Level of Service (LOS)

FREE FLOW

Delays are minimal (≤10 seconds per vehicle). Traffic flows smoothly with little or no need to stop.

STABLE FLOW

Average control delay between >10 and ≤20 seconds per vehicle. Traffic remains stable with some stopping.

STABLE - LIMITED MANEUVERABILITY

Average delay >20 to ≤35 seconds per vehicle. Frequent stops occur. Operations are stable with noticeable delays.

APPROACHING UNSTABLE FLOW

Average delay >35 to ≤55 seconds per vehicle. Traffic flow is nearing unstable conditions.

UNSTABLE FLOW/AT CAPACITY

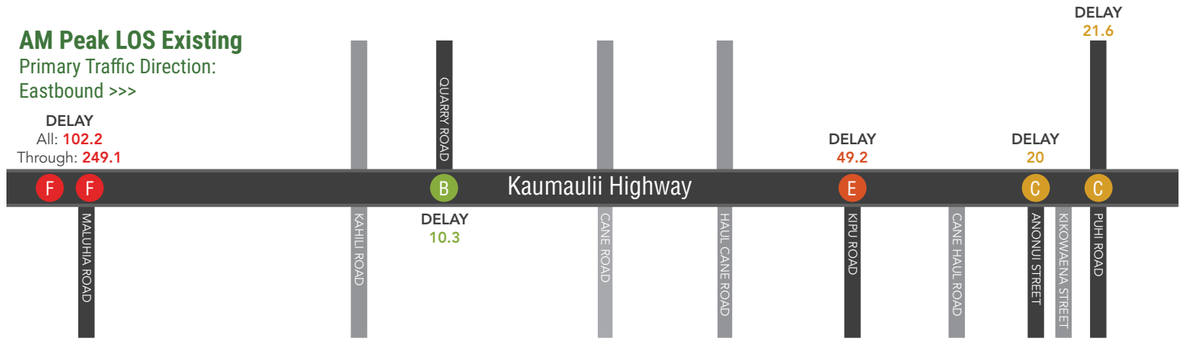
Average delay >55 to ≤80 seconds per vehicle. The intersection is operating at or near capacity. Very limited maneuverability with long queues and high delays.

FORCED OR BREAKDOWN FLOW

Average delay >80 seconds per vehicle. Oversaturated conditions. Long queues and stop-and-go operations. Traffic demand exceeds capacity, unacceptable performance.

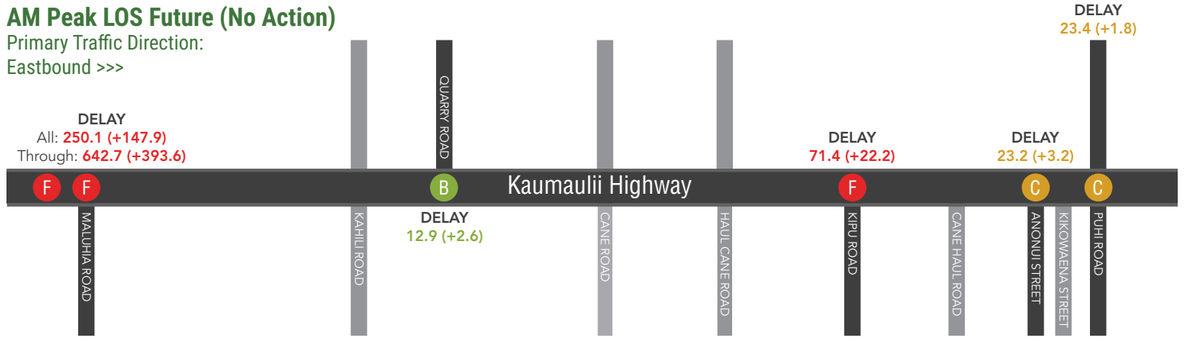
AM Peak LOS Existing

Primary Traffic Direction: Eastbound >>>



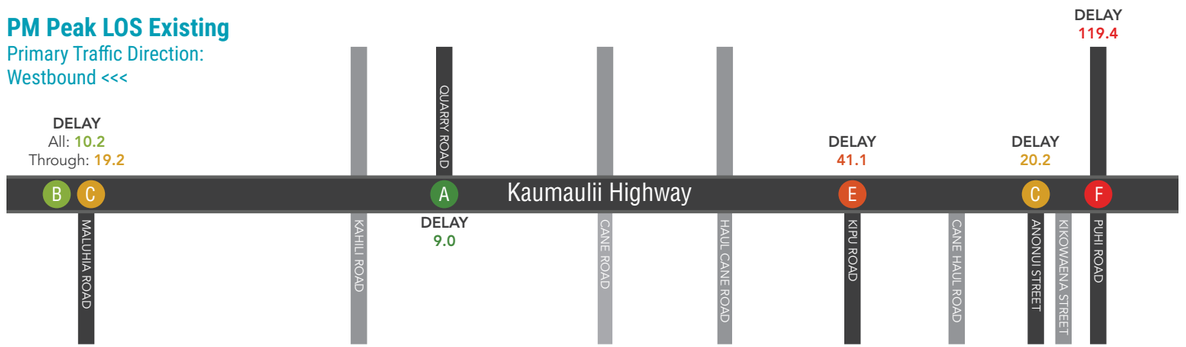
AM Peak LOS Future (No Action)

Primary Traffic Direction: Eastbound >>>



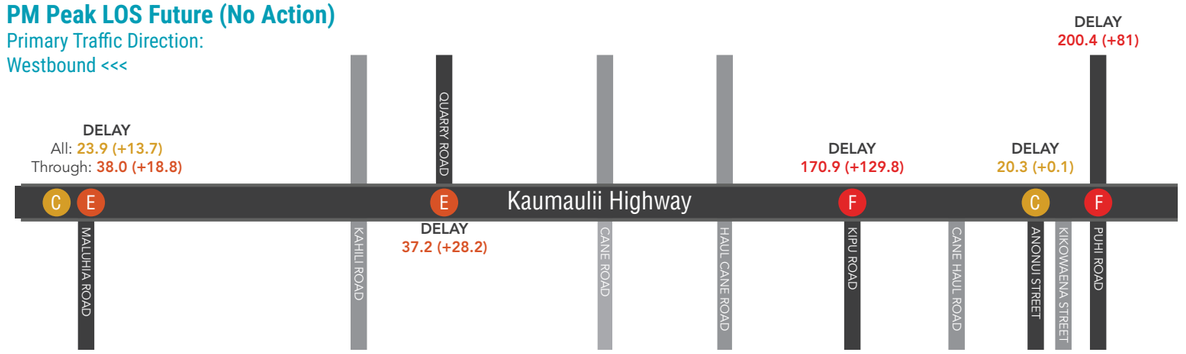
PM Peak LOS Existing

Primary Traffic Direction: Westbound <<<



PM Peak LOS Future (No Action)

Primary Traffic Direction: Westbound <<<



*DELAYS MEASURED IN SECONDS
**NUMBERS IN PARENTHESES INDICATE CHANGE FROM EXISTING (2024) CONDITIONS (IN SECONDS)

NOTE: FOR SIDE-STREET STOP-CONTROLLED INTERSECTIONS (QUARRY, KIPU, ANONUI), DELAY IS REPORTED FOR THE MOVEMENT WITH THE WORST SIDE-STREET DELAY. FOR SIGNALIZED INTERSECTIONS (PUHI), DELAY IS THE AVERAGE FOR ALL MOVEMENTS. AT MALUHIA, BOTH THE AVERAGE INTERSECTION DELAY AND THE HIGHEST MOVEMENT DELAY (EB THROUGH AM, WB LEFT PM) ARE SHOWN DUE TO UNIQUE CONGESTION.

PROJECT FACT SHEET

KAUMUALI'I HIGHWAY IMPROVEMENTS ANONUI STREET TO MALUHIA ROAD

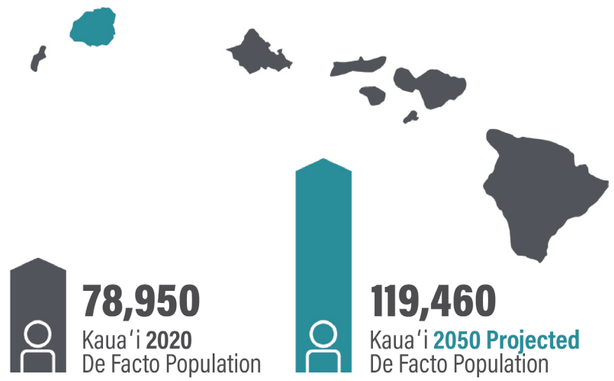
The Hawai'i Department of Transportation in cooperation with the Federal Highway Administration, is preparing an Environmental Study in compliance with the Hawai'i Environmental Policy Act (HEPA) and, because federal funding might be sought, the National Environmental Policy Act (NEPA), to evaluate improvements to Kaumuali'i Highway (Route 50) from Anonui Street to Maluhia Road.

PURPOSE & NEED

The purpose of the proposed action is to address existing roadway capacity deficiencies and to reduce existing and future congestion resulting from the anticipated growth in travel demand.

PROJECT OBJECTIVES

- Accommodate current and future travel demands.
- Address congestion challenges which are anticipated to increase over time.
- Enhance safety.
- Help maintain reliable emergency response and evacuation.
- Support active transportation in alignment with State and County priorities.



In 2020, Kaua'i County had a de facto population of 78,950. The de facto population is projected to increase to 119,460 in 2050. This population increase will result in increased travel demand.

* *De facto population includes full-time and part-time residents.*

** *Source: Population and Economic Projections for the State of Hawai'i to 2050, State of Hawai'i Department of Business, Economic Development and Tourism (April 2024).*

ABOUT THE PROJECT

- Kaumualiʻi Highway (Route 50) connects Līhuʻe to West and South Kauaʻi, serving as a key transportation corridor.
- Corridor improvements were identified in the Kauaʻi Long-Range Land Transportation Plan (May 1997).
- In 2000, an Environmental Assessment was completed, and a Finding of No Significant Impact was issued for the "Improvements to Kaumualiʻi Highway, Līhuʻe to West of Maluhia Road" project, which evaluated the widening of Kaumualiʻi Highway between Līhuʻe and Maluhia Road.
- Widening from Anonui Street to Rice Street was completed in 2015.
- Improvements to the remainder of the corridor were not completed, resulting in continued congestion and travel inefficiencies.
- The environmental study will evaluate improvements from Anonui Street to Maluhia Road, a span of about 5 miles.
- The Federal-Aid Highways 2035 Transportation Plan prioritizes congestion reduction, supporting the need for further improvements.

ENVIRONMENTAL PROCESS & STUDY SCHEDULE

The environmental study will follow procedures specified under HEPA and, because federal funding might be sought, NEPA. The NEPA "class of action" has not yet been determined, but it is currently envisioned that an environmental assessment (EA) is appropriate. An anticipated schedule is shown at right.

PROVIDE YOUR INPUT!

We invite you to share your input to help inform the scope of the Environmental Study, including potential environmental concerns, feedback on the draft purpose and need, alternatives, and local knowledge of the area.

WHAT KIND OF COMMENTS IS THE PROJECT TEAM LOOKING FOR DURING SCOPING?

Environmental concerns, feedback on the purpose and need for the project, alternatives to consider, and local knowledge that may inform the study.

HOW TO COMMENT

Comments must be provided in written form to be considered in the environmental study.

PUBLIC COMMENT PERIOD
August 26 to September 26, 2025

ONLINE COMMENT FORM
www.kaumualiihighway.com
(scan the QR code below to visit!)

EMAIL US
info@kaumualiihighway.com

Letters or written comments on the comment form can be sent via U.S. mail to:

Hawai'i Department of Transportation
c/o HDR
1001 Bishop Street, Suite 400
Honolulu, HI 96813

Please be aware that comments received will become part of the public record and subject to public release.

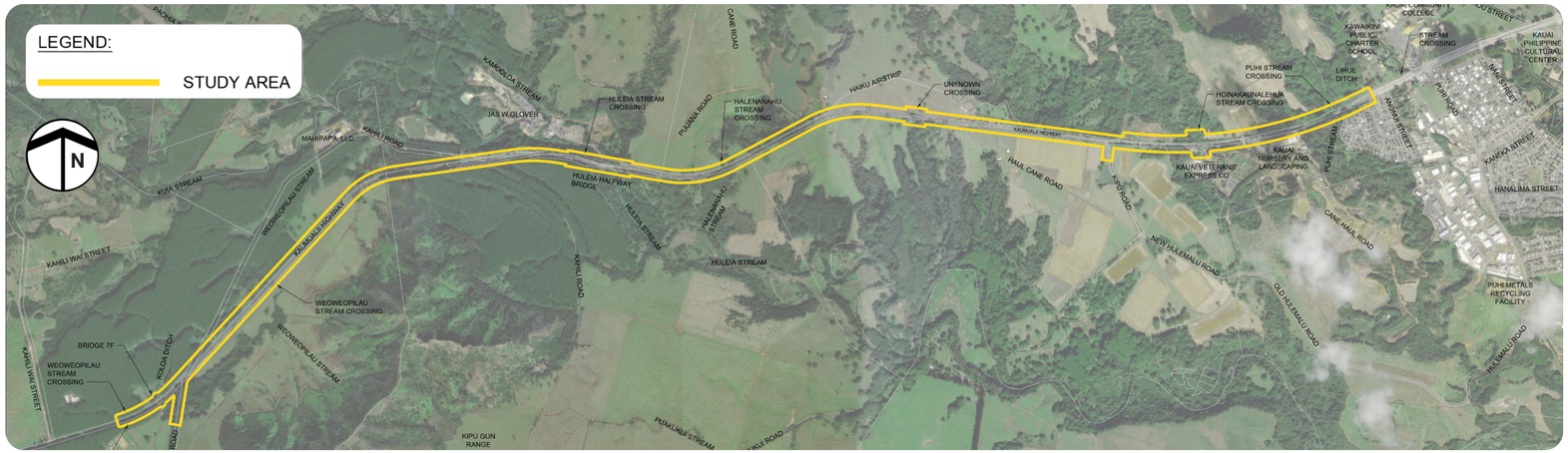
ANTICIPATED PROJECT TIMELINE

2025: Winter | Spring | Summer | Fall
2026: Winter | Spring | Summer | Fall

Refine Alternatives: Feb-Sep 2025

Data Collection & Analysis: Feb-Oct 2025

- **Public Scoping Open House** — Aug 2025 — We are here!
- **Select a Build Alternative & Initiate consultations on any impact to cultural or historic resources and endangered species and their habitats** — Oct 2025
- **Comment period & Public meeting on the Draft Environmental Study** — Mar 2026
- **Issue "decision document"** — Oct 2026



FUTURE TRAVEL CONDITIONS WITHOUT IMPROVEMENTS, YEAR 2050