services. And what I mentioned early on, I would hope you know we will be looking and all of the Councilmembers here would have an opportunity to digest your presentation introduce a resolution of support after we've had a chance to digest it, everybody had an attempt. But the most difficult part is, this transportation plan, which is paid for by others will somehow have to be gifted to the county, because we did not select you through a procurement process...

Mr. Charlier: Right.

Mr. Furfaro: Or anything of that nature, so I just want to make sure that the Planning Department is very actively involved or invited at every session, because ultimately, the plan that comes to us through the resolution has to come to us as a gift to be merged into the plan that is for that area.

Mr. Charlier: Yes sir, we understand that, and we are relying on their good support and good graces to help us through this process. We would not ever attempt this project without being part of a team with them. Now, we are just getting started this week on that, and so all offers of support and assistance are welcomed, but so far it's going great.

Mr. Furfaro: Okay. Well I appreciate that, I didn't doubt that was happening, but I just want to make sure...I mean they've got to be merged at some point, and...

Mr. Charlier: Yes.

Mr. Furfaro: Everybody has to you know...nobody ever made a mistake because they had too much information, so please make sure that they are well informed.

Mr. Charlier: Okay.

Chair Asing: Councilmember?

Mr. Rapozo: Is your last name "Sharly-er" or "Sharly-a"?

Mr. Charlier: Well, you know I grew up in a Norwegian community...

Mr. Rapozo: Okay.

Mr. Charlier: And as the only non-Norwegian family in town, we were never going to be "Sharly-a", so.

Mr. Rapozo: Because I heard you pronounce it "Sharly-er" and everybody else seems to think it's "Sharly-a", so, anyway I just have one (1) question and let's...when the plan is done, because you have so many different entities funding this plan, what happens if your plan negatively affects a specific project? Let's say it would require a change in the entrance or some part of a project, what happens in that case?

Mr. Charlier: Well first of all, we don't let it creep up on us at the end of the project. We see it coming; we understand that it's coming. I opened that conversation with the development group yesterday. By the way, one (1) thing I should mention is because of the interesting nature of this project, and because of how controversial the issues are, we are creating a website that will be...I'll be announcing it at the public workshop tonight. And remembering the address of the website is such an easy task, that I'm going to have it done by Jacob Riger, who's on my staff. What's the URL?

JACOB REGER: koloa-poipu.net.

Mr. Charlier: Koloa-poipu.net. And I think the web basically ignores okina and so forth so you can just basically type in the letters and it'll find it, but what we do as a credibility building thing, is we post meeting logs of every meeting we have. There are no...don't ask me for a secret meeting, I won't do it, so, and don't say anything to me that you don't want to read about, because I'm going to put it on the website, so all of our data, all of our information is shared publicly. Everybody can see everybody else's information. We met with Public Works staff the other day, our notes from

that will be posted on the website, notes from our meeting with developers yesterday will be posted on the website, notes from this meeting will be posted on the website, so there's...so anyway, just so you know that, I forgot to mention it earlier. You know it wouldn't be worth having us come to the island to do this project if there weren't issues to be resolved, and if there weren't going to be bumps in the road. There are going to be bumps in the road, and we'll have to deal with them as they come up. By in large, I haven't seen anything yet that worries me too much. The, and we're not shy about telling somebody that their internal connectivity isn't what it should be, or that the connections to the county road aren't where they should be or anything like that. We're happy to do that, do it all year long, every year. So, but I think that we all share the same kind of objectives out of this, and if we can show that it would work better, then it would work better, and generally our...we have good success if people understand it would work better. There are things that may be too late. They are already under construction or they are already happening, and they can't be changed. That's life, you know planning is you always do a plan at a point in history when a lot of decisions have already been made, and there are decisions yet to be made, and you live with the ones that have already been made, and so...but I don't...I haven't seen anything yet that worries me too much.

Mr. Rapozo: I guess my fear is, or my concern, not so much fear, but my concern is should that occur, and it adds a million or two (2) to the price tag of a development, a project, you know I don't want to bind this county through a resolution or however that okay, now you county you guys accepted this, you guys saying that it's part of the project, or this is what we're going to live by, then you pay the million dollars, or you pay the \$2 million for the improvements that will satisfy this traffic plan that you accepted back...

Mr. Charlier: Now I'm not...we won't be backing anybody into a corner. The, but the funding of the pro...our proposed, our recommended plan will be the big issue here, we know that, we see it coming. And we've already had a lot of people wanting to talk to us about fair share issues and what's the taxpayer responsibility, or what's the development responsibility, and all of this kind of thing. The good news there is that again, we have a lot of experience dealing with those issues in a lot of different kinds of environments. We would not trap you into a position where you had none anticipated costs responsibility. Our intent is that that before we get to the point where we present the plan in its "final phase," that we would know how the county, primarily through its staff, but also through this group, feels about the proposed approach to funding.

Mr. Rapozo: Okay, well I don't have any doubt with your credibility, and your ability to do what we need to do. And I think it's something that's long overdue, we should have done a long time ago, and I appreciate your assistance. So, but again, you know I'm just concerned that...

Mr. Charlier: Okay, we'll watch for that.

Mr. Rapozo: Okay, thanks.

Chair Asing: Councilmember Kaneshiro, go ahead.

Mr. Kaneshiro: And that please Mr. Chair if I could. And you know Mel brought up a real good point, because even recently, you know just by reading some of the things that came about, and how the paper writes about articles and so forth, and one (1) of the things that the paper put in an article is in regards to when you come to funding issues too. And specifically it's stated that the developers agreed to hire Charlier and to work with Kaua'i County to pay for improvements for the plan, so you know, you see what I'm saying, so...

Mr. Charlier: Yea.

Mr. Kaneshiro: Somehow there's wording like this going out.

Mr. Charlier: Yea.

Mr. Kaneshiro: And it also went on to say that residents are urged to contact the Council once the plan is completed and to lobby the lawmakers to appropriate matching funds for the improvements.

Mr. Charlier: Oh really, okay.

Mr. Kaneshiro: Yea, I mean are things that come out...I know it's not about you.

Mr. Charlier: Well, and that's fine, I'm okay...

Mr. Kaneshiro: Being that, as we move through the process we'll be facing...

Mr. Charlier: Yea, yea, I think the actual intent...this is a complicated project, and we need to spend time with your media on island to make sure they...

Mr. Kaneshiro: Yea, and the important thing is how are we going to really be able to take this plan and really use it with the Kōloa-Po'ipū Development Plan...

Mr. Charlier: Yes.

Mr. Kaneshiro: Because that's where all our funding issues come in.

Mr. Charlier: Yes sir.

Mr. Kaneshiro: That's where we talk about capital improvements...

Mr. Charlier: Right.

Mr. Kaneshiro: Capital improvements come through this plan.

Mr. Charlier: Yes sir.

Mr. Kaneshiro: With these plans we can go out and...

Mr. Charlier: For transportation, yes.

Mr. Kaneshiro: And I want this to go in two (2) separate ways, you know...

Mr. Charlier: Right.

Mr. Kaneshiro: We really need to focus on how we can really tie it into our plan for that...if not, we're not going to accomplish anything.

Mr. Charlier: Yea.

Mr. Kaneshiro: Because we need it to be able to get capital improvements (inaudible), has to be tied into the Kōloa-Po'ipū-Kalāheo Development Plan.

Mr. Charlier: Yes sir, understand.

Mr. Kaneshiro: I think those are real important issues that we need to watch for.

Mr. Charlier: Okay.

Chair Asing: Councilmember Iseri-Carvalho?

Ms. Iseri-Carvalho: Yes, thank you. Mr. Charlier, and just for the clarification on your slide, when you mentioned we need your support...just clarify that as far as what kind of support were you requesting (inaudible).

Mr. Charlier: The, okay, the concern that we hear from one (1) of our three (3) groups, which is the development group, is that the cost of our project, which as you probably read in the paper will be about \$300,000. They want...

Ms. Iseri-Carvalho: That is just for the plan right?

Mr. Charlier: Just for the plan.

Ms. Iseri-Carvalho: It does not (inaudible) implementation, right?

Mr. Charlier: The cost of the improvements will be more than \$300,000.

Ms. Iseri-Carvalho: And you know just get that on the table, because we know that.

Mr. Charlier: It's an important clarification. Their concern is that obviously their money won't be well spent if it's in a study that doesn't have any impact, and doesn't receive any recognition from the county. It's a difficult issue to resolve, because obviously the County can't...the County Council can't commit to something you haven't seen yet. And so the proposal is that you would offer through resolution, which I understand is not binding on anyone else, but that you would offer through resolution a statement of support for the project, and a statement of your intent to consider the outcome of the project. And I believe the wording is being worked on even now and will come to you through some sponsor on the Council for your consideration. And, but the hope there is realizing there are no certainties in this process for anybody involved, but at least an indication of the part of County Council that you are inclined and willing to consider the plan that comes out of this process for inclusion if you like it, if you agree with it in the development plan for the area.

Ms. Iseri-Carvalho: I guess following up, you mentioned about the concerns that were raised by the development community. It seems like you are basically three hats, because you are also kind of like a representative for the citizens, for the community...

Mr. Charlier: I am.

Ms. Iseri-Carvalho: For the community.

Mr. Charlier: Yes.

Ms. Iseri-Carvalho: And what kinds of concerns have they raised as far as what kind of support that they wanted from the county?

Mr. Charlier: You know, the reaction we got from the May 24th, I had, I don't know how long I stood and talked to people who came up one (1) at a time and wanted to talk after the session, and there was a lot of just relief that we would be doing the plan. I think there was a lot of concern that they couldn't tell what was happening, and they couldn't figure out how to get in...where to grab hold. They just couldn't figure out what they could do as citizens, and so I think there was just a lot of relief. People are very concerned about the character issues, they are concerned about the safety issues, and they are concerned about traffic congestion. They are frustrated with being in long traffic cues. They...I didn't have citizens talking to me a lot of about funding. I didn't have citizens talking to me a lot about number of units being approved or anything like that. They were sort of...at least at the one (1) meeting we've had so far, and we'll hear more tonight, they were primarily describing the community in terms of their personal experience in the community, and their issues from their personal experience.

Tonight by the way, we are asking people to identify their issues and opportunities, and we'll be sharing that with the group, and we'll be collecting that information. We're expecting a pretty good size crowd, and so we'll get a lot of information from people tonight about what they think the issues are, and we'll learn a lot from that, and that'll be posted on our website as well. So I'm still learning what the community is saying.

Ms. Iseri-Carvalho: And then you've had discussions you said with the administrative agencies of the county?

Mr. Charlier: Which are ongoing, yes ma'am.

Ms. Iseri-Carvalho: Okay, and then what kinds of concerns have they raised regarding...

Mr. Charlier: Well, they are very concerned that we recognize the planning that they've already been doing. We understand that they have in fact been looking at these same issues, and have proposed ways to deal with them, we did obtain that information, we are including it, and there's a lot of good work that has already been done. I think they are a little concerned that one (1) of the appearances here is that somehow this project

shows that we haven't been doing what we should be doing, or we weren't doing, you know what...and that's not the case. The...what happens in a community like this is that you reach a point where something special has to happen, because the routine day to day workings of government are not going to be able to keep up with what's going on, and so I think they want to make sure that we coordinate with them, and that we talk to them a lot and that they're...we bring their advice into the project. But they have been very supportive so far. It's a good strong staff, I mean that's one (1) of the assets we have here, is that we have a pretty strong group of people.

Ms. Iseri-Carvalho: Thank you.

Chair Asing: Any other questions Councilmembers?

Mr. Tokioka: Yea I do. Mr. Charlier, what was the email address again? Or that website address?

Mr. Charlier: It's www.koloa-poipu.net. And it won't be up until the end of the week.

Mr. Tokioka: Oh, okay.

Mr. Charlier: I saw you...I should have...we did to...we didn't want to do a soft open, we want to actually have it come out looking nice, so, and this has been a very rapid start to this project, so...it's not quite, but it will be, I think it will actually be up by sometime tomorrow.

Mr. Tokioka: Okay, no problem. Thank you.

Chair Asing: Okay, any other questions, comments Councilmembers? If not, I have a few, trying to write down while everybody is...who's your boss?

Mr. Charlier: The...first of all the...we're professional planners. I'm in the American Institute of Certified Planners, or AICP, which means that we have a...I don't know if you are aware of this or not, but a very strict code of ethics that we work under. We work for the public, regardless of whom our immediate client, and we always work in the public interest, regardless of who our client is. In this project, we have three (3) bosses. We have the County, we have the development community, and we have the community that's involved in the project. That sounds more unusual than it is. The fact is that in today's society, it's pretty rare that any single person or entity is in charge of the outcome, and we almost always find ourselves negotiating outcomes among various groups. But in this case, the client with respect to finance is the development community. The people

we've actually had the most to do with so far are the community people, Teddy Blake, Hartwell Blake, Louie Abrams, people like that, other people that we are just meeting and getting to know. And we're trying to...that entity that we're here today to start building the relationship with is the county, but I don't have a single boss on this project.

Chair Asing: Okay, I guess it's a little difficult for you then. I guess we got the answer to the dollar figure for the plan and I believe that was \$300,000.

Mr. Charlier: Yes sir. There's a contingency amount in addition to that of a total of \$320,000, but the...our current estimate is \$300,000.

Chair Asing: Okay, so should there be a need on your part to ask for additional funding, is there any kind of commitment by the developers that they would be willing to contribute an additional I don't know \$50,000, \$100,000, whatever the case may be? Is there anything in the contract that allows for contingencies?

Mr. Charlier: There is, there is. There are two (2), first of all there's a \$20,000 contingency, and secondly there are provisions in the contract for adding extra work, and for negotiating the cost of that extra work. Realize that we've taken a risk with the project that we can do the scope that we wrote for the amount we estimated, so, so long as we're still doing that original scope, I have to complete it for that budget. But should there be additional tasks or additional work that somebody requests...now my experience dealing with the development community is that if they think they are getting value they will pay, they will pay the money. If they feel like it's good, and you know developers like to invest and if they feel like this is an investment, they'll invest.

Chair Asing: Thank you. The next question is, the scope and project area. To what degree are you planning and expanding outside of Kōloa proper? Are you also taking into account the state highway area? Maluhia as it extends to Kaumuali'i?

Mr. Charlier: No, I think...

Chair Asing: And reverse on the other side.

Mr. Charlier: We're still working with each of the three (3) parties on what the area should be. I don't think it will be as large as the area of the development plan, but, and it will stay makai of the Kaumuali'i highway. But, and it will probably, but it will encompass Po'ipū and Kōloa town, and we're still working on what the western boundary is, but it would

be sort of that where we can identify the boundary where the resort influence drops away, and we're more into a residential environment, we'll draw that line. That's one (1) of the things we have yet to do. But we will not specifically include the state highway. Now I did...I do know the state staff at the State DOT fairly well, and I have spoken with the senior staff at the department about this project, and they will be involved with us, and help us with the project. But we don't expect to be actually doing any planning for the state road itself.

Chair Asing: Okay, so that has not been fully I guess planned yet. You are still in the process of identifying the scope (inaudible).

Mr. Charlier: Yes sir, but we will, yes sir, but we will have soon on our website a map that shows the boundary of our study area, and any advice you have on that would be very welcomed, I mean if you want to (inaudible).

Chair Asing: Okay, one (1) of the comments that you made on the screen was the comment of the resort community and the interest of the visitor.

Mr. Charlier: Yes.

Chair Asing: The emphasis, I hope you're not excluding the interest of the community itself, because when I hear interest of the visitor, I think that should be taken into account, but the interest of the community should also play a major part.

Mr. Charlier: Yes sir, I completely agree.

Chair Asing: And I had some concerns when I heard that, because I thought it was sort of directed to more the interest of the visitor versus the interest of the community.

Mr. Charlier: I don't think that's our intent.

Chair Asing: Okay.

Mr. Charlier: So I actually agree with what you just said.

Chair Asing: Okay, I don't have any other questions. I want to thank you for...

Mr. Charlier: Thank you very much.

Chair Asing: The very good presentation. Thank you very much. With that, I'd like to open it up to the general public. Glenn?

GLENN MICKENS: Good morning Councilmembers. Thank you Kaipo. I thought Mr. Charlier's presentation was outstanding. It appears that his primary solution to the traffic problem had to do with proactive planning, which we didn't do in this...at this stage of the game his methods of alleviation would be hard to implement. In the real world, the mass of the people will not abandon their vehicle, no matter what other means of transportation are available, or what price gasoline is. In Europe and Asia gas has been \$6.00 a gallon and higher, but traffic is as bad there as it is in the United States where we pay far less, and for me the biggest single factor that causes traffic jams is the signal. That causes more stacking of traffic than any other thing we do. If we can keep it flowing, it wouldn't happen, but I never hear this addressed. Overpasses, which they use all over the United States, with the transition of an overpass coming on to the main highway are a solution, not the whole solution, they are expensive, yes I understand that. But they are a solution, as are proper roundabouts. So much about the roundabout they've got down here on Olohena. This is...it's not a real true roundabout, and it's kind of mishmash, but I...it's keeping cars flowing, but that's not the proper way. But I think these things are a means to helping solve a solution, and remember that our vehicle must be an integrated part of whatever we do. As Mr. Charlier showed on his graph up there, what a small part other means of transportation will be in the solution. And if you question that, I challenge any one (1) of you to tell me that you're going to get a...leave your vehicle alone. I know what he said. He didn't say that...you were going to try and use that in conjunction with something else, but I challenge anybody on this Council or in this room to tell me that they're going to use a bus or a bicycle or walking or anything. When you are going to go someplace for your convenience, that vehicle was made for you, so for me again, that vehicle has to be an integrated part of whatever we do. Thank you.

Chair Asing: Thank you. Is there anyone else in the public who wants to speak?

KEN TAYLOR: Chairman, members of the commission, my name is Ken Taylor. I too enjoyed the presentation today, and I think that this is the kind of thing that should have happened some time ago. I thought it was interesting that at the beginning of your meeting today the minister touched on the issue of cancer. The ideology of cancer is growth, and one (1) of the problems it has created, the cancerous traffic problems we have on this island is the lack of doing anything to solve these problems as we've progressed in the growth process. I find it interesting that it takes the community, the

development community, and the community in general to come forth with a plan like this, or hiring the consultant to do the work that the county really should be doing. And I'm really disappointed that the county hasn't stepped up to the plate and done what they should be doing in the overall process. We've seen a lot of reports developed and they are sitting on the shelf some place because nothing is being implemented. And this is what concerns me about what's going on here today. I think it's really important that you folks buy into this project not next week or week after, but today, pass a resolution that or set in motion a resolution to accept what's being done by the community. Because they are really doing your job, and you should be very happy that they are doing your job. The other sad part of this whole situation is that this takes care of a small portion of the island. We should expand, you should require the expansion of this process to the whole island, because we have a traffic problem throughout the island, and we have a lot more development coming down the pike that needs to be addressed. And so I think it's really important that you commit yourselves to what the community has asked for. Chairman, in your comments that you indicated that you were very concerned about the consultant paying attention to what the community is interested in. What I've seen in the last six (6) months to a year, the community on the island the whole community, the whole family has been asking and raising issues about traffic problems. And little to nothing has been done. At least the feeling in the community is not a good feeling that you folks are listening to what is being asked for and moving forward with resolution. Now I know there's other ways of solving traffic problems besides making more roads, four (4) lane roads, six (6) lane roads, and some of that will be coming out in this report. But do we really need new highways and bigger roads added to the enjoyment of our unique natural beauty and the rural lifestyle need and enjoy here on the island, including the tourists? They don't come here for four (4) lane, six (6) lane roads, they come here to enjoy the ambiance of what is here, and we can easily spoil that, we can easily spoil that. One (1) of the options I believe and I've made some things I want to leave with you folks, but this is just one (1) manufacturer's idea of a trolley bus type system, and you know when you look at San Francisco, one (1) of the greatest things...

Chair Asing: Your three (3) minutes are up, but go ahead and continue. You want to kind of wrap up?

Mr. Taylor: Right. In San Francisco, one (1) of the greatest attractions for the tourist industry is the trolley car. The tourists are the quickest and easiest people to get out of the automobile, and with a system something like this in place, it would not only make it a fun experience, but it would make it a very practical experience, and so I think we need to start thinking about going in that kind of direction. I disagree a little bit with the

comments that my good friend Glenn made earlier about cost of gas not affecting travel, because in a recent report I see where in the United States, gas consumption for 19 or 2005 is down from 2004, and basically based on prices. We have to remember that no community in the world has solved their long-range traffic plans by adding more lanes period, it hasn't happened. And if you want to see something and you see it every day on the local news out of Honolulu, they show pictures of the highways and how big they are, and they are all blocked up, one, stacked, stacked, stacked. We don't need that here on this island, and with this kind of concept expanded to the whole island, and with moving forward with something like the trolley, we're only dealing with a corridor that's 35 miles long with a few little spurs off of it. It would be a very simple thing to resolve. Require all of the hotels to give their guests a pass to the bus when they check in. They can jump off and on, they can go up and down, and you got a million people a year coming to the island...

Chair Asing: You want to wrap up please?

Mr. Taylor: That's almost a half million cars. I granted, not everybody is going to get out of the automobile, but if it's convenient to get on the trolley and move about, jump off and on wherever you want, you'll get most of those tourists out of the cars and that takes almost a half million cars off the road every year. And those are the kind of things that we need your input, your pressure, your decision making process to move forward when...with these kinds of things and I think as I said earlier, I think it's imperative that you send a strong message not only to the development community, but the local community that you are 100% behind moving forward with implementing what comes out of this plan. Thank you.

Chair Asing: Thank you. Is there anyone else in the public who wants to speak? Teddy?

TED BLAKE: Thank you Mr. Chairman, members of the Council, my name is Ted Blake. I'm a member of the Kōloa Community Association. We recognize as a community that we're all playing catch up you know, everything that has been happening has been banked for 30 years. You know it's so much, so easy to just blame somebody else for the problem, and the easiest target is the county. We recognize that we have a problem, we've tried to do our part as a community to solve, help to solve this problem, and we really appreciate what we...the interest and the feedback that we get from the county. And we realize the community is made up of the resident, the developers that come in there, and the county, and we're happy that we're this far ahead. We're happy that we've got the participation of the players, the three (3) players that I just mentioned. Daryl, Councilman Furfaro, and the rest of you and I just want to say that we're very happy. You know we

look for the positive that will come from this, and I think with that in mind, that you know you don't have to be a rocket scientist to say what the problem is, what you got to do to find a solution, and I think we're on the right path, and I thank you very much for your attention and for your support.

Chair Asing: Thank you Ted. Any questions? If not, thank you very much. Is there anyone in the audience who wants to speak on this item?

The meeting was called back to order and proceeded as follows:

Chair Asing: And is there any further discussion before we ask for a motion to receive? Councilmember Furfaro?

Mr. Furfaro: Yes, I truly appreciate everyone that has come forward. I also want to recognize those that are really willing to fund this effort. Mr. Charlier and I'm sorry if I pronounce it in the French way, which I believe its root name comes from, but I think what we heard here was a couple messages that we have to address. It is the end of cheap oil, very close within the next three (3) to four (4) decades, and sooner, as we experience now. And we have to recognize you know the need for multi-modular transportation, which reemphasizes our mission that we've already had on bike paths and other pedestrian short accesses. We also pointed out, although the State Transportation Plan is in place, it was in place in November of 1997, it's coming up on a revision soon, that the message I got from the presentation was traffic needs to be looked at in the cumulative impact in certain communities, not project, by project, as pointed out on the City and County's Ewa Plain. And this is something that we should strive for, and the fact that there are a number of families that have multiple cars, that there perhaps is something that we need to be looking at in the near future about managing car inventory. Believe it or not there's islands like Catalina Island off California that has some general registration policies in controlling auto inventory. But that's not here today, but certainly with the end of the age of cheap oil, it's something we need to really take serious in this cumulative traffic plan by community. And I applaud the Kōloa-Po'ipū community for taking this step, and I look forward to a resolution with the possibility of us endorsing this plan, and look forward to everybody's input. Thank you Mr. Chair.

Chair Asing: Thank you. Any other discussion Councilmembers? If not, I'd like to just make a few comments also. I'd first of all like to thank Teddy, your group, Hartwell, Kōloa Community Association for their...I guess tenacity and drive in trying to get something done. I also want to commend the developers for stepping up to the plate, and contributing the money to do the plan, to all members of the community

for what they are doing. I think it's a step in the right direction, and like anything else, we need to start somewhere, and this is a start, and I believe that we're going to be moving in the right direction. So, with that, I'd like to thank everyone for their participation in this process. With that, I'd like to open it up. Daryl, you want to say anything?

Mr. Kaneshiro: Thank you Mr. Chair. I just wanted to add that, you know the process has been a long process. If we talk about looking at overall Kōloa and the roads and the improvements that need to be done, you know we had a lot of community involvement in this for many, many years, so I want people to realize that there is a process, there is an ongoing process that has been going on for many years. A lot of times we...negatively people say well, we haven't thought about it, you guys haven't thought about the traffic that all of this is going to occur and all this happening. But the truth is, if you look at through the process, you look at through the zoning process that we just went through with A&B, it will show that there were a lot of thoughts given about Kōloa traffic as a whole. We talk about the westerly bypass road, we talk about the northerly bypass road, we talk about funding for the roads, we talk about...even buying pieces of the northerly bypass road, those things are all done. It's in place. We purchased the property, the westerly bypass road is coming up, now some improvements about the bumpy road on the other bypass road, we got some problems with that road. A little bouncy, a lot of people probably don't want to use that road, and cause us a lot of traffic congestion in Kōloa. But we try to resolve that through capital improvements. We want to point out that the County has been looking at projects like that, and we have put out the money to do these capital improvement projects, and it'll be done shortly. But overall, if you look at Kōloa itself, and the planning and the process that has come about through the zoning process has shown that we are very aware of the problems that can occur, and could and would occur. And I want to thank the community, because we've always had input from the community from day one (1) we've had community input from the Kōloa Community Association, Po'ipū Beach Resort Association, and the community as a whole. And I see this planning process, I see this process has been able to add to what we already have there, to add and I got to tell you, there might be some real simple answers to some of these things that this plan will show that can resolve this traffic situation in Kōloa. And for me, I don't want to see no four (4) lane traffic highway in Kōloa; you know four (4) lanes going right through town either, so, through the main part of Kōloa town. But I think if we look at it overall, we've had a lot of community input into it, and the other part too I wanted people to know is that it's not only about Kōloa too. We talk about...there's Kapa'a, there's a Kapa'a problem that we're facing right now and I want to point out that the Council has taken interest in that. We've also put in money under the capital improvement of \$500,000 to do the Pouli Study, and

so I want to point out that these things are occurring, they are occurring. We did put it in the recent capital improvement money, and we're going to go ahead...we're looking at how we going to resolve some of the problem in the Kapa'a area by the Foodland, so...with that, I just want to thank the community and everyone else for their involvement. Thank you.

Chair Asing: Thank you. With that, can I have a motion to receive?

Mr. Furfaro moved to receive C 2006-199 for the record, seconded by Ms. Iseri-Carvalho and unanimously carried.