

**CATHY LEONG DIRECT TESTIMONY**

**PRESENTATION HEARING**

**Land Block 5, Project 3 (The Launiu) (KAK 23-001)**

**Q Please state your name, place of employment, and position.**

A Cathy Leong, Licensed Professional Civil Engineer and Director, Transportation Group, Wilson Okamoto Corporation (WOC).

**Q How long have you been employed by WOC?**

A I joined WOC in 1997 as a Traffic Engineer. I became a Senior Project Manager with the Traffic and Transportation Engineering Group in 2001, and Director of the Transportation Group in 2017.

**Q Please describe your educational background and experience.**

A Please see my resume, which is marked as an exhibit in this proceeding. I have prepared 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.

**Q How have you been involved in this project, The Launiu (Block A)?**

A WOC was retained by Victoria Ward, Limited (VWL) to prepare a traffic impact report (TIR) to identify and assess the potential traffic impacts resulting from the project, and to identify necessary measures to mitigate such impacts. The TIR is included as Appendix E to the Planned Development Permit Application for The Launiu, which is marked as Exhibit 1 in this proceeding.

**Q Please summarize the aspects of The Launiu relevant to the TIR.**

A The Launiu is included in Phase 4 of the overall Ward Village Master Plan, and is the first project within this phase.

The project site for The Launiu is bounded by Auahi Street to the north, Ala Moana Boulevard to the south, Ward Avenue to the east, and commercial and light industrial uses to the west. The project site formerly housed the Bank of Hawaii, but has since been cleared of its former uses and is currently being used as temporary construction parking for adjacent developments and other special events within Ward Village.

Primary access to The Launiu will be via a two-way driveway at the intersection of Auahi Street and Kamani Street. Notably, Auahi Street is expected to be realigned east of

Ward Avenue to intersect Pohukaina Street further north as part of the Auahi Promenade Phase 2 Project. In conjunction with this realignment, the segment of Auahi Street between Kamani Street and Ward Avenue is expected to be closed to vehicular traffic and incorporated into The Launiu site.

Secondary access to The Launiu will be provided via another two-way driveway off Auahi Street west of Kamani Street to provide access to The Launiu's loading area and ground level parking area for the commercial uses and residential guests. In addition, a porte cochere will be provided on-site south of the intersection of Auahi Street and Kamani Street.

**Q Please summarize the methodology, findings, and recommendations of the TIR.**

**A** The TIR analyzes the potential traffic-related effects of the proposed cumulative development. A previous assessment, which included this proposed development, was included in the "Transportation Master Plan and Assessment for the Ward Villages Master Plan" dated October, 2020 and updated in October, 2022. This TIR is a supplemental study to specifically address the proposed development and incorporate the most recent development plans.

Traffic conditions were evaluated for the following conditions: Baseline Year 2026, Year 2027 Without Project, Year 2027 With Project (date of expected project completion). Traffic projections were based on the Institute of Transportation Engineers (ITE) methodology for trip generation and on the Oahu Metropolitan Planning Organization (OMPO) regional travel forecast model for network distribution. Capacity analyses procedures were performed to identify the operational traffic impacts to the surrounding intersections as a result of the proposed project.

Based on the regional growth rates as well as the anticipated traffic generation as a result of the proposed development, the TIR makes several recommendations to mitigate project-related traffic impacts. The recommendations include the following:

1. Provide sufficient sight distance for motorists to safely enter and exit the project driveways to ensure visibility between pedestrians, bicyclists, motorists, or other users at these conflict points.
2. Provide adequate on-site loading and off-loading service areas to accommodate all anticipated vehicle types and prohibit off-site loading operations.
3. Provide adequate turn-around areas for service, delivery, and refuse collection vehicles to maneuver on-site to avoid vehicle-reversing maneuvers onto public roadways. Consider monitoring the loading/unloading area to 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. If access at the entrances to the parking areas are 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 roadway. The layout and dimensions shall be determined during the design phase.
6. Provide appropriate traffic control at the intersection of Auahi Street and Kamani Street to accommodate traffic accessing the project driveway on the south side of the intersection. Appropriate marking and signage should be incorporated into the design to ensure that all motorists are aware of who has the right of way and to provide adequate protection for all pedestrians at the crossing.
7. Provide sufficient sight distance for vehicles navigating the internal intersection of the project driveway, porte cochere, and parking garage access ramp. It should be noted that this intersection is immediately adjacent to the Auahi Street and Kamani Street intersection. In addition, consider providing guidance for motorists entering the project site via the primary driveway off the Auahi Street and Kamani Street intersection to ensure that vehicles entering and exiting the porte cochere do not block through traffic at the internal intersection of the project driveway, porte cochere, and parking garage access ramp. It should be noted that vehicles accessing the porte cochere could potentially block the internal intersection resulting in queues that could extend onto the adjacent roadways.
8. Provide adequate passing areas along the on-site porte cochere to ensure traffic flow through this location and minimize potential queueing.
9. Provide adequate sight distance and maneuvering areas within the loading area located in the ground level parking area to minimize conflicts between vehicles accessing the loading stalls and vehicles accessing the visitor and guest parking areas.
10. Provide adequate pedestrian waiting areas at the intersection of Ala Moana Boulevard and Ward Avenue near the southeast corner of the project site. It should be noted that during periods of high pedestrian traffic, pedestrians have been observed utilizing the adjacent travel lanes while waiting to cross.
11. Provide improved pedestrian connections within the project boundaries to facilitate access to Ward Avenue and the other surrounding roadways. As previously noted, the existing connection to Ward Avenue along Auahi Street is expected to be modified in conjunction with the Auahi Promenade project.

Pedestrian facilities should be made accessible in conformance with the Americans With Disabilities Act (ADA).

12. Provide bicycle facilities within the project boundaries including designated and secured bicycle parking to encourage the use of this alternative mode of transportation. Access to these facilities should be safe, convenient, and clearly delineated, especially within the designated parking areas where conflicts with vehicular traffic are expected.
13. Update the study should development phasing, land use intensity, or land use mix change.
14. Continue to develop and/or enhance bicycle and pedestrian facilities, as well as public transportation services in the project vicinity as described in the "Transportation Master Plan and Assessment for the Ward Villages Master Plan," dated October 2022.
15. Coordinate the management of Block A with those discussed in the Ward Village TMP including the overall Transportation Demand Management (TDM) Plan.

**Q As part of the TIR you made a level of service determination. What is a level of service determination and how is that prepared?**

A Level of Service (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" representing unacceptable or potentially congested traffic operating conditions. The LOS rating is generally based on delays experienced by motorists associated with movements at an intersection.

**Q Please summarize the level of service determinations made in connection with the TIR for this project, The Launiu (Block A).**

A The intersections in the study area included:

- Along Ward Avenue at the intersections with Queen Street, Halekauwila Street, Auahi Street, and Ala Moana Boulevard;
- Along Kamakee Street at the intersections with Queen Street, Halekauwila Extension, Auahi Street, and Ala Moana Boulevard;
- Pohukaina Street and Cooke Street.

As more fully described in the TIR, with the implementation of the recommendations to mitigate project-related traffic impacts, the operating conditions at the study intersections in the vicinity of the Project are expected to remain similar to conditions without The Launiu project. In addition, VWL continues to work with the City and

County of Honolulu to incorporate bicycle and enhanced pedestrian facilities into the development plans for the Ward Villages project to encourage alternative modes of travel and further minimize the impact of the proposed project to the surrounding roadways.

**Q The TIR also describes the concept of “trip generation”. What is “trip generation” and how is that relevant to your analysis?**

A Trip generation is an estimate of the number of trips that would be generated by the proposed project during the commuter peak hours of traffic. The methodology to calculate the number of trips generated is based on generally accepted techniques developed by ITE. The ITE trip generation rates are developed empirically by correlating vehicle trip generation data with various land use characteristics such as the number of trips generated per dwelling unit. The trip generation methodology developed by ITE also includes provisions for multi-modal trips, *i.e.*, trips utilizing non-motorized modes of travel such as walking and biking, as well as trips made using transit. The calculated trips are then superimposed over projected conditions without the project to measure the traffic impacts associated with the proposed project utilizing the concept of LOS.

**Q How does the proposed project impact pedestrian, bicycle, and transit facilities?**

A *Pedestrian Facilities*

Improved pedestrian facilities such as sidewalks and crosswalks are currently provided along the roadways adjacent to The Launiu site which include Auahi Street, Kamani Street, Ward Avenue, and Ala Moana Boulevard. These facilities provide connections to destinations within Ward Village, as well as to the surrounding uses via pedestrian crossings.

As discussed previously, in conjunction with the planned realignment of Auahi Street to intersect Pohukaina Street further north, the segment of Auahi Street between Kamani Street and Ward Avenue is expected to be closed to vehicular traffic and incorporated into The Launiu site. Trees and other landscaping treatments are expected to be provided along these new facilities to enhance the overall pedestrian experience.

*Bicycle Facilities*

The Launiu will provide short-term and long-term bicycle facilities on-site for residents, guests, and employees to encourage the use of alternate modes of transportation. In addition, the proposed project is located within close proximity to a number of BIKI bikeshare facilities. Figure 13 of the TIR depicts the existing and proposed bicycle facilities in the vicinity of the project site.

The additional improvements planned in conjunction with the overall Ward Village Master Plan will also include additional pavement striping to convert the existing bike

lanes along Auahi Street to buffered bike lanes to provide additional separation between bicyclists and vehicles.

#### *Transit Facilities*

There is good transit quality of service in the project vicinity, including fixed route bus services and HandiVan services provided by the City and County of Honolulu, and trolley companies. The existing transit facilities are expected to be maintained under projected conditions, with the exception of those along Auahi Street.

In conjunction with the planned improvements along Auahi Street, the existing bus stops will be relocated to facilitate access to future planned developments within Ward Village with additional bus stops provided to further enhance convenient access to transit. Service to these stops is not expected to change significantly. All bus and trolley stops along Auahi Street will be modified to include bus/trolley pull-in areas to facilitate through traffic along the roadway. Levels of service for transit in the vicinity of the project are anticipated to remain similar to existing conditions.

**Q Do you know if VWL intends to implement all of the recommended mitigation measures that you have proposed?**

A Yes. It is my understanding that VWL intends to implement all of the recommended mitigation measures identified in the TIR.

**Q In summary, is there an impact to traffic from this specific Project?**

A The project is expected to add traffic to the surrounding roadway network but any impacts can be mitigated by the recommendations in the TIR, which VWL intends to pursue and implement.

**Q Did the City and County of Honolulu Traffic Review Branch (TRB) review and comment on the TIR?**

A Yes, the City and County of Honolulu TRB confirmed in an email dated December 8, 2022 that TRB accepts the Block A TIR pending an updated report to include two (2) additional intersections at Pohukaina Street and Kamani Street and Auahi Street and Cooke Street to verify projected traffic conditions at those locations. TRB has no further comments on the contents of the TIR.

**Q Did the City and County of Honolulu Department of Transportation Services (DTS) review and comment on the TIR?**

A Yes, the City and County of Honolulu DTS reviewed the TIR, and provided comments by letter dated March 24, 2023. VWL will work with DTS to address its comments.

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