

**Koloa-Poipu Area Circulation Plan Contributors Meeting
September 28, 2006**

Participating:

Contributors: Bob Diffley, Stacey Wong, David Nelson, Greg Kamm; and Terri Kamen, Scott Gates, and Eric Crispin via phone

Charlier Associates: Jim Charlier, Jacob Riger, Scott McCarey

Notes:

- Jacob opened the meeting by outlining the agenda for the evening's public workshop. He then went through the presentation that he was to give that evening.
- Jim commented on intersection treatment. He said that 10,000 vehicles per day was pushing the limits for a non-signalized intersection. At 20,000 vehicles per day, it is appropriate to have a signal (stop light). Handling the left turn movement at these intersections is important.
- Jim said that we are not recommending any four laning or other widening projects. He reiterated that parallel redundancy is more important than widening roadways. Each remaining link in the network works more effectively when there is parallel redundancy.
- It was asked how the circulation plan will deal with the current traffic congestion in Koloa.
- It was suggested to install a divider so that the left turns from Koloa onto Poipu could not be made. This would encourage drivers to use the bypass.
- There was a conversation about building the Northerly Extension of the Western Bypass. It was noted that this is a very expensive segment due to environmental constraints and that it may make sense to postpone this investment. By re-locating the Eastern Bypass more mauka on Maluhia Road, it might be possible to have one intersection of the Eastern and Western Bypass Roads with less cost. This would be an ideal location for a roundabout.
- Jim said that the first priority for transit is the employer subscription service, which is essentially a transit pass for employees. It was noted that if we can get buy-in from the county regarding the effectiveness of a subscription service, there could be some lower parking requirements. It was mentioned that Park and Ride would be an important part of the subscription service.
- It was asked how we could show the benefits to congestion alleviation and traffic reduction by implementing a subscription service. Jim said that the traffic alleviation will be extremely small. The benefit is more for convenience of employees and additional transportation choices and mobility.



- Jim said that the second priority for transit should be internal travel in the Koloa-Poipu study area - a shuttle circulator bus connecting Koloa and Poipu with a high level of service. It was noted that there have been mixed messages from the transit agency about developing a shuttle system but that community support at the KCA workshops has been almost unanimous. There was general agreement that the shuttle service could be contracted out or privately owned if that would improve service delivery or reduce time required to implement the service.
- It was noted that the Area Circulation Plan will be presented to the City Council in January. At this point they may either adopt it, make it part of the development plan or simply support it. It was noted that, currently, there appears to be broad support on Council for the Plan, but that the hardest parts will be dealing the funding mechanisms and implementation details.
- Jacob then began his presentation on the “Draft Planning Level Costs” of our draft project recommendations. He explained that we have developed planning-level cost estimates for each project that include design/engineering, ROW acquisition, construction, and life-cycle maintenance. Noting the great difficulty in obtaining local cost data, Jacob said that the cost estimates were developed based on Florida and national data, but are very conservative to account for unique conditions in Hawaii. He then explained the detailed methodology used to develop the roadway, bicycle, pedestrian, and transit project cost estimates.
- It was noted that the up until this point the segment known as the mauka-makai (north-south) Spine Road has been assumed to be built by the developer. Now it is being put into the regional list as it has regional benefit and will be used by traffic throughout the area.
- It was also noted that perhaps the private sector could build some of the infrastructure projects and be reimbursed by the County. This may be appropriate for some projects, and might result in less expensive projects if the private sector can build them more efficiently.
- It was suggested that the cost numbers be reduced to include the financial contributions that could come from federal funding and other sources. Jim said that at this point we want to show just the total costs; later this will change based on various funding sources. He cautioned against overly optimistic forecasts of external funding from state or federal sources.
- Jacob noted that the Mayor requested that we review the unit construction cost estimates to ensure they are not too low. The group agreed with this assessment, and also indicated that the project phase ratios (such as ROW to CST) used to calculate the project phase costs could probably be lowered.
- Jacob further explained that the cost estimate he was given for the Cane Haul Road Connector project was helpful for comparison purposes but was not easily transferable or meaningful as a methodology template to calculate the project costs. This is both because it is materials based for that particular project and because it only includes construction costs.



- A few of the Contributors suggested that we talk with a local contractor to get their insights on unit construction costs and that they could put us in touch with that person.
- It was noted that an alternative method to calculating the cost of roads would be to estimate the cost of land on a per acre basis, estimate the ROW needed by the roads and then calculate the project cost based on area consumed.
- It was noted that, at \$17 million, there could be some sticker shock associated with the bike and pedestrian projects. It was suggested that we wait to show the public costs of the bike plan until we have a phasing plan and the different funding mechanisms that could be used to help pay for it. It was suggested that this would create more of a story line with which many people would feel more comfortable.
- Jim noted that it is important to be clear about the cost estimates when it comes to transit. He noted that sometimes operation and maintenance (O&M) costs can get confused in a long-term budget. Jacob's cost estimates include the stream of O&M costs out to 2020 in addition to the initial bus capital costs.
- It was noted that the shops in the Koloa Shopping center should contribute financially to a shuttle system as all of the shuttles will have Koloa as part of the route and the shops will benefit from this patronage.
- In regards to operating the shuttle service, Jim noted that the county transit district needs to come forward and say that they are willing to run the service. It was suggested that we look into the two buses that currently circulate in Po`ipu to learn about their operating and funding mechanisms.
- There was a question as to how the costs for this plan were going to be split. Noting that there are approximately 3,500 dwelling units proposed in the study area, it was asked what the impact fees would be. There was a discussion on whether it was feasible to establish a CFD. There was a question of whether the voting requirement inherent in establishing a CFD would include the timeshare owners.
- It was noted that the big portion of the total project costs is the roads. Thus far it is undecided if all of the recommended projects will actually be built. The next step is to show projects and project costs by project type and anticipated funding source.
- It was noted the Mayor may believe that new development should help pay for existing needs in addition to accruing needs. It was also noted by several that new development will contribute to additional tax revenues of the County and that this should be considered in the cost responsibility allocation process.

