

STATE OF HAWAII
DEPARTMENT OF TRANSPORTATION
869 PUNCHBOWL STREET
HONOLULU, HAWAII 96813-5097

IN REPLY REFER TO:
DIR 0529

HWY-PS 2.0115

July 6, 2015

TO: DANIEL ORODENKER
EXECUTIVE OFFICER
LAND USE COMMISSION
DEPARTMENT OF BUSINESS, ECONOMIC DEVELOPMENT
AND TOURISM

FROM: FORD N. FUCHIGAMI
DIRECTOR OF TRANSPORTATION

SUBJECT: HOKUA PLACE PROJECT (FORMERLY REFERRED TO AS KAPA'A
HIGHLANDS), DRAFT ENVIRONMENTAL IMPACT STATEMENT (DEIS)
KAPA'A, KAUAI, TMK: (4) 4-3-003:001

The Hawaii Department of Transportation (DOT), Highways Division, Planning Branch reviewed a Traffic Impact Assessment Report (TIAR) dated December 9, 2013, for the proposed Kapāa Highlands subdivision project. The TIAR evaluated the traffic impact of a two-phase development consisting of approximately 116 single-family and 700 multi-family units and an 8,000 sf neighborhood retail area. Our office provided the applicant with a number of traffic impact concerns in a letter dated March 26, 2014 (HWY-PS 2.6887 attached). The traffic consultant responded to our letter and we amended our comments in HWY-PS 2.7311 letter dated June 6, 2014 (attached).

With reference to the subject DEIS we offer the following comments:

The Applicant must continue to work with the DOT to satisfactorily address the traffic impacts of the proposed project on the State's highway facilities. The DOT is in the process of completing a study that will look at additional improvements in and around Kapāa and will continue to coordinate these efforts with the Applicant.

To mitigate the traffic impacts of the proposed project the applicant shall:

1. Dedicate appropriate right-of-way for the recommended transportation mitigation improvements to the State, as required by the DOT.
2. Fund the planning, design and construction of all traffic improvements required to mitigate local or direct project-generated related traffic impacts.
3. Fund its share of the planning, design and construction of all traffic improvements required to mitigate regional project-generated related traffic improvements.

DANIEL ORODENKER

HWY-PS 2.0115

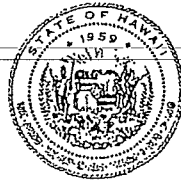
July 6, 2015

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If you have any questions, please contact Ken Tatsuguchi, Engineering Program Manager, Highways Planning Branch, at (808) 587-1830. Please reference file review number PS 2015-104 in all contacts and correspondence regarding these comments.

Attachment

c: Peter T. Young, Ho'okuleana LLC



STATE OF HAWAII
DEPARTMENT OF TRANSPORTATION
869 PUNCHBOWL STREET
HONOLULU, HAWAII 96813-5097

Deputy Directors
FORD N. FUCHIGAMI
RANDY GRUNE
AUDREY HIDANO
JADINE URASAKI
IN REPLY REFER TO:
HWY-PS 2.6887

March 26, 2014

Mr. Phillip J. Rowell, P.E.
Phillip Rowell and Associates
47-273 D Hui Iwa Street
Kaneohe, Hawaii 96744

Dear Mr. Rowell:

Subject: Traffic Impact Assessment Report for Kapaa Highlands Subdivision
Kauai, Kapaa, TMK: (4) 4-3-003: 001

Thank you for the opportunity to review the subject Traffic Impact Assessment Report (TIAR) dated December 9, 2013, which evaluates the traffic impact of the proposed Kapaa Highlands Subdivision, a two-phase development consisting of a total of approximately 116 single-family and 700 multi-family units and an 8,000 square feet (SF) neighborhood retail area. The project is located approximately at the intersection of Olohena Road and the (temporary) Kapaa Bypass Road, State Route 5600, with proposed access to both roads. Olohena Road ends on the west side of the intersection with the Kapaa Bypass Road and continues as Kukui Street on the east side of the intersection and Kukui Street which intersects with Kuhio Highway, State Route 56. The Kapaa Bypass Road continues southwest past the proposed subdivision and intersects with Kuhio Highway to the south of Kapaa, thereby bypassing a heavily used segment of Kuhio Highway.

The portion of the Kapaa Bypass that borders the proposed subdivision is still privately owned, however the land owner has agreed by Memorandum of Understanding to dedicate the land under the road upon final subdivision approval being granted.

We have the following comments:

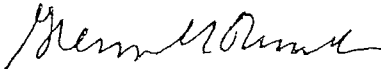
1. In Section K - Project Trip Generation, there is a typographical error for PM single-family units and the AM/PM multi-family formulas should be from 7:00-9:00 am and 4:00-6:00 pm rather than peak hour of generator.
2. In Section M - Traffic Impact Assessment, the southern termini of the Kapaa Bypass being more than two miles away from the project does not alter the fact that the bypass is a limited access facility so traffic on the bypass has limited chance to disperse to other destinations. The trip distribution and volume at the southern termini was not shown in any table. The increase in the amount of traffic is substantial at 12.2% AM and 13.6% PM. The results of the analysis of the Kuhio Highway at Kapaa Bypass Road intersection in Table 11 (2020 Level of Service (LOS) of Unsignalized Intersections) indicates significant increases in delay (LOS F becoming much worse LOS F) for the East to North (left-turn out of the bypass) in both AM and PM, and a moderate delay

increase for the North to West (left-turn into the bypass) (LOS B going to C) in PM. We do not agree with the TIAR conclusion that the project contribution to these LOS F conditions is not significant. A traffic signal warrant analysis of the intersection shall be prepared. Queuing analysis of the left-turn movements are required and queuing onto Kuhio Highway and Kapaa Bypass Road shall not be allowed. Transportation improvements shall be recommended to mitigate project generated impacts.

3. In Section M, the TIAR also makes reference to the project Road A serving as an alternative route from Olohena Road to the Kapaa Bypass, diverting traffic from and thereby improving LOS at the roundabout (Olohena Road and Kapaa Bypass). However, since Road A will pass through the project's Phase 2 residential area the TIAR recommends that various traffic calming measures, including possible all-way stops, be provided for pedestrian safety. Being that the foregoing objectives are in conflict with each other, the traffic diversion and LOS improvement must be verified. Otherwise, mitigation improvements at the eastbound approach of the roundabout may be required to achieve acceptable LOS.
4. The northern end of the Kapaa Bypass Road at its intersection with Kuhio Highway shall be included in the TIAR. Although it is a single lane, one-way road from Kuhio Highway to the Olohena Roundabout, the entry intersection needs to be evaluated.
5. A left-turn warrant study should be conducted for the Kapaa Bypass Road intersection with Road A and a conceptual configuration of the intersection should be provided in the TIAR. Queuing onto the through lanes of the Kapaa Bypass Road shall not be allowed. Access to the Kapaa Bypass Road must be coordinated with and constructed to the satisfaction of the Highways Division, Kauai District Engineer.

If there are any questions, please contact Ken Tatsuguchi, Engineering Program Manager, Highways Planning Branch, at 587-1830. Please reference File Review Number 2014-006 in all contacts and correspondence regarding these comments.

Very truly yours,



GLENN M. OKIMOTO, Ph.D.
Director of Transportation

c: Mr. Greg Allen, Kapaa Highlands



STATE OF HAWAII
DEPARTMENT OF TRANSPORTATION
869 PUNCHBOWL STREET
HONOLULU, HAWAII 96813-5097

Deputy Directors
RANDY GRUNE
AUDREY HIDANO
ROSS M. HIGASHI
JADINE URASAKI
IN REPLY REFER TO:

HWY-PS 2.7311

June 6, 2014

Mr. Phillip J. Rowell, P.E.
Phillip Rowell and Associates
47-273 D Hui Iwa Street
Kaneohe, Hawaii 96744

Dear Mr. Rowell:

Subject: Traffic Consultant Response to HWY-PS 2.6887, Traffic Impact Assessment Report (December 9, 2013), Kapaa Highlands Subdivision, Kapaa, Kauai
TMK: (4) 4-3-003:001

Thank you for your response, transmitted by Greg Allen on April 9, 2014, via email, to our comment letter, HWY-PS 2.6887, dated March 26, 2014, on the traffic impact of the proposed Kapaa Highlands Subdivision.

We amend our prior comments as follows:

1. Comment 2 – Your justification that a traffic signal warrant and queue analysis would not be appropriate is acceptable.
2. Comment 3 – Our concern over “traffic calming” measures along Road A through the subdivision remain, since it would potentially reduce the utility that Road A would divert significant traffic; however your justification is acceptable.
3. Comment 4 – Your explanation is acceptable.
4. Comment 5 – A left-turn storage lane from the Kapaa Bypass into Road A of the subdivision may be deferred for the immediate future but the subdivision is still required to provide one should traffic conditions warrant it at no cost to the Department of Transportation (DOT).

With reference to the executed Memorandum of Agreement dated May 30, 2002, the appropriate right-of-way of the Kapaa Bypass with “No Access Permitted” except at existing access (i.e. Road A) along the project frontage, shall be dedicated to the DOT as a condition of the Land Use Commission.

ATTACHMENT

Mr. Phillip J. Rowell, P.E.

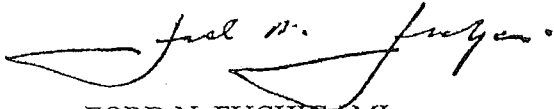
June 6, 2014

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HWY-PS 2.7311

If you have any questions, please contact Gary Ashikawa, Systems Planning Engineer, Highways Division, Planning Branch, at 587-6336. Please reference file review number 2014-006-1 in all contacts and correspondence regarding these comments.

Very truly yours,

A handwritten signature in cursive script, appearing to read "Ford N. Fuchigami".

FORD N. FUCHIGAMI

Interim Director of Transportation

c: Mr. Greg Allen, Kapaa Highlands, LLC