

Meeting Notes

December 15, 2011 TAC Meeting (Teleconference)

1

Kauai Multimodal Land Transportation Plan

Attending:

- Celia Mahikoa, County Executive on Transportation
- Jeremy “Kalawai’a” Lee, The Kauai Bus
- Marie Williams, County Planner
- Barbara Pendragon, County Housing
- Lyle Tabata, County Public Works
- Ted K. Blake, Project Consultant
- Jim Charlier, Project Consultant
- Patrick Picard, Project Consultant

Project Update – Onboard Bus Survey Results:

- Just wrapped up bus survey
- Five volunteers conducted onboard bus surveys across Kauai
- Brief summary of notable findings from the bus survey:
 - West Side and Koloa-Poipu-Kalaheo riders using the bus between those districts as much as to get to/from Lihue
 - North Shore and East Side patrons primarily using the bus to get to/from Lihue
 - Very few riders using the bus to go across Lihue
 - Majority of people walked to access bus
 - Frequency of bus is the most important service characteristic for riders, (cleanliness of buses and whether a transfer is needed is least important)
 - More bus shelters, more frequent weekday and weekend service, and safer pedestrian facilities around bus stops are most desired changes for the future
 - WiFi, luggage/surfboard racks, and more park-n-rides least desired changes
 - Most surveys collected between 9AM and 3PM on weekdays, fewer surveys than desired collected during peak periods
- Comments:
 - Were demographics collected?
 - Gender (even split between male and female)
 - Age (most riders were 16-65 yrs in age, only 10% older or younger)
 - Surveyors commented that there were a fair number of Filipinos using the bus and although they were able to survey some, the language barrier made it difficult to survey others and there was concern they may not have been adequately represented
 - The reason WiFi was not strongly desired is likely a result of more people using smartphones, and GPS tracking systems seemed to be more important to tech savvy riders than WiFi
 - The results of the bus survey is important data, particularly trip characteristics, glad we did this
 - Would like to get more surveys from the peak hours
 - Would like to make sure we get a better representation of the Filipino population



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2

Kauai Multimodal Land Transportation Plan

- Will conduct another round of surveys soon to increase sample of Filipino and peak hour riders in survey (Ted and Kalawai'a volunteered, may need one more - Patrick to organize)
- May get more "through" bus riders if more surveys are done during the peak hours

Preliminary Program Summaries

- These "tree top" elements will form the basis of the MLTP
- These will serve as a guide for the county and will be used to get feedback from the public during the February workshops

Transit Program Summary:

- *Transit Planning* – We are not making organizational recommendations, but the County will need a more robust planning process to get where they want to be in the future
- *Pass Program* - Recommending an expanded employee/student pass program similar to KCC pilot study – will be a useful tool for The Kauai Bus in managing rate of growth in ridership
- *Circulator Service* – Expand in an incremental basis to help feed commuter routes
- *Commuter Routes* – Given high ridership levels this may be a high priority
 - Should there be standard operating procedures with criteria as we move forward? The transportation plan will be stay at a "tree top" level, dealing with general/bigger issues and less detail, but for some high priority and short term topics the plan will dial down into an action plan with more definition
- *Fleet Conversion* – Recommend transitioning bus fleet from diesel fuel to an alternative source that is more economical and resilient.
 - A more in depth study is being done given the relative importance of this program element.
 - Interim and long term strategy for powering bus fleet – this is one example of diving down to more detail for a program element that is of high priority
 - Change in fleet fuel source could reduce air pollution
- *Park-n Rides* – Park-n ride facilities would increase access to The Kauai Bus in certain areas. The County should add expand facilities in specific parts of the island where that make service available to more residents
- *Fleet storage* – Basic satellite storage facilities for buses on other parts of the island to reduce O & M costs associated with deadhead miles and free up space at Lihue facility
 - Perhaps a site is available for a bus storage facility near Kauai Lagoons? No, that site is not available, as it is needed for other uses.

Bicycle Program Summary



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3

Kauai Multimodal Land Transportation Plan

- *Bicycle Planning* – County will need to prioritize what is most important and feasible: Bike lanes? City pair trails? etc.
 - The County will likely be hiring a transportation planner specifically focusing on bicycle and pedestrian planning – that person’s job would probably be guided by this plan. Maybe we should then put more emphasis on this aspect of the plan.
- *Recreational Biking* – Kauai has the potential to be a great recreational biking place, but is that desired?
 - There are places that exist for biking, but not always advertised because of liability, environmental issues, or private property.
 - Do we want a plan element for tourism? – We may need to have a discussion on how tourism on Kauai relates to the natural environment.
 - Bike oriented tourism would be beneficial to reducing traffic, helping Kauai Bus ridership, and supporting local bike businesses.
 - Sections of the state highway system have “bike route” signs, but these facilities are not actually that useful. We need to build the bicycle infrastructure up before promoting bicycling as a tourist activity.
 - Bus routes to town pair trails could be a great idea for attracting tourists; however we do not want to promote extreme bicycling on fragile lands.
 - We should maybe leave tourism to the general plan. It may not be efficient to pursue the goal of getting tourist out of cars yet.
 - The County is starting a pilot program for a walking path in Lihue

Next Steps:

- *Plan Elements* – identify important elements (prioritization), then estimate costs.
- TAC members should closely review the Transit, Bicycle and Pedestrian program summaries (and others when they are posted) before the next meeting in January.
- Would like to get a consensus of what elements of each program are important and not important as the planning process moves forward.
- Another round of onboard surveys will be conducted in the next week or so to capture peak hour riders.
- Next TAC meeting: morning of Thursday, January 12th.
- Next public workshops: weeks of February 13th-24th, specific dates still being finalized.

