



Randall Okaneku, PE

Traffic Management Consultant

Introduction to Randall Okaneku

- ▶ Engineer, licensed in Hawai`i in 1980
- ▶ Principal of The Traffic Management Consultant
- ▶ Specializes in traffic engineering and transportation planning

What is the TIAR?

- ▶ Traffic Impact Analysis Report for the proposed HoKua Place
- ▶ Analyzed the traffic impacts during the AM and PM peak hours of traffic, and mid-day traffic

Traffic counts were not updated in 2020

- ▶ Traffic is reduced during the COVID-19 pandemic due to a decrease in tourism, work from home orders and virtual school attendance
- ▶ Reduced traffic counts would not provide an accurate basis to predict future traffic and trip generation

TIAR Methodology

- ▶ Evaluation of existing roadways and existing traffic conditions at major intersections in Kapaa in 2017
- ▶ Traffic count surveys, including turning movements during AM and PM peak periods of commuter traffic,, as these are generally periods of highest traffic generated by a residential development such as HoKua Place.
- ▶ Estimate of projected traffic increases without project based upon the anticipated growth in traffic in the Kapaa area developed in the Kauai Long-Range Land Transportation Plan.
- ▶ Development of trip generation characteristics of proposed project and identification of traffic impacts of HoKua Place
- ▶ Recommendation of roadway improvements to mitigate traffic impacts of HoKua Place

Map of Area Evaluated in the TIAR



TIAR Conclusions-General and Road A

- ▶ Road A is major connector road in HoKua Place
 - ▶ AM peak: 200 vehicles per hour from the Olohena Road/Kapaa Bypass Road roundabout intersection
 - ▶ PM peak: 300+ vph
- ▶ Access to and from HoKua Place will be provided via a new roundabout intersection of Road A and Kapa'a Bypass Road and a new Tee-intersection of Road A and Olohena Road.
- ▶ HoKua Place will generate 443 trips during the morning peak hour and 509 trips during the afternoon peak hour.

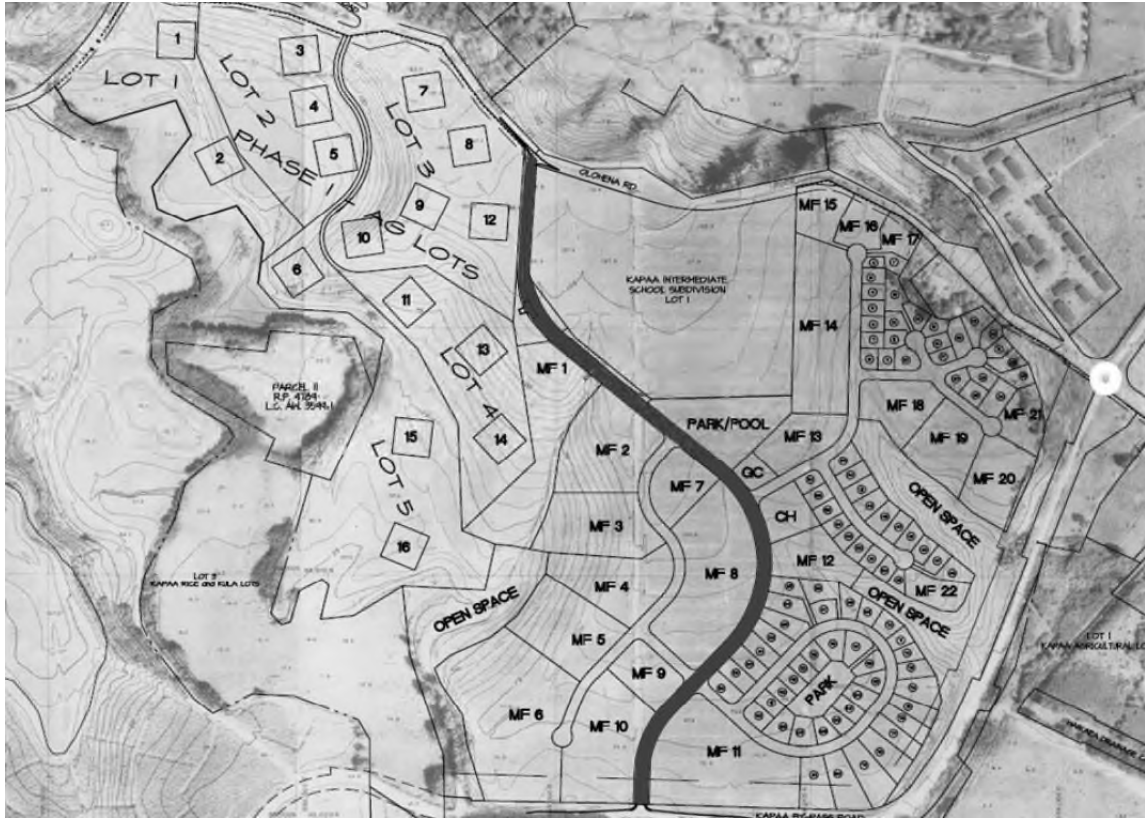


TIAR Conclusions-Kuhio Highway/Kukui Street

- ▶ Intersection of Kūhiō Highway at Kukui Street
- ▶ AM peak:
 - ▶ Intersection
 - ▶ With or without HoKua Place: LOS A during AM peak hour.
 - ▶ Left-turn movement on makai bound Kukui Street
 - ▶ With out without HoKua Place: LOS F in AM peak hour.
- ▶ PM peak:
 - ▶ Intersection
 - ▶ With or without HoKua Place: LOS A during PM peak hour
 - ▶ Left-turn movement on makai bound Kukui Street
 - ▶ With or Without HoKua Place: LOS E in PM peak hour
- ▶ State DOT-proposed Kapaa Bypass Extension is expected to mitigate the LOS E and F conditions on Kukui Street.

TIAR Conclusions-Other Intersections

- ▶ Roundabout intersection of Olohena Road and Kapaa Bypass Road
 - ▶ AM peak:
 - ▶ Improve from LOS E to LOS D during AM peak hour
 - ▶ PM peak:
 - ▶ LOS D, but overall delay at the intersection will be reduced by the Project
- ▶ Intersection of Kuhio Highway and Kapaa Bypass Road
 - ▶ AM peak:
 - ▶ With or without HoKua Place: LOS D and E (depending on right turn and left turn movement)
 - ▶ PM peak:
 - ▶ With or without HoKua Place: LOS D and E (depending on right turn and left turn movement)



HoKua Place Traffic Improvements

- ▶ Construct Road A from Olohena Road through the Project to Kapaa Bypass Road
- ▶ Construct a single lane roundabout at intersection of Road A and Kapaa Bypass Road
- ▶ Construct a new Tee-intersection at Road A and Olohena Road.
- ▶ HoKua Place will have a positive impact as Road A will divert about 200 vehicles per hour from the Olohena Road/Kapaa Bypass roundabout intersection, during the AM peak hour of traffic and over 300 vph during the PM peak hour of traffic. As a result, Road A will mitigate HoKua Place's traffic impacts on the Olohena Road/Kapaa Bypass roundabout.

Off-Peak Hour Traffic

- ▶ Traffic Counts: Off-peak hour traffic is highest during late morning
- ▶ Project trip generation and resulting traffic movements will be lower during off peak hours

HDOT projects-Kapaa Highway Improvements

- ▶ Widening of Kuhio Hwy to add a southbound lane will provide 2 through lanes in each direction from Kapaa Bypass Road to Kuamoo Road
- ▶ Proposed widening of Kapaa Bypass Road from Olohena Road to Kuhio Highway from a one lane southbound road to a two lane, two-way roadway.