

Maui Research and Technology Park

Petition for Land Use District Boundary Amendment
By Maui R & T Partners, LLC
Docket No. A10-787

State of Hawaii, Department of Transportation Testimony
Charlene Shibuya, Assistant District Engineer,
Highways Division, Maui District
Date: July 16, 2013

The State Department of Transportation (DOT) recognizes the need for a State transportation system that supports the planned growth which is consistent with and will accommodate the objectives of the State and the County of Maui. The Maui Research and Technology Park (MRTP) is located within the region of the *Kihei-Makena Community Plan*.

Current access to the existing MRTP is from Lipoa Parkway at its intersection with Piilani Highway. Piilani Highway, State Route 31, is a 4-lane divided highway, functionally classified as a Principal Arterial with a posted speed limit of 40 MPH in this area, that connects major communities and economic areas on Maui.

DOT Concerns

1. DOT has concerns on the transportation impacts the proposed development will have on the State's Piilani Highway.
2. The internal capture rates and reductions applied to the trip generation appear high and should be further justified. The estimated trip generation volumes for the future committed developments in the Kihei area should be indicated in the traffic forecast analysis and acceptable to DOT. Mode reduction for bicycles and pedestrians may not be allowed by DOT.
3. The DOT recommends that Petitioner provides transportation mitigation improvements (a) to the existing access from Lipoa Parkway at its intersection

with Piilani Highway for Phase 1, (b) for a second access to MRTP from a new right-turn-in and right-turn-out (RIRO) access at the proposed Hookena Street/Piilani Highway intersection, across the existing East Waipuilani Road RIRO intersection for Phase 1, and (c) at the Old Welakahao Road/Piilani Highway intersection to accommodate the third access to MRTP from Old Welakahao Road for Phase 2, all as recommended in the TIAR, dated February 2012, revised February 2013, and subject to additional recommendations in the Revised TIAR.

4. The with project (Build) scenario with the recommended transportation mitigation improvements, should maintain the without project scenario operating level of service (LOS) and delay levels for the horizon years in the Revised TIAR, In addition, where the LOS for the without the project scenario is worse than the DOT guideline threshold of LOS "D", Petitioner should provide mitigation improvements to improve the through movements on and turning movements from Piilani Highway to a desirable LOS "D" or better for the with the project scenario.
5. The projected operating LOS for many of the traffic movements in Phase 1 and Phase 2 under Scenario 3 with the recommended local and direct transportation mitigation improvements for MRTP, but without the planned regional roadway improvements, are not acceptable to DOT, as the LOS are lower than for the No Build Scenario. Furthermore, many of the through and turning movements from Piilani Highway at the intersections within the study area are projected to operate at an unacceptable LOS "E" and "F".
6. With regard to Phase 1 (year 2024) under Scenario 4 with the recommended local and direct transportation mitigation improvements for MRTP and with the planned regional roadway improvements, DOT is concerned that the planned regional Liloa Drive Extension may not be completed prior to Phase 1, as it is not in the Statewide Transportation Improvement Program (STIP) or the Maui Island

Plan. Piilani Highway and South Kihei Road (2-lane collector road) are the only existing north-south roads that traverses through the Kihei area. The planned regional Liloa Drive Extension will basically provide the additional required roadway capacity in the Kihei area to support Phase 1 of MRTP. DOT recommends that the Liloa Drive Extension be completed and operational prior to Final Subdivision Approval being granted for Phase 1. Under Scenario 4, DOT is also concerned that at the intersection with Kaonoulu Street, the Piilani Highway northbound (NB) through traffic, NB left-turn and southbound (SB) left-turn movements are projected to operate at LOS "F" during the PM peak hour, and several turning movements from Piilani Highway at other intersections within the study area are projected to operate at LOS "E" and "F".

7. With regard to Phase 2 (year 2034) under Scenario 4 with the recommended local and direct transportation mitigation improvements for MRTP and with the planned regional roadway improvements, DOT is concerned that the regional Liloa Drive Extension, the regional Mauka Collector (2 lanes) from south of MRTP to Mokulele Highway may not be completed prior to Phase 2, as they are not in the STIP or the Maui Island Plan. DOT recommends that the Liloa Drive Extension, the Mauka Collector with direct access to Mokulele Highway, and the Kihei Upcountry Highway be completed and operational prior to Final Subdivision Approval being granted for Phase 2. DOT is also concerned that at the intersection with Kaonoulu Street, the Piilani Highway NB left-turn and SB left-turn movements are projected to operate at LOS "F" and several turning movements from Piilani Highway at other intersections within the study area are projected to operate at LOS "E".

Recommended DOT Conditions

1. Petitioner shall revise and submit a Revised TIAR to the DOT Highways Division for review and acceptance prior to approval of a change of zone from the County of Maui.

2. Petitioner shall fund and provide for the planning, design and construction of all recommended transportation improvements required to mitigate local and direct project generated and/or related transportation impacts, in accordance with the Revised TIAR and required updates to the TIAR, as accepted by DOT, at no cost to the State. Petitioner shall also dedicate land to accommodate auxiliary lanes on Piilani Highway, as required.
3. Petitioner shall provide its fair share contribution toward the cost of regional transportation improvements to State highways, as determined by Petitioner and DOT. Regional improvements may also include the reservation and contribution of land for such improvements.
4. Petitioner shall pay to DOT the fair market value for access rights to Piilani Highway, in addition to the recommended and required transportation mitigation measures for project-related traffic impacts on State facilities.
5. Petitioner shall address traffic noise levels along Piilani Highway with noise compatible planning and sound abatement measures to comply with DOT's Highway Noise Policy and Abatement Guidelines, at no cost to DOT.
6. A Memorandum of Agreement (MOA) between Petitioner and DOT shall be prepared based on the concerns and conditions in the Petition and shall include the recommendations contained in a Revised TIAR accepted by DOT. The MOA shall be executed prior to any tentative subdivision approval being granted. The executed MOA shall contain language that ensures that identified transportation improvements will be constructed concurrently with the development of the residential, commercial and other multi-uses, as acceptable to DOT.