

**SUMMARY OF DIRECT TESTIMONY – CATHY LEONG**  
**PRESENTATION HEARING**  
**BLOCK 1 – “ĀLIA AT 888 ALA MOANA”**  
**TMK (1) 2-1-56-14, 15 & 16; DPA No. KAK 22-042**

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**I. Name, Place of Employment, Position**

Cathy Leong, P.E., Director of Transportation Group, Wilson Okamoto Corporation.

**II. Educational Background and Experience**

I obtained a B.S. in Civil Engineering from the University of Hawaii, Manoa in 1996 and an M.S. in Civil Engineering with an emphasis on Transportation Engineering in 1997 from the University of California, Berkeley. I joined Wilson Okamoto Corporation as a Traffic Engineer in its Civil Engineering Department in 1997. I became Senior Project Manager of the Traffic and Transportation Engineering Group in 2001, and the Director of the Transportation Group in 2017. For more information, please see my resume, which is Exhibit 7.

I have experience in planning various traffic reports such as impact studies, parking and loading studies, construction traffic management plans, queuing and delay studies, transportation management plans, and other types of traffic-related documents, including the design of roadways, intersections, and traffic signal systems.

**III. Wilson Okamoto Corporation’s Experience**

Wilson Okamoto Corporation has provided civil engineering and/or traffic engineering services for several projects that have been approved by the HCDA, including Ke Kilohana, Aeo & Whole Foods, Anaha, Waiea, Nohona Hale, Hale Kewalo. It has also provided traffic engineering for the Kamakee Street-Halekauwila Street intersection improvements and has worked on numerous other residential, commercial, infrastructure, and transportation projects throughout the State of Hawaii since 1947.

**IV. Wilson Okamoto Corporation’s Scope of Work for this Project**

We were retained to prepare a Traffic Impact Assessment Report (“TIAR”) to identify and assess the traffic impacts resulting from the Kaka’ako Block I development which entails redevelopment of the existing light industrial uses with a new mixed-use development with residential and retail uses. The specific scope of work included:

1. Description of the proposed project.
2. Evaluation of existing roadway and traffic operations in the vicinity.
3. Analysis of future roadway and traffic conditions without the proposed project.
4. Analysis and development of trip generation characteristics for the proposed project.
5. Superimposition of site-generated traffic over future traffic conditions.
6. The identification and analysis of traffic impacts resulting from the proposed project.
7. Recommendations of improvements, if appropriate, that would mitigate the traffic impacts resulting from the proposed project.

#### **V. Aspects of Project Relevant to TIAR**

This Project is part of the overall Kaiāulu ‘o Kaka‘ako Master Plan (KKMP). Increment I of the KKMP included the completed developments of Keauhou Place, Keauhou Lane, 400 Keawe, the Flats at Puunui, The Collection, SALT, and Six Eighty. Increment 2 of the KKMP is the next phase of the Master Plan of which includes the Kakaako Block I development.

The Project is situated with Ala Moana Boulevard to the south, Auahi Street to the north, and Koula Street to the west. On the east, the Project abuts the former Bank of Hawaii building located at the corner of Ala Moana Boulevard and Ward Avenue.

Parking will be provided on-site with access provided via driveways off Ala Moana Boulevard and Auahi Street. Along Ala Moana Boulevard, the east driveway is expected to be a right-turn-in, right-turn-out driveway that will serve the development’s primary access through the project site between Ala Moana Boulevard and Auahi Street providing connections to a porte cochere as well as residential and visitor parking areas. The west driveway along Ala Moana Boulevard is expected to be a secondary driveway (also right-turn-in, right-turn-out) providing access to the development’s service loading area. Along Auahi Street, the east driveway is connected to the development’s primary access as previously mentioned, while the west driveway on Auahi Street provides access to a separate parking area for on-site retail uses.

## **VI. Methodology – “Level of Service” Baseline and “Trip Generated” Projected Conditions**

Our analysis of potential impacts associated with traffic demands during peak periods of traffic was based on the concept of “Level of Service” (“LOS”). LOS is a quantitative and qualitative assessment of traffic operations. Levels of Service are defined by LOS “A” through LOS “F”; where LOS “A” represents ideal or free-flow traffic operating conditions and LOS “F” represents unacceptable or potentially congested traffic operating conditions.

The intersections in the study area included:

- Ala Moana Boulevard and Ward Avenue
- Ala Moana Boulevard and Koula Street
- Ala Moana Boulevard and Cooke Street
- Ward Avenue and Auahi Street
- Cooke Street and Auahi Street
- Cooke Street and Pohukaina Street
- Cooke Street and Halekauwila Street

Baseline traffic conditions were established using traffic data collected between 2013-2019. More recent traffic data is not available and could not be collected at this time due to the ongoing COVID-19 pandemic that has resulted in significantly decreased traffic volumes and shifted travel patterns. However, the State of Hawaii Department of Transportation (HDOT) has been tracking traffic volumes along the major roadways and their traffic data indicates that, in general as of September 2021, traffic volumes in the vicinity of the project are still less than Year 2019 pre-COVID volumes. In addition, an assessment of the available traffic data indicates that traffic volumes in the vicinity of the project have remained relatively stable prior to the onset of the COVID-19 pandemic. As such, the available traffic data was utilized to develop baseline traffic counts that are considered to represent Year 2021 baseline conditions.

We based the projections for the Project’s expect impact on traffic conditions on the generally accepted trip generation methodology developed by the Institute of Transportation Engineers. This analysis conservatively assumes all trips to be new to the Project vicinity with no reductions incorporated to account for the existing uses of the Project site.

The directional distribution of site-generated trips was based on the relative distribution of traffic along the regional roadways in the vicinity of the project. These percentages are generally consistent with the regional forecasting model developed by the Oahu Metropolitan Planning Organization (OMPO), since the project is located within a developed, well-established area in Honolulu.

## VII. Other Considerations

This Project is the first within Increment 2 of the KKMP. In conjunction with Increment 2 are a number of planned roadway and intersection improvements, including:

- Modification of the laneage along Cooke Street between Ala Moana Boulevard and north of Pohukaina Street to reduce the number of travel lanes to one-lane in each direction with left-turn bays provided at the intersections with Auahi Street and Pohukaina Street.
- Installation of bike lanes along Cooke Street between Ala Moana Boulevard and Halekauwila Street.
- Installation of bike lanes along Auahi Street from South Street to Cooke Street.
- Installation of bike lanes along Pohukaina Street from South Street to Cooke Street.
- Installation of a traffic signal system at the intersection of Cooke Street with Pohukaina Street.
- Provision of enhanced pedestrian facilities fronting each of the individual block developments along the adjacent roadways.

While these improvements are not expected to be completed prior to the completion of this Project, they are expected to be developed soon thereafter as additional development progresses within the KKMP Increment 2 region.

Moreover, in conjunction with the development phases of the Ward Village Master Plan, a number of roadway improvements are planned in the project vicinity to provide additional alternate east-west routes through the Kakaako area. These include completion of the Halekauwila Street Extension east of Ward Avenue and the realignment of Auahi Street to connect to Pohukaina Street west of Ward Avenue. The Ward Village Master Plan is expected to be completed by Year 2027. As such, the trips associated with Ward Village as detailed in the Transportation Master Plan and Assessment for the Ward Villages Master Plan (dated October 2020) were incorporated into the existing conditions.

Lastly, there is a City and County of Honolulu baseyard located west of Ward Avenue bisecting the two segments of Auahi Street in the vicinity of the Project. At the time of this study, this baseyard is expected to be relocated by the end of Year 2022 and the two segments of Auahi Street reconnected to provide a continuous east-west roadway. As such, the relocation of the baseyard and opening of the affected segment of Auahi Street were incorporated into the existing conditions.

## VIII. Findings & Recommendations

Under Year 2026 projected conditions, traffic operations within the Project vicinity are generally expected to remain similar to without project conditions with the exception of the intersection of Cooke Street with Pohukaina Street. Traffic operations at the intersection of Cooke Street with Pohukaina Street are expected to operate at slightly lower levels of service during the PM peak period with the addition of site-generated vehicles. However, a traffic signal system is expected to be installed at that intersection in the near future along with other roadway and intersection improvements in conjunction with the further development of KKMP Increment 2. The provision of a traffic signal system and modification of the laneage at this intersection to accommodate other multimodal facilities is expected to mitigate future operating conditions at this intersection.

Based on the analysis of the traffic data, the following are the recommendations of the TIAR to be implemented in conjunction with the Project:

1. Provide sufficient sight distances for motorists to safely enter and exit the project driveways to ensure pedestrians, bicyclists, and motorists are aware of the presence of each other at these conflict points.
2. Provide adequate on-site loading and off-loading service areas and prohibit off-site loading operations on the public roadways.
3. Provide adequate turn-around areas for service, delivery, and refuse collection vehicles to maneuver on-site and prohibit vehicle-reversing maneuvers onto Ala Moana Boulevard or any public street. Consider monitoring the loading area to assist vehicles navigating in and out of the loading area and further minimize any potential conflict between vehicles, bicyclists, and pedestrians.
4. Provide sufficient turning radii at all project driveways to avoid or minimize vehicle encroachments to oncoming traffic lanes.
5. Restrict the project driveways off Ala Moana Boulevard to right-turn-in, right-turn-out movements only. Provide adequate channelization to direct vehicles entering and exiting the driveway. The specific configuration shall be determined during the design phase.
6. Provide a right-turn pullout lane along Ala Moana Boulevard at the primary project driveway to facilitate turning vehicles entering the project site and minimize impact to through traffic flow along Ala Moana Boulevard. The specific configuration shall be determined during the design phase.
7. If access to the parking garage is restricted or controlled, provide sufficient storage for entering vehicles at the parking area access controls (i.e. automatic gate, etc.) to ensure that queues do not extend onto the adjacent roadways.

8. Provide signage to indicate the designation of vehicular access points for the residential, retail, and delivery/service uses.
9. Restrict parking along the project frontages of adjacent roadways to facilitate through traffic movements and to ensure adequate sight distances for entering and exiting vehicles at driveways along these roadways.
10. Provide sufficient sidewalk width along the project frontage on Ala Moana Boulevard, as well as urban design elements such as landscaping treatments, trees that provide shade, and other amenities to improve the overall pedestrian environment in the vicinity of the project. The specific sidewalk width shall be determined during the design phase.
11. Locate the pedestrian crossing of the main access driveway on Ala Moana Boulevard a sufficient distance away from the roadway to minimize conflict with vehicular turning movements. The specific configuration shall be determined during the design phase.
12. Provide improved pedestrian facilities along Koula Street and Auahi Street to facilitate pedestrian access to and from the surrounding uses. In addition, provide adequate pedestrian connections between the on-site uses and off-site facilities. All pedestrian facilities and connections should be made accessible in conformance with the American with Disabilities Act (ADA).
13. Coordinate with the developers of the adjacent Ward Village Development (Howard Hughes) to the east and the KKMP Increment 2 development (Kamehameha Schools) to the west with regards to the planned pedestrian facilities along Auahi Street to ensure connectivity of improved pedestrian facilities between these developments.
14. Coordinate with Kamehameha Schools and the KKMP Increment 2 development with regards to connectivity of their planned multimodal improvements along Cooke Street. As previously discussed, these improvements include modification of Cooke Street between Pohukaina Street and Auahi Street to reduce the number of travel lanes in each direction with left turn-bays at the intersections with Auahi Street and Pohukaina Street; installation of bike lanes; and provision of enhanced pedestrian facilities.
15. Coordinate with the developers of KKMP Increment 2 to determine the project's fair share of the intersection improvements planned at Cooke Street and Pohukaina Street. As previously discussed, a traffic signal system is expected to be installed at that intersection to accommodate projected traffic conditions as result of the development of the overall KKMP Increment 2.
16. Coordinate with the City and County of Honolulu Department of Transportation

Services and the State of Hawaii Department of Transportation to assist with their development of other bicycle facilities proposed by the City and State bike plans. In addition, provide bicycle facilities within the project boundaries including designated and secured bicycle parking to encourage the use of alternate modes of travel.

17. Coordinate with the City and County of Honolulu Department of Transportation Services and Oahu Transit Services to ensure the smooth continuation of public transportation services within the project vicinity including the nearest bus stop located on Ala Moana Boulevard near the intersection with Koula Street. Consideration should be given to the provision of enhanced amenities at that bus stop location such as a bus shelter and other sidewalk furniture to encourage the use of this alternative mode of transportation.
18. Coordinate with the State of Hawaii Department of Transportation to incorporate any potential roadway setback requirements and access locations along Ala Moana Boulevard fronting the project site. The roadway setback and access driveway locations may impact maneuverability at the project driveways, as well as other transportation systems and travel modes.
19. Prepare a Transportation Management Plan which includes traffic circulation, parking, loading, and traffic demand management strategies to minimize the impact of the project on the surrounding roadway network. Consideration should be given to coordinating the Transportation Demand Management (TDM) Plan with the other developments associated with the overall KKMP Increment 2.
20. Prepare a Construction Management Plan (CMP) for the project given that the anticipated completion dates of a number of developments and other improvements associated with the KKMP Increment 2 may overlap. The CMP should include discussions regarding the anticipated construction schedule and phasing to minimize overlapping closures, as well as traffic circulation, traffic control, and parking for all transportation modes during the construction period.

## **IX. Project's Impact on Pedestrian, Bicycle, and Transit Facilities**

### *Pedestrian Facilities*

The projected pedestrian levels of service at the intersections within the core study area are generally expected to remain similar to baseline conditions with the exception of the intersection of Cooke Street and Auahi Street. However, there are improvements planned in conjunction with KKMP Increment 2 along Auahi Street and Cooke Street to provide north-south and east-west pedestrian-oriented corridors along with urban design elements to improve the overall pedestrian environment. In addition, in conjunction with the Project, pedestrian improvements are expected to be implemented on the project frontage along Ala Moana Boulevard, Auahi Street, and Koula Street that are expected to improve connectivity in the immediate vicinity of the Project.

### *Bicycle Facilities*

The City and County of Honolulu has proposed bikeway projects to enhance existing bicycling conditions in the project area. These improvements are included in the “Oahu Bike Plan” (Updated 2019), published by the City and County of Honolulu Department of Transportation Services. The proposed bikeways adjacent to the Project include the following:

- Buffered bike lanes on Auahi Street from South Street to Cooke Street
- Bike lanes on Cooke Street from Ilalo Street to King Street
- Protected bike lanes on Halekauwila Street from Ala Moana Boulevard to Ward Avenue
- Bike lanes on Pohukaina Street from Kamani Street to Punchbowl Street
- Bike lanes on Ala Moana Boulevard from Kalakaua Avenue to Fort Street Mall

Of these proposed bikeways within the City’s plan, the KKMP Increment 2 Master Plan is expected to implement the following:

- Bike lanes on Cooke Street from Ala Moana Boulevard to Halekauwila Street
- Bike lanes along Auahi Street from South Street to Cooke Street
- Bike lanes along Pohukaina Street from South Street to Cooke Street

The incorporation of the proposed bicycle facilities—in addition to the other multimodal improvements in the Project vicinity—are expected to increase access to dedicated bicycle facilities and reduce the level of traffic stress for bicyclists along the roadways in the Project area.

### *Transit Facilities*

The City and County of Honolulu is currently constructing a fixed guideway transit system that will extend from East Kapolei to Ala Moana Center or to Kakaako thereby providing an alternate mode of travel through the area. Within the Project area, the guideway alignment is expected to run along Halekauwila Street with the Civic Center transit station (Kaakaukukui) to be located in close proximity to the Project site between South Street and Keawe Street.

In conjunction with the planned transit system, bus routes will be modified to provide connections to/from the transit station. The planned transit system is currently expected to be completed by Year 2031 or later, several years after the completion of the proposed Project.

## **X. Overall Impact to Traffic**

We have concluded that with the implementation of the previously discussed recommendations, traffic operations within the Project area are generally expected to remain similar to conditions without the Project. It is my understanding that KG intends to implement all of the recommended mitigation measures identified in the TIAR.