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Piilani Promenade North, LLC
60536

BEFORE THE LAND USE COMMISSION

STATE OF HAWAII

In the Matter of the Petition of)	DOCKET NO. A-94-706
)	
KAONOULU RANCH)	EXPERT TESTIMONY OF PHILLIP
)	ROWELL; CERTIFICATE OF SERVICE
To Amend the Agricultural Land Use District)	
Boundary into the Urban Land Use District)	
for approximately 88 acres at Kaonoulu,)	<u>HEARING:</u>
Makawao-Wailuku, Maui, Hawai'i)	Date: November 1 and 2, 2012
)	
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EXPERT TESTIMONY OF PHILLIP ROWELL

1. The following is summary of my resume, a copy of which is attached hereto as Exhibit 1.
 - I have been practicing traffic engineering and transportation since 1971.
 - I have practiced in South Carolina, Kentucky, Hong Kong, Malaysia, California and Hawaii.
 - I am a registered Professional Engineer in Hawaii and California. I am also a former city traffic engineer for the City of Beverly Hills, California, so I have served in both private and public sectors.
 - I relocated from LA to Hawaii in 1989 to establish a Hawaii office for Barton-Aschman Associates in association with The Parsons Corporation.
 - In 1995, I left Barton-Aschman to start my own practice. Today, I am the principal and only employee of Phillip Rowell and Associates. I am located in Kaneohe on the Island of Oahu.
 - Since establishing my own firm, I have completed traffic studies for projects on the Islands of Oahu, Maui, Kauai and Hawaii and Guam.
 - Over the past 10 years (since 2003), I have completed, or am working on, over 230 traffic studies, big and small. Approximately, 120 of these traffic studies have been for projects on Maui.
2. I prepared the Traffic Impact Analysis Report for Piilani Promenade, for the Eclipse Development Group, dated January 30, 2012, Revised May 7, 2012, a copy of which has been submitted as Piilani Exhibit 24 (“the TIAR”).
3. I have reviewed Condition 5 of the Decision and Order of the Commission herein, which provides as follows:

Petitioner shall fund, design and construct necessary local and regional roadway improvements necessitated by the proposed development in designs and schedules accepted by the State Department of Transportation and the County of Maui. Petitioner shall provide traffic signals at the intersection of Piilani Highway and Kaonoulu Street, and shall submit a warrant study in coordination with the Department of Transportation. Petitioner shall also install a fence and appropriate screening, i.e. landscaping, etc., along the highway right-of-way in coordination

with the State Department of Transportation. Petitioner shall provide for a frontage road parallel to Piilani Highway and other connector roads within the Petition Area, in coordination with other developments in the area with the review and approval of the State Department of Transportation and the County of Maui.

4. I have the following opinions based on my experience and involvement with the TIAR for this project and other projects in the Kihei area:

1. Signal Warrant Study.

- A. A traffic signal warrant analysis was performed for the Piilani Promenade TIAR as part of the analysis of existing deficiencies (Chapter 2). This analysis concluded that a traffic signal was not warranted for existing conditions.
- B. A traffic signal warrant analysis for future conditions was not performed for this study since it had been determined that traffic signals were warranted by a previous traffic study. A traffic signal warrant analysis was performed as part the Maui Lu Redevelopment Project TIAR (August 2004) concluded that a traffic signal was warranted based on projected 2008 conditions, which included the Maui Lu Project but did not include Piilani Promenade.

2. Frontage Road.

Condition 5 provides that Successor Petitioner shall provide a frontage road parallel to Piilani Highway and other connector roads within the Petition Area in coordination with other developments in the vicinity of the Petition Area, and subject to review and approval of SDOT and the County of Maui. My response to this part of Condition 5 is as follows:

A. Parallel Frontage Road

- 1. A frontage road would be inconsistent with SDOT's reviews and comments relative to the Piilani Promenade TIAR, as well as previous TIAR's for this site and other projects in the area.
- 2. A frontage road could only be constructed for the length of the project. A frontage road could not be extended north of the project to connect with Ohukai Street because Kihei Gateway is built up the Piilani Highway right-of-way. The next roadway to the south that a frontage road could connect with would be Kulanihakoi Street if, or when, the Kihei High School is built. If the school is not built in the near future, the next connection would be Lipoa Street. The Piilani

Promenade developer does not have any control of the land south of the property and therefore could not construct a frontage road to connect to any of the adjacent roadways. In conclusion, no place to go.

3. A frontage road would create a new intersection with East Kaonoulu Street less than a desirable distance east of Piilani Highway. Even if the frontage road is one-way, coordination of traffic signals would be difficult and traffic would most likely back up onto Piilani Highway and therefore interfere with traffic flow along Piilani Highway. SDOT has consistently imposed conditions on other projects in the area to insure that traffic from adjacent intersections will not back up onto Piilani Highway.
4. A frontage road would require additional right-of-way to accommodate a minimum of two additional lanes and a reasonable distance between Piilani Highway and the frontage road. The Kihei community has gone to great effort to insure that the North-South Collector Road will be limited to two lanes so that it will not create a barrier separating the community. Adding a frontage road along Piilani Highway would make it a greater barrier than it already is and would certainly be a barrier to pedestrian traffic to and from this project and to and from the high school in the future.


B. Connector Roads Within Petition (Project) Area

1. The circulation plan for the petition area includes one access point on the Piilani Highway and the construction of the first increment of the Kihei-Upcountry Highway (East Kaonoulu Street) through the Petition Area. One major intersection and three minor intersections located at East Kaonoulu Street will provide access to the Petition Area and the project's internal circulation system. The location of these intersections is dictated by the boundaries of the subdivided lots comprising the Piilani Parcels and the spacing for the intersections to provide sufficient queuing distance between the intersections. We continue to work with SDOT to refine the design of these intersections.
2. According to the TIAR for the previous plan reviewed by the SLUC indicated that the petition area would be subdivided into separate lots and a connector road would be constructed to provide access to these lots. The current plan does not have any internal lots that would require a connector road for access and egress.

C. Review by SDOT and County of Maui.

1. The current design for East Kaonoulu Street through the Petition Area and the internal traffic circulation system within the Petition Area has been submitted to SDOT for review along with the TIAR. We have received comments, have revised the plans and TIAR in response to those comments and continue to work with SDOT.
2. It is my understanding that we need no additional approvals regarding traffic from the County of Maui.

DATED: Honolulu, Hawaii; October 22, 2012.


PHILLIP ROWELL

PHILLIP J. ROWELL, P.E.

Principal, Phillip Rowell and Associates

EDUCATION	BS, Civil Engineering, 1971, Clemson University MS, Civil Engineering (Transportation & Traffic Engineering), 1972, Clemson University
REGISTRATION	Professional Civil Engineer in California (1975) & Hawaii (1989)
MEMBERSHIPS	Institute of Transportation Engineers (Life Member)
EXPERIENCE RECORD	
1995 to Present	<p>Phillip Rowell and Associates, Honolulu, Hawaii Principal of consulting firm specializing in transportation planning and traffic engineering projects in Hawaii and California. The following are representative recent projects:</p> <ul style="list-style-type: none">• Piilani Promenade (Kihei)• Puunene Heavy Industrial Subdivision• Cosco, Lihue, Kauai• Fort Shafter Flats Drainage Improvements Traffic Management Plan• Kapa'a Light Industrial Park (Oahu)• Stryker Brigade Combat Team Facilities at MCBH• Waikiki Natatorium• Onizuka Space Center Museum at Keahole Airport• Hyatt Regency Master Plan (Kaanapali)• Target (Salt Lake)• Koko Marina Shopping Center Traffic and Parking Study• Kihei Community Center and Pool Complex• Puunene Avenue-Mokulele Highway Widening• UH West Hawaii Campus• Oahu Commercial Harbors 2020 Master Plan• NMFS Honolulu Laboratory Renewal• Pico-Union Neighborhood Traffic Protection Plan (Los Angeles)• American Dental Association Convention Traffic Management Plan (Honolulu)• Lions Clubs International Convention Traffic Management Plan (Honolulu)• First Hawaiian International Auto Show Traffic Management Plan• No. 1 Capital District Building Traffic Impact Analysis• China - U.S. Center Traffic Impact Analysis (Hilo)
1995	<p>Parsons Engineering Science, Inc., Honolulu, Hawai'i Senior Traffic Engineer - Responsibilities included business development in the areas of traffic engineering and transportation planning and coordination of traffic studies with other disciplines and offices. Manager of traffic engineering projects conducted by the Honolulu office. Manager of traffic engineering projects conducted by the Honolulu office, including traffic studies for:</p> <ul style="list-style-type: none">• Hawai'i Convention Center 2005 Traffic Analysis• Walmart Traffic Impact Study, Waiakea, Hilo, Hawaii
1989 to 1995	<p>Barton-Aschman Associates, Inc., Honolulu, Hawai'i Principal Associate - Manager of the Honolulu office and project director for all projects conducted in that office. Served as Project Manager on the following representative projects:</p> <ul style="list-style-type: none">• Castle Junction Interchange Study• Aloha Tower Traffic Study• Maui Business Park, Phase 2, Kahului, Maui• Maui Lu Traffic Study, Kihei, Maui• Makena Resort Master Plan Traffic Impact Study• Kona Coast Resort TIS and Ali'i Drive Design, Kona• Kahului Town Center TIAR and Basis of Design Study, Kahului, Maui• Aloha Tower Traffic Impact Studies, Honolulu• Traffic and Parking Studies for Honolulu International Airport• Traffic and Parking Study for Guam International Airport Expansion• Construction Traffic Management Plan for Honolulu International Airport

- 1984 to 1989 **Barton-Aschman Associates, Inc., Pasadena, CA**
Senior Associate - Performed traffic impact and parking studies in California, Hawai'i, Arizona, and Nevada. Representative projects include:
- General Telephone Co. HQ Traffic Study, Thousand Oaks, CA
 - Citywide Traffic Impact Mitigation Fee Study, Carlsbad, CA
 - Ave. R/Ave. S Corridor and Impact Fee Study, Palmdale, CA
 - HUSITE Transportation Planning Study, Las Vegas, NV
 - CBD Redevelopment Transportation Study, Las Vegas, NV
 - Harbor Gateway Transportation Study, Los Angeles, CA
 - West Hollywood City-wide Parking Study, West Hollywood, CA
 - Hollywood Parking Study, Los Angeles, CA
 - Tucson Mall/Tucson Place Traffic Study, Tucson, AZ
- 1982 to 1984 **Department of Transportation, Beverly Hills, CA**
City Traffic Engineer and Assistant Director of Transportation -Beverly Hills, CA - Responsibilities included the day-to-day operations of the engineering and parking sections of the DOT; review of all traffic impact studies submitted to the City; installation and maintenance of traffic signals; independently conducting traffic studies for City projects; and implementation of the City's street and alley lighting program, public shuttle bus programs, and Street Master Plan.
- 1980 to 1982 **Wilbur Smith and Associates, Kuala Lumpur, Malaysia & Hong Kong**
Project Design Engineer - Conducted traffic studies and prepared preliminary geometric plans for 11 interchanges along the Jitra-Butterworth Toll Road in Malaysia. Subsequently prepared final plans for the interchanges. In Hong Kong, prepared plans for a new interchange connecting mainland China with Hong Kong.
- 1978 to 1980 **Wilbur Smith and Associates, Lexington, Kentucky**
Project Design Engineer - Prepared plans and specs for the following:
- Main Street Interchange, Lexington, KY
 - Edgewood Boulevard, Lansing, MI
 - I-40/I-640 Interchange, Knoxville, TN
 - Kenwood Subdivision, Lexington, KY
- 1974 to 1978 **Wilbur Smith and Associate, Los Angeles, CA**
Senior Transportation Planner - Major projects worked on were:
- Walt Disney World Transportation Study, Orlando, Florida
 - City-Wide Circulation Study, Santa Maria, California
 - San Gabriel Valley Transit Study for SCRTRD, Los Angeles, CA
 - West Los Angeles Transit Study for SCRTRD, Los Angeles, CA
- 1974 to 1974 **Wilbur Smith and Associates, Columbia, SC**
Design Engineer - Representative projects include:
- South Mountain Retirement Resort, Burke County, NC
 - Waccamaw Plantation, Waccamaw, SC
 - Monroe Downtown Redevelopment Project, Monroe, NC
 - Seaboard Park Redevelopment Project, Columbia, SC
- 1971 to 1972 **Civil Engineering Department, Clemson University, Clemson, SC**
Graduate Teaching Assistant - Graduate teaching assistant in the Civil Engineering Department. Classes included transportation planning and traffic engineering.