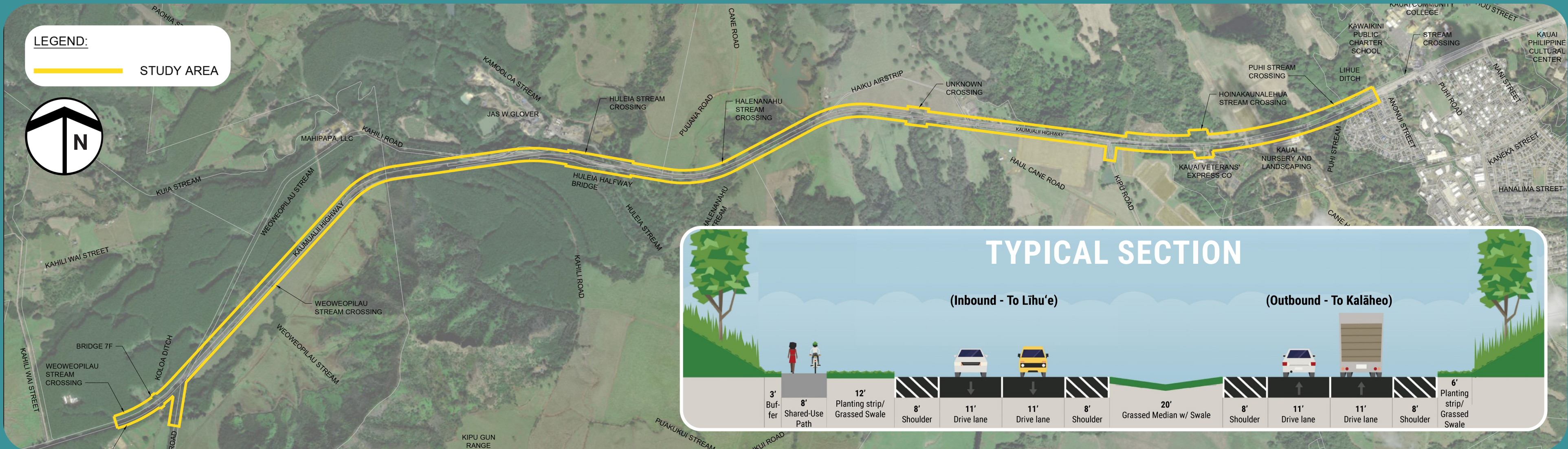


# PROJECT SCOPE, OBJECTIVES, & GOALS

## Kaumuali'i Highway Improvements / Anonui Street to Maluhia Road

### PROPOSED ACTION

The Hawai'i Department of Transportation, in cooperation with the Federal Highway Administration, is preparing an Environmental Study to evaluate improvements to Kaumuali'i Highway (Route 50) from Anonui Street to Maluhia Road.



### PROJECT OBJECTIVES



Accommodate current and future travel demands



Address congestion challenges which are anticipated to increase over time



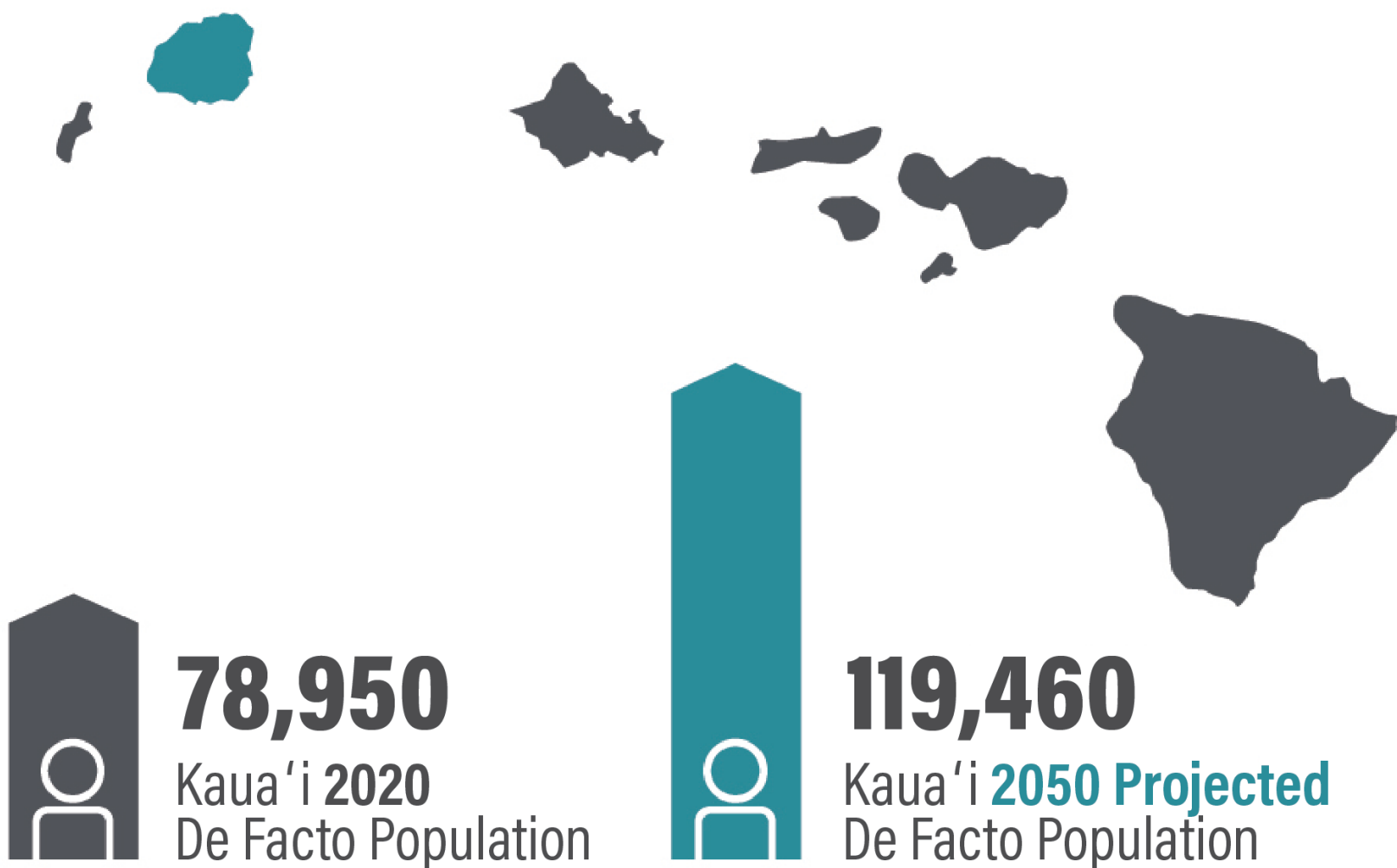
Enhance safety



Support active transportation

### Draft Purpose and Need

The proposed action would address existing roadway capacity deficiencies and reduce existing and future congestion due to the anticipated growth in travel demand.



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 increase in population will result in increased travel demand.

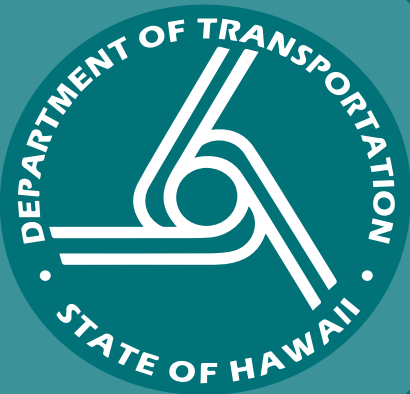
\* De facto population includes full-time and part-time residents.

\*\* 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

- Kaumuali'i Highway (Route 50) connects Līhu'e to West and South Kaua'i, serving as a key transportation corridor.
- Corridor improvements were identified in the Kaua'i 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 Kaumuali'i Highway, Līhu'e to West of Maluhia Road" project, which evaluated the widening of Kaumuali'i Highway between Līhu'e 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.





# PROJECT SCOPING PERIOD

## Kaumuali'i Highway Improvements / Anonui Street to Maluhia Road

### GOALS OF THIS PUBLIC SCOPING PERIOD:

Gather agency and community input to help inform the scope of the environmental study.

#### Your comments will help:

- Identify issues or potential impacts to communities in and surrounding the approximately 5-mile corridor of Kaumuali'i Highway proposed for improvements.
- Inform the project team of key transportation issues to consider as we refine the Purpose and Need and develop a proposed action and potentially feasible alternatives for evaluation.
- Focus the topics analyzed in the environmental study on key issues of concern.

#### We want your input on:

- The preliminary purpose and need of the project.
- Observations about existing conditions and future transportation needs.
- Key environmental concerns.
- Potential impacts to the community and natural environment.
- Knowledge of the Study Area.
- Identification of key transportation issues along the corridor.
- Feedback on the Proposed Action and preliminary alternatives.
- Suggestions for alternatives or design considerations.

### 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

Visit [www.kaumualiighighway.com](http://www.kaumualiighighway.com)



#### Email Us

[info@kaumualiighighway.com](mailto:info@kaumualiighighway.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

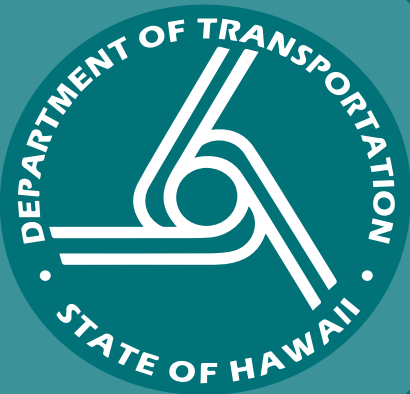


Please be aware that comments received will become part of the public record and subject to public release.

Scan this QR code to go directly to our website and comment form!







# ENVIRONMENTAL STUDY

## Kaumuali'i Highway Improvements / Anonui Street to Maluhia Road

### What are NEPA and HEPA?

The National Environmental Policy Act of 1969 (NEPA) is a federal law that requires federal agencies to assess the environmental effects of their proposed actions before making a final decision.

The Hawai'i Environmental Policy Act (HEPA) (Chapter 343, Hawai'i Revised Statutes) is Hawai'i's state law that requires state and county agencies to assess environmental impacts of proposed actions within Hawai'i before proceeding.

HEPA establishes a similar process to NEPA at the state level to ensure environmental, cultural, and community considerations are addressed in decision-making.

Public involvement is integral to the environmental study process to ensure transparency and to help decision makers understand key issues and diverse perspectives in their decisions related to public investments.

### Environmental Study Process

The environmental study will follow procedures specified under HEPA and, because federal funding might be sought, NEPA. This process includes the following steps:

- Gather input from the public, agencies, and other stakeholders.
- Establish a purpose (solution) and need (problems) for the project.
- Define the details of the proposed action and alternatives.
- Evaluate environmental impacts of the proposed action and compare them with no action conditions.
- Select an alternative that balances transportation needs with environmental impacts.

The NEPA "class of action" has not been determined at this time but it is currently envisioned that an Environmental Assessment is appropriate.

### ENVIRONMENTAL STUDY TOPICS

This environmental study plans to assess the Proposed Action's impacts on the following resources:



Archaeological Sites



Biological Resources



Climate and Air Quality



Construction Impacts



Cultural Resources



Historic Built Environment Resources



Land Use and Zoning



Noise



Parks and Recreation



Public Services and Health



Socioeconomics



Solid Waste and Hazardous Materials



Transportation

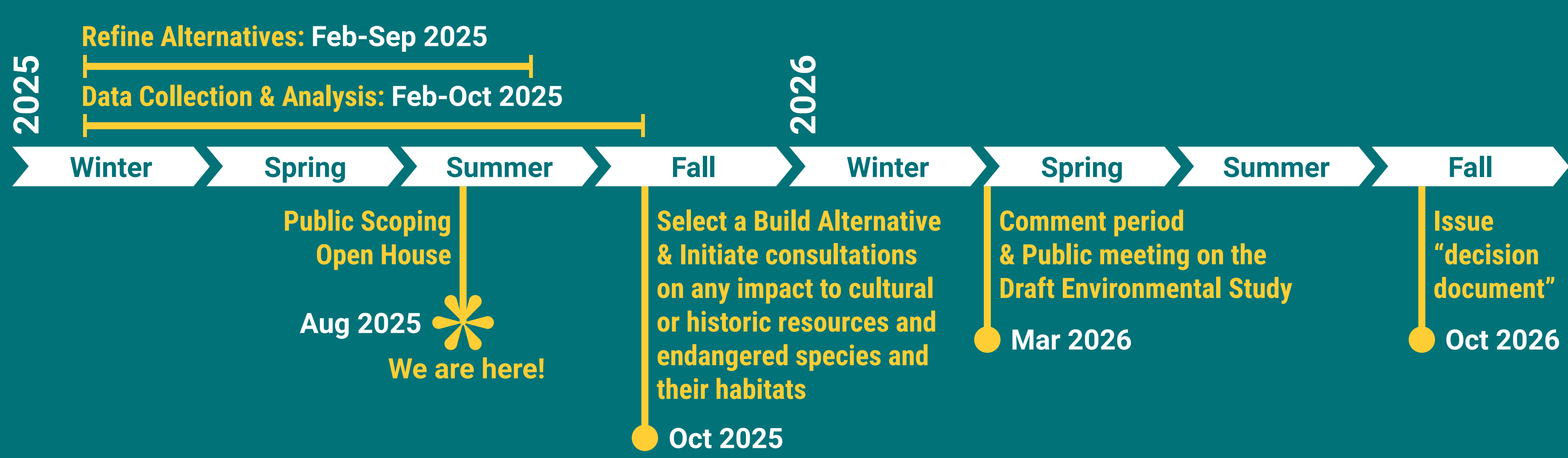


Utilities and Infrastructure

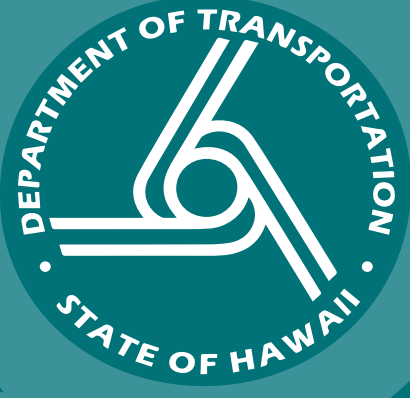


Visual Resources

### ANTICIPATED TIMELINE







# FUTURE TRAVEL CONDITIONS WITHOUT IMPROVEMENTS, YEAR 2050

## Kaumuali'i Highway Improvements / Anonui Street to Maluhia Road

### PEAK HOUR QUEUES WITHOUT IMPROVEMENTS, YEAR 2050

Without highway improvements, AM and PM peak hour traffic queues are projected to increase.

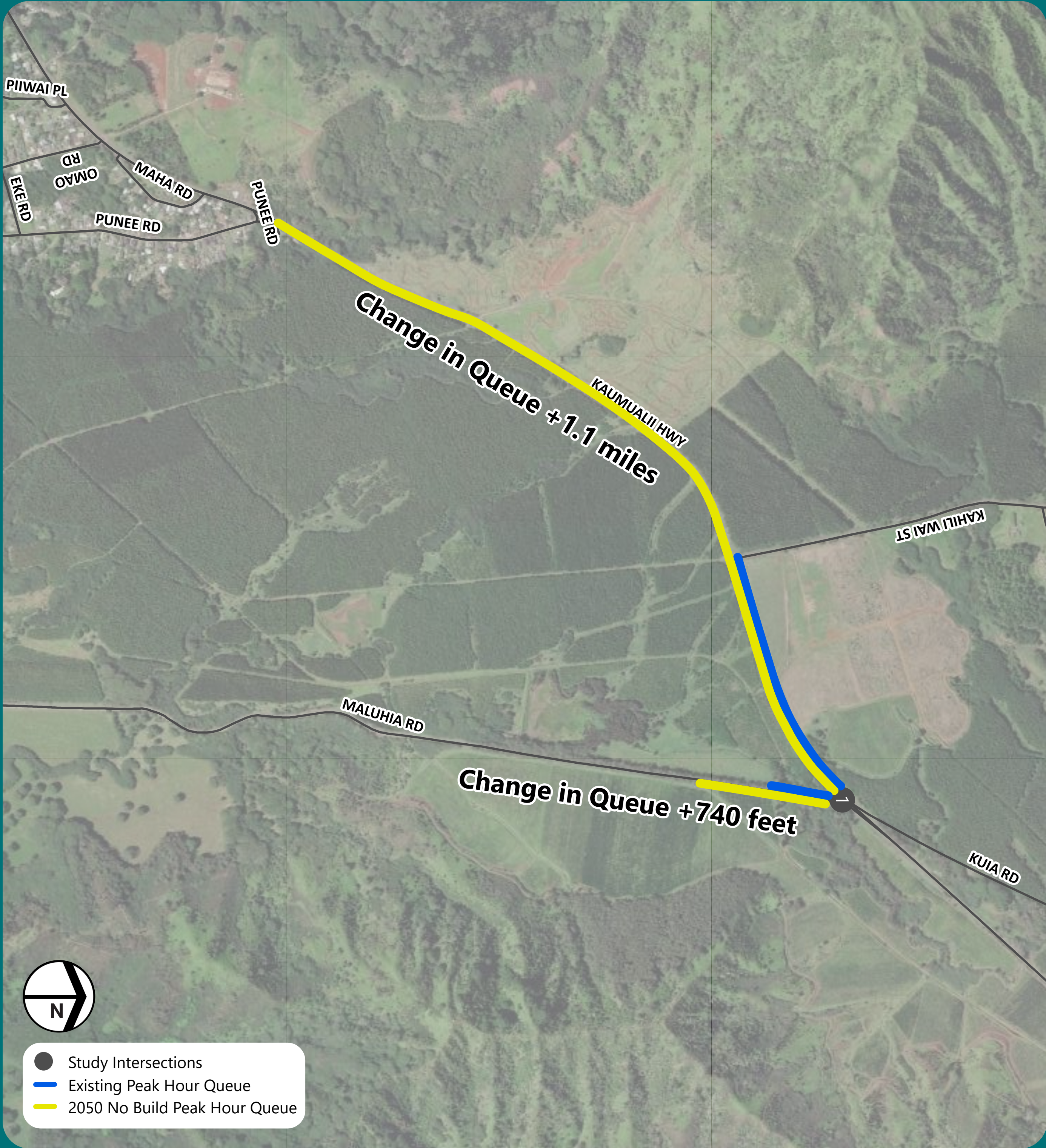
#### AM Peak Hour

6:00 to 9:00 AM

Maluhia Road  
Intersection



Traffic queues are projected to increase by up to **1.1 miles**



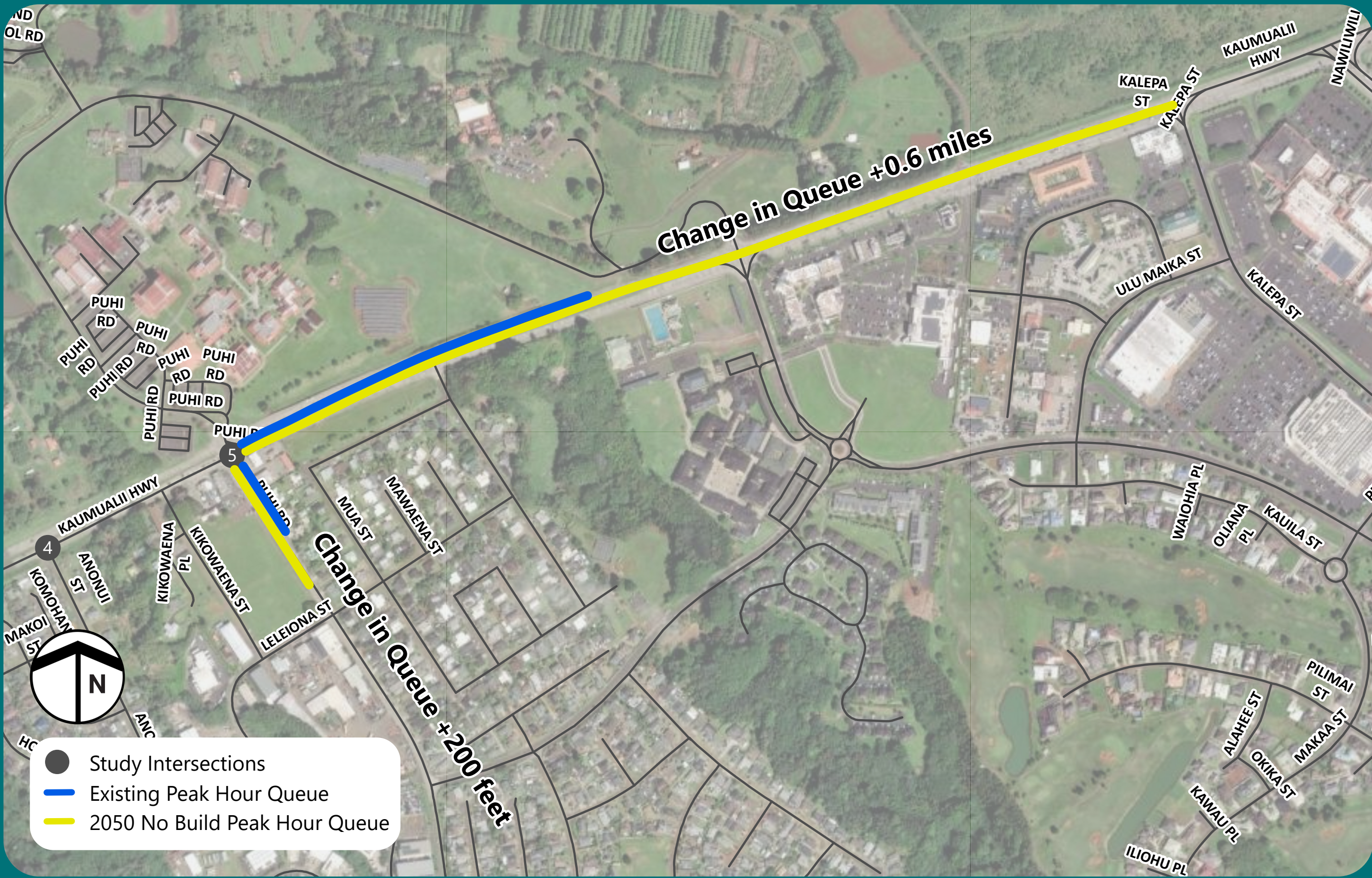
#### PM Peak Hour

3:00 to 6:00 PM

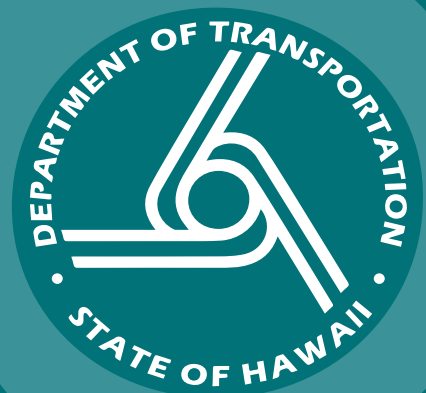
Puhi Road  
Intersection



Traffic queues are projected to increase by up to **0.6 miles**



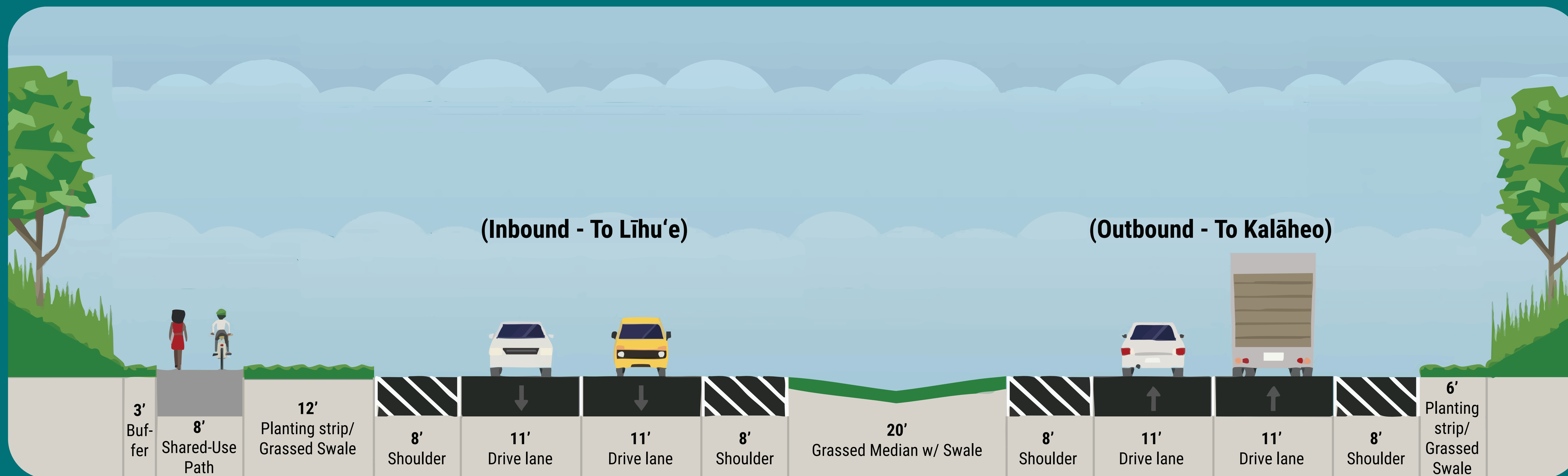




# PRELIMINARY BUILD ALTERNATIVE

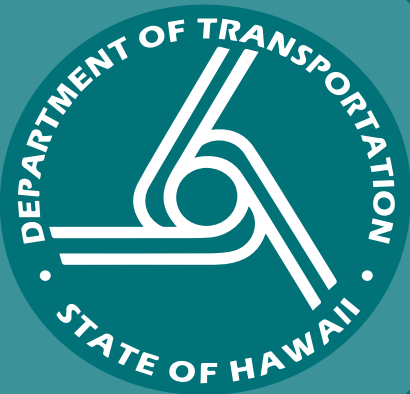
Kaumuali'i Highway Improvements / Anonui Street to Maluhia Road

## PRELIMINARY BUILD ALTERNATIVE: FOUR-LANE WITH MEDIAN



- Widen Kaumuali'i Highway to four lanes with a center grassed median.
- Include a shared use path on the makai side of the highway.
- Other features: roadway shoulders, planting strips, and buffers.

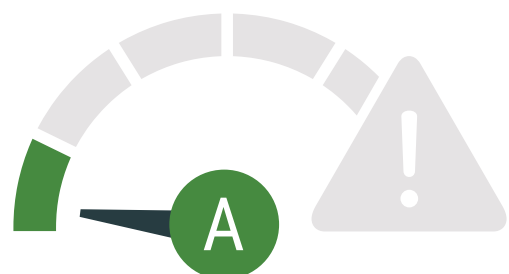




# LEVEL OF SERVICE AT AM PEAK HOURS

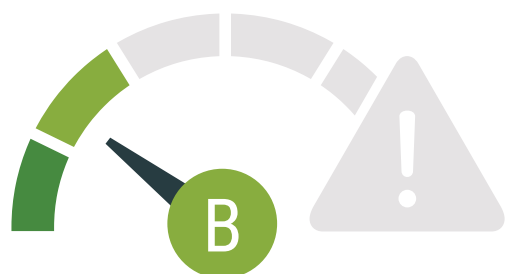
## Kaumuali'i Highway Improvements / Anonui Street to Maluhia Road

### LEVEL OF SERVICE (LOS) CATEGORIES



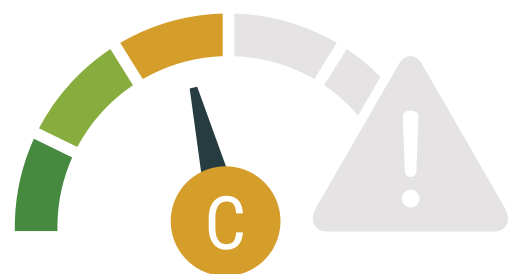
#### FREE FLOW

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



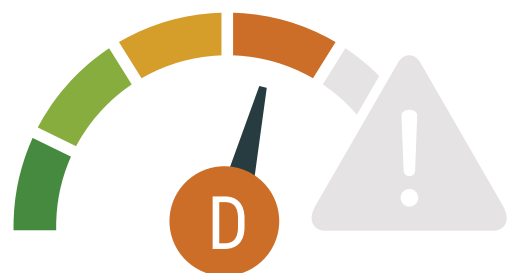
#### STABLE FLOW

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.



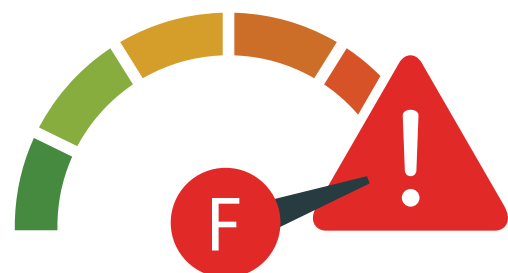
#### APPROACHING UNSTABLE FLOW

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.



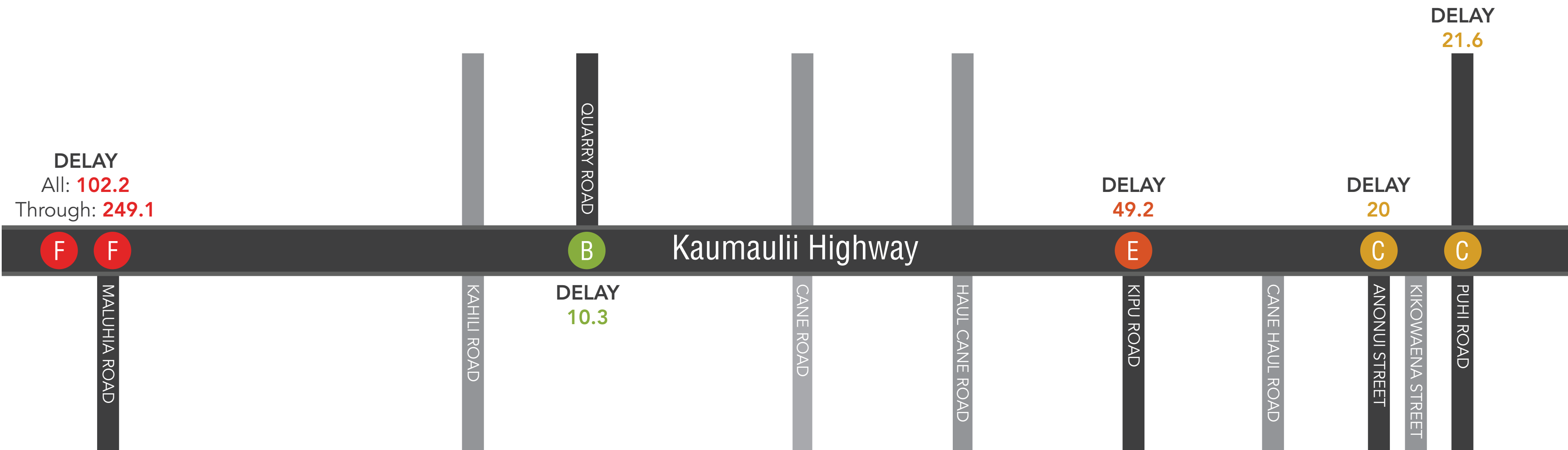
#### FORCED OR BREAKDOWN FLOW

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

### DELAYS AT STUDY INTERSECTIONS

#### AM Peak LOS Existing

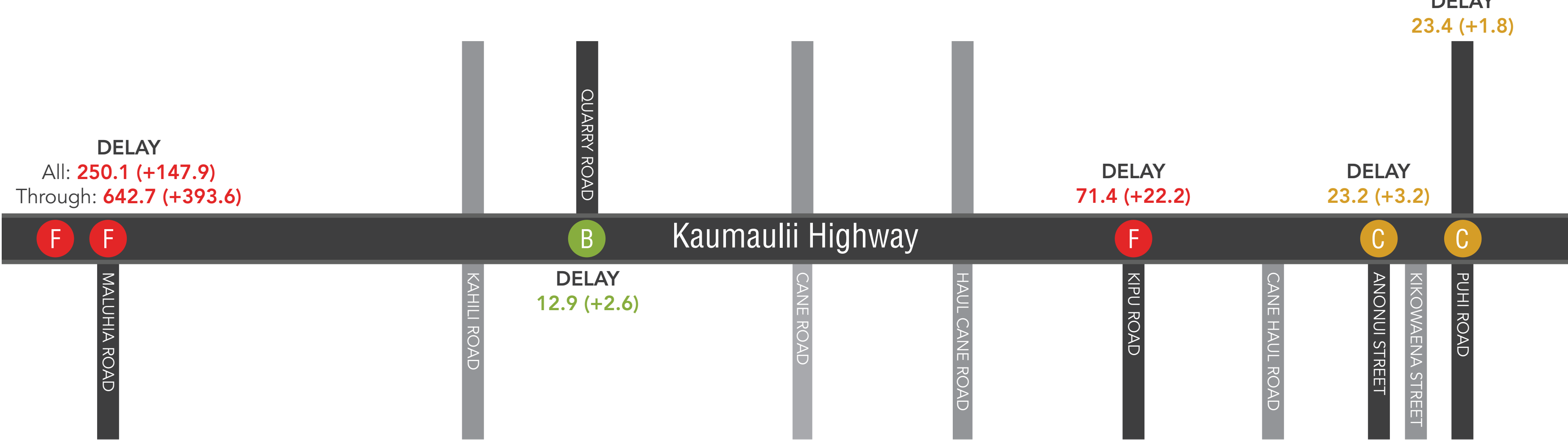
PRIMARY TRAFFIC DIRECTION: EASTBOUND ►



\*DELAYS MEASURED IN SECONDS

#### AM Peak LOS Future (No-Action)

PRIMARY TRAFFIC DIRECTION: EASTBOUND ►

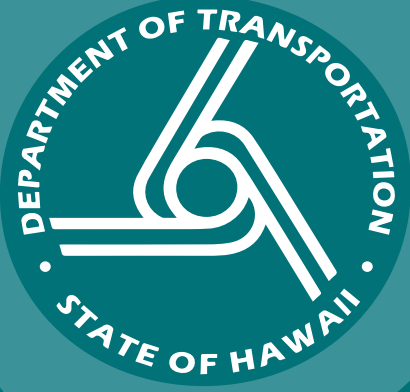


\*DELAYS MEASURED IN SECONDS

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

NOTE: FOR SIDE-STREET STOP-CONTROLLED INTERSECTIONS (QUARRY, KIPU, ANONU), 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.

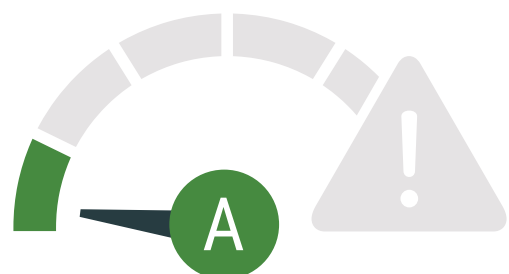




# LEVEL OF SERVICE AT PM PEAK HOURS

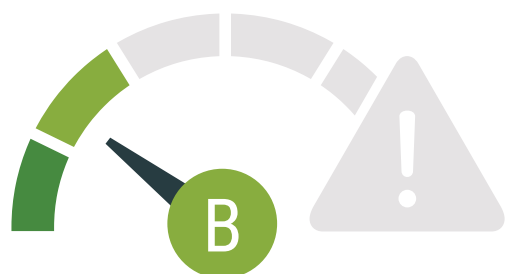
## Kaumuali'i Highway Improvements / Anonui Street to Maluhia Road

### LEVEL OF SERVICE (LOS) CATEGORIES



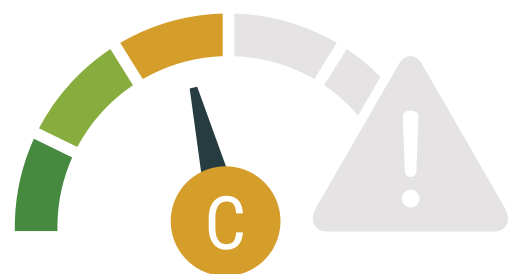
#### FREE FLOW

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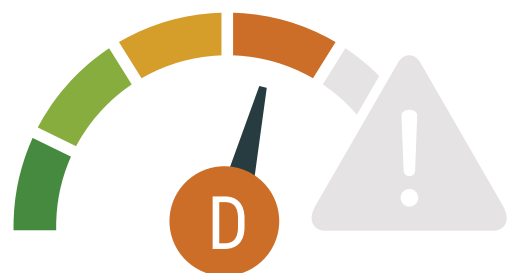
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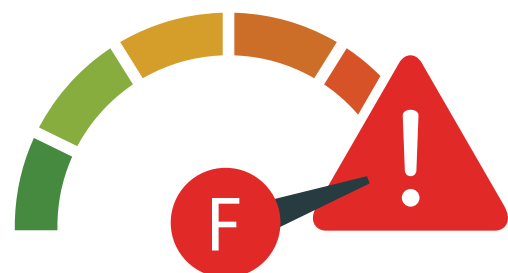
#### APPROACHING UNSTABLE FLOW

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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.

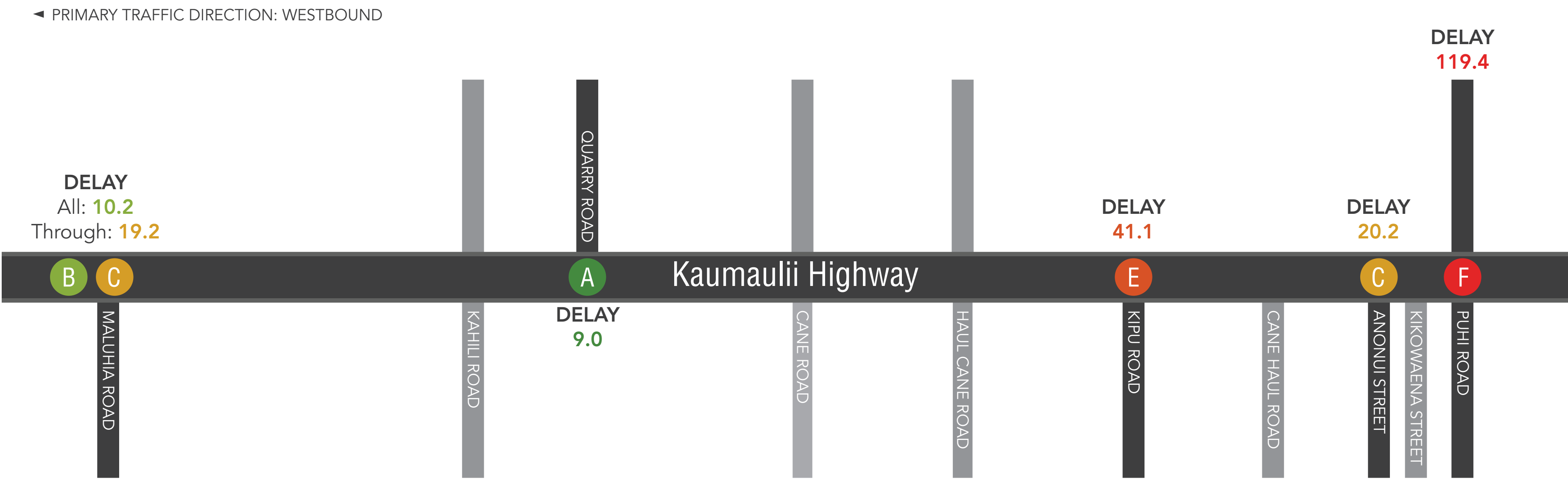


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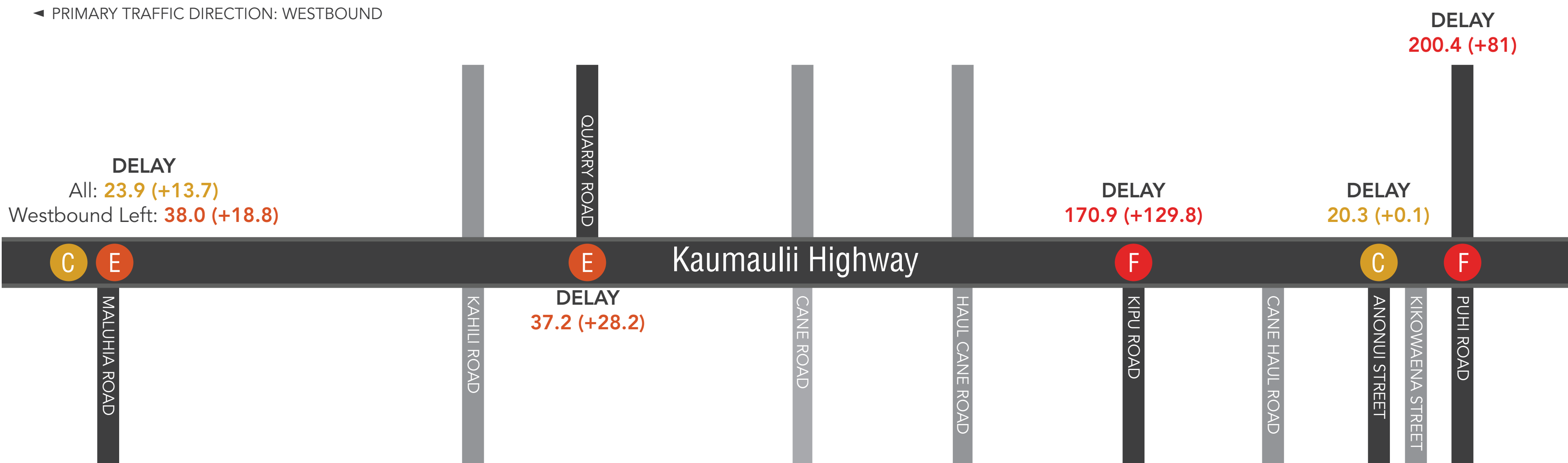
### DELAYS AT STUDY INTERSECTIONS

#### PM Peak LOS Existing



\*DELAYS MEASURED IN SECONDS

#### PM Peak LOS Future (No-Action)



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