

A total of 72 people attended the five workshops put on for the Kaua'i Multimodal Land Transportation Plan over two weeks in February, 2012. The goal of the workshops was to present the proposed components of the plan and gather feedback from the public. The workshops included several different ways for participants to contribute their opinion. These included:

- Comment cards
- A “dots” exercise where participants placed dots on the proposed program action items that should have the highest implementation priority
- A “Kaua'i bucks” exercise where participants used fake money to invest in the proposed programs as they saw fit
- General discussion where participants were given the opportunity to talk amongst each other and with project staff

This document summarizes the feedback that was received during these five public workshops, which will be incorporated in the final plan expected to be completed in May, 2012.

Proposed Goals & Objectives Comments:

- 91% said the plan was on the right track
- Common aspects people liked about the approach:
 - The goals are comprehensive (cover many users)
 - Multimodal - the focus of the plan is on all modes, not just automobiles
- Common aspects people did not like about the approach:
 - There was concern that not enough people were being reached in the planning process
 - There was concern about how to fund the implementation of the plan
 - Some suggested the plan should prioritize maintaining the scenic beauty and rural character of Kaua'i to a greater degree

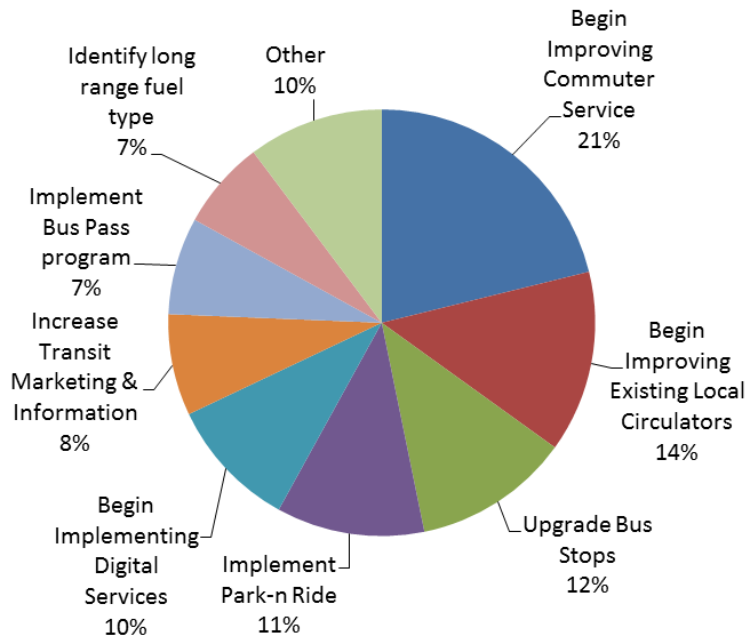
2020 & 2035 Scenario Comments:

- 76% agreed with the scenario analysis presented and 88% said that the County should work to implement the “preferred scenario”
- There were many comments suggesting the plan be more aggressive in reducing Single-Occupant Vehicle (SOV) mode share and increasing transit mode share
- There were many positive comments supporting the idea behind the preferred scenario
- Some of the reasons people disagreed with the analysis:
 - Not sure zero VMT growth is possible
 - Would like to reduce congestion
 - Transit mode share should increase more than in the preferred scenario
 - Concerned only low income residents would be forced out of vehicles



Transit Program Feedback:

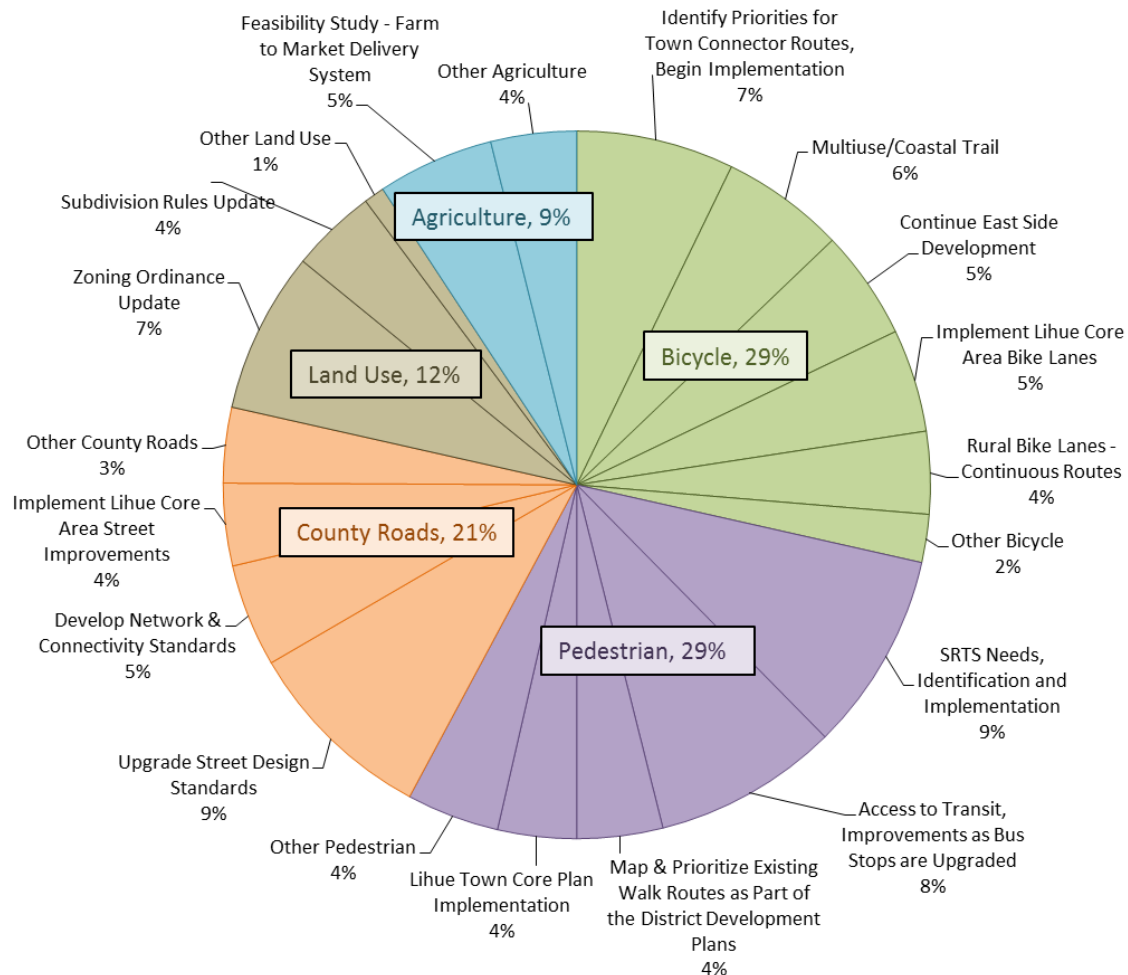
When asked which action item from those proposed for the *Transit Program* should have the highest priority, this is how people voted.



- “Begin Improving Commuter Service,” which includes increasing service frequency, extending the hours of service, and relocating stops to the main highway of mainline routes, was voted the highest priority action item (receiving 21% of votes) of those proposed in the transit plan
- “Implement new park’n ride facilities” and “identify long range fuel type for The Kaua’i Bus” were the two action items not proposed as a short term priority by staff, but were indicated as a high priority by the public



Feedback on Other Proposed Programs:

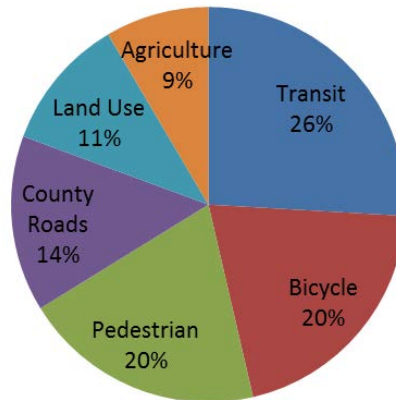


- Of the programs (other than the transit program) the bicycle and pedestrian programs received the highest support for short term priorities, accounting for almost 60% of all the green dot votes during the workshops
- The five individual action items that received the most green dots for what should have the highest priority, and which account for 40% of all green dots used, are (in order):
 - PEDESTRIAN – SRTS needs, identification and implementation (9%)
 - COUNTY ROADS – Upgrade street design standards (9%)
 - PEDESTRIAN – Access to transit, improvements as bus stops are upgraded (8%)
 - LAND USE – Zoning ordinance updates (7%)
 - BICYCLE – Identify priorities for town connectors; begin implementation (7%)
- These action items were not proposed for short term implementation by staff, but received a high number of votes at the public workshops:
 - BICYCLE – Multiuse/coastal trails (6%)
 - PEDESTRIAN – Map & prioritize existing walk routes as part of the District Development Plans (4%)
 - BICYCLE – Rural bike lanes (4%)



Kauai Bucks Exercise:

When given money to spend among the six programs proposed in this plan and using anonymous ballot boxes, this is how workshop participants spent their money.



Variation between workshops

Workshop	Transit	Bicycle	Pedestrian	County Roads	Land Use	Agriculture	TOTAL
Koloa-Poipu-Kalaheo	33%	17%	21%	13%	3%	12%	100%
West Side	28%	34%	24%	8%	2%	4%	100%
Lihue	32%	28%	22%	8%	6%	5%	100%
North Shore	12%	22%	20%	25%	14%	8%	100%
East Side	27%	15%	18%	14%	16%	10%	100%
All	26%	20%	20%	14%	11%	8%	100%

- West Side: Highest percent went toward the bicycle program, while land use and agriculture received much lower investments than the other districts
- Kōloa-Poi'pū-Kalāheo: Highest percent by far went toward transit; agriculture received a higher ranking than the other districts
- Līhu'e: Highest percent went toward transit; ped./bike programs also ranked high
- East Side: Highest percent by far went toward transit; relatively even between the other programs
- North Shore: Highest percent went toward County Roads, while transit received a much lower ranking than the other districts; land use was also ranked higher than other districts



Feedback by District

West Side:

- Transit program priorities:
 - Improve commuter service
 - Upgrade bus stops
- Strong bicycle and transit support
- Strong support for a West Side trail (Kekaha-Waimea)
- Support for making bus passes available for purchase online
- Would like a high school bus pass program
- Would use the bus more often if it was safer and more inviting to walk in Līhu'e
- More frequent bus service desired

Kōloa-Poi'pū-Kalāheo:

- Transit program priorities:
 - Improve commuter service
 - Improve local circulators
 - Upgrade bus stops
- A lot of support for reducing SOV; would like the plan to reduce SOV by even more
- Would like to see more separated bike trails as oppose to bike lanes
- Would like to maintain two lane streets
- Support for missing link connectors
- Support for streamlining mainline bus routes
- Support for updated street design standards and network connectivity
- Strong support for agriculture program – farm to market delivery
- Need to prioritize safe bus, bicycle and pedestrian routes for kids (SRTS)
- More frequent bus service desired

Līhu'e:

- Transit program priorities:
 - Improve commuter service
 - Identify a long range fuel type
 - Implement digital services
 - Improve local circulators
- Strong support for implementing the pedestrian and bicycle provisions of the Līhu'e Town Core Plan
- Support for improving access to transit
- Safe Routes to School (SRTS) ranked as a high priority
- Support for mapping existing social trails
- Support for concentrating development into higher density walking environments
- Support for preserving undeveloped land (urban growth boundaries)



East Side:

- Transit program priorities:
 - Improve commuter service
 - New park'n rides
 - Upgrade bus stops
- Strong support for East Side trail continuation
- Strong support for Safe Routes to School (SRTS)
- Support for improving pedestrian access to bus stops
- Strong support for upgrading street design standards
- Support for a feasibility study of a farm-market delivery system
- Support for a zoning ordinance update
- Would like more direct bus service to East Side
- Consider a way to implement bus/SOV express lanes or toll to pay for increase in transit service

North Shore:

- Transit program priorities:
 - Improve local circulators
 - New park'n rides
 - Improve commuter service
- Support for rural bike lanes, town connector trails and multiuse paths
- Support for Safe Routes to School (SRTS)
- Support for upgraded street design standards
- Support for zoning ordinance update
- Would like to improve queuing on the Hanalei Bridge
- Would like wider shoulders to walk and bike through Hanalei
- Would like a shuttle bus service Hā'ena to Princeville, but not sure how it would work



Appendix A: Goals & Objectives Comments

February 2012 Public Workshop Voting Results

Are we on the right track?	What do you like best about this approach?	What do you like least?
Koloa-Poipu-Kalaheo		
Yes	Goal 2, all others are equally important. Good Job	
Yes	Goal 5 and 6	
Yes	Goal 1 b, c, & d. Goal 4 a,b,c,d, & e. Goal 6 e. Goal 7, maintenance is VERY important.	Goal #2
Yes	Comprehensive framework for guiding decision making.	A lot to do, but really important to keep all of the points in mind in the coming years.
Yes	Partial to goals 3 & 8, workable, identifies needs.	Use of biodiesel.
No	Need to find a process to get truthful community input.	I really want to advocate for Koloa/Poipu walk and bikeways - even through the tree tunnel to Lihue via bike.
West Side		
Yes	Being able to see your ideas in a way that's concise - and allowing us to vote so it feels like we have a voice! Money part was FUN! Food and candy was a bonus!	It was all great! Fun process!
Yes	The multimodal approach. Up to now the focus has been on automobile traffic. Walking and biking needs to be part of the approach.	How wealth has been shared. The East has got the focus, particularly with the multi-modal path. Would be nice if the \$3M going towards the add-on spur in Kapaa went to starting a part of the West Side Path system.
Lihue		
Yes	Proposed objectives do mirror community concerns I have heard. Thank you for listening.	
Yes	Goals 2, 3, & 4.	More emphasis of short trip lengths from far ends, Hanalei and Waimea.
Yes	Goals 1, 3, 4 & 6.	
Yes	The careful distinction between goals and objectives.	Limited measures for the objectives. Somewhat lacking the social and entertainment value of effective transportation.
Yes	The approach spans a wide range of impact areas such as economy, health, jobs, etc. and tries to balance all of the needs of Kauai.	This input comes only from those attending the meeting in person. There should be an online system that accepts these same comments. Different organizations should encourage their members/constituents to comment - offer drawings (provided by the org.) as incentives.
Yes	Goal 4. Goal 2. All the goals together seem comprehensive.	Somehow need more consumer involvement.
Yes	Like the multiple boards.	Don't see in the objectives that any/all systems must be beautiful - meaning roads/paths need to reflect the GARDEN island - greenery - not hacked - no ugly guardrails etc. The experience of transportation should enhance life. Also, why does agriculture and economic sectors have its own goals/objectives when education does not? The needs of transportation related to school is key.
Yes	Thorough, specific objectives. Integrates environmental, health goals with mobility goals.	Not sure how we are going to fund these goals and objectives. Also concerned about how to garner required public support.
Yes	Love all goals except 2. It doesn't come from the same framework. Focus on people's priorities.	
Yes and No	If goals are in idea of priority, I don't agree. Goals 5 and 6 are most important.	
Yes	Widespread angle of importance.	Some people have different priorities than I do. Imagine!

East Side		
Yes	Bike path, free bus, harder on cars.	
Yes	Slowing road construction.	Lack of attention to innovation in use of permeable materials, trees, storm water runoff, etc.
Yes	I appreciate that the plan takes a broad approach and includes atypical issues.	
Yes	Visual proposed programs; especially transit.	
Yes	Looks good. Appreciate the meetings and dialog	Don't see specifics on how this be accomplished so may appear as wishful thinking or general.
Yes	Not sure how you do goal 2 AND all the others - seems to be a conflict.	
Yes	Open to ideas from the public.	
Yes		
North Shore		
Yes	You are here in person offering experience and wisdom.	
Yes	Mode share, multi-use paths, and smart phone transit integration.	
Yes and No		
Yes	Talking to different communities.	Bike/ped connectivity to "place" - neighborhood centers, libraries, parks, schools and commercial centers (stores). Suggestion: Frame goals within "community values," i.e. goal 8 plus maintain rural character, keep lifestyle, etc. Suggestion: Use term "sustainability" to describe environmental, economic, and social benefits.
Yes	It is inclusive and recognizes differences in different areas of the island. Gradual change to use less gas per capita.	It is not practical to use walking and biking as a useful means of transportation when services and destinations are so spread out.
Yes	The focus on multimodal transportation and the emphasis on improved transportation for all users, i.e. business, recreation, agriculture, etc.	What I would add is an arm of the transportation system aimed directly at tourists and subsidized by hotels/timeshares. This would provide transportation from airport to hotels eliminating the need for rental cars, decreasing traffic, and increasing use of existing transportation (buses) for short trips.
		Goal 6 is misguided. Transportation system should operate at least-cost, regardless of fuel.
Yes	Talk story approach. Your comment that adding more lanes only continues the same problem. It's happened everywhere. Stop the madness. Add mass transit and the rest to relieve the congestion. Please, I think this is so important. (Has anyone actually studied the delay of the construction vs. the time saved after the construction taking into account that the same old congestion is either back in 6 months or simply moved to a new location?)	Discussion getting off on tiny issue like the bridge courtesy.

Appendix B: 2020 & 2035 Scenario Comments

February 2012 Public Workshop Voting Results

Do you agree with the analysis?	Explain:	Should the County work to implement the "Preferred Scenario"?
Koloa-Poipu-Kalaheo		
Agree	Good step in the right direction, wish it could be even more, but decreasing MOA/SOV by 16% is no small step.	Yes. It may need some tweaking/updating as you implement it, but this is the right direction.
Agree	More reduction in SOV.	Yes.
Agree	Do need more emphasis to reduce SOV.	
Disagree	Transit should be bigger, SOV and MOA should shrink.	Yes, but more so.
Agree and Disagree	Scenario planning does not include impacts of "high" and "low" petroleum initiation (Recognizing the challenges of doing so).	Yes.
West Side		
No scenario comment cards received at this workshop		
Lihue		
Agree		Absolutely.
Agree	While I agree and the preferred is preferable I am not sure it can be achieved without major improvements to roads. Buses will be stuck in traffic.	Unless we can give buses priority routes or lanes. For example, 4 lanes from Kapaa to Lihue, but use one lane for buses, 2 for cars going south and 1 going north.
Agree	We cant stay the status quo without paying the full	Yes
Agree		
		Yes. No tolerance for current DOT status quo.
Agree		Yes.
Agree	Very valuable (though hard to take) data. Very well presented. Shows us the BIG challenge we have.	Yes!
East Side		
Agree	The problem I see, being on the island for a short time, is the heat and intense sun. There were times when I should have taken the bus, but it was too hot to walk to it.	Yes.
Disagree	Not sure you can get zero vehicle mile growth.	No. Need to be sure this does not negatively impact lower income or "local" groups. Are only the more privileged people going to be using their vehicles?
Agree	Amazing that transit is still such a small percentage in the preferred. Can it be bigger?	Yes. How does cost/ and availability of oil affect scenarios?
Disagree	Is it possible to attempt to reduce vehicle congestion? It seems to me the two scenarios at least keep current levels the same when the traffic volume is already too much. Although I also value some rural emphasis, a middle ground might work - keep two lane roads and add more bypasses, another 2 lane and 2nd bridge mauka of Kapaa/Wailua hwy? Park-n-ride lots on some of the land so more bus stops are used and made accessible.	
Agree		Absolutely.
Disagree	Cant comprehend while standing and looking.	Probably.

North Shore

	<p>For the Hanalei area it would be highly unlikely to bike or walk to Kapaa or Lihue. It seems like the mode share focuses on urban, not rural areas. I'm sure that taking the bus from Hanalei to Lihue would work if you were on an "errand day" vs. "going to a meeting day." I think people who live in Hanalei walk in Hanalei to do errands, etc. But unlikely they would even consider walking to Princeville to the bank or Foodland.</p>	
Agree	Need to improve long-term sustainability.	Yes.
Agree	Go preferred!! Or better!	
Agree	We need to separate people's idea that every destination should be 50 feet max from their cars and provide options to use other means to get there.	Yes, using appropriate private contacting.

Appendix C: Dots Exercise

February 2012 Public Workshop Voting Results

	Koloa-Poipu- Kalaheo	West Side	Lihue	North Shore	East Side	Total	Percent
Transit							
Proposed 1-3 yrs							
Increase Transit Marketing & Information	4	4	7	0	9	24	8%
Upgrade Bus Stops	6	6	5	7	13	37	12%
Begin Improving Commuter Service	7	6	14	11	25	63	20%
Implement Bus Pass program	3	1	7	5	7	23	7%
Begin Implementing Digital Services	1	1	10	2	9	23	7%
Begin Improving Existing Local Circulators	8	0	10	13	12	43	14%
Others							
Implement Wi-Fi	2	3	0	1	2	8	3%
Relocate Bus Stops to Main Hwy	3	0	0	0	0	3	1%
Identify long range fuel type	2	0	11	7	1	21	7%
Implement Park-n Ride	2	2	5	12	14	35	11%
Initiate New Local Circulators	0	0	0	1	7	8	3%
New Storage Facilities	0	2	8	0	3	13	4%
Flagging down buses (added)	0	0	0	0	5	5	2%
Free Bus (added)	0	0	0	0	4	4	1%
Direct Airport Service from E. Side (added)	0	0	0	0	2	2	1%
Total Blue Dots	38	25	77	59	113	312	100%
Bicycle							
Proposed 1-3 yrs							
Continue East Side Development	2	0	8	5	17	32	5%
Identify Priorities for Town Connector Routes, Begin Implementation	10	7	2	11	5	35	5%
Implement Lihue Core Area Bike Lanes	4	0	17	0	9	30	5%
Others							
Coastal Trail - Provide Recreational Use	1	1	1	6	6	15	2%
Connector Trail - Puhi-Lihue- Hanamaulu	1	0	0	0	0	1	0%
Connector Trail - Koloa to Poipu	1	0	0	0	1	2	0%
Connector Trail - Kekaha-Waimea	0	5	0	0	1	6	1%
Connector Trail - Kilauea-Hanalei	0	0	0	2	0	2	0%
Rural Bike Lanes - Continuous Trail	0	3	5	9	7	24	4%
Other Multi-Use Trail	0	2	2	8	9	21	3%
Town Bike Lanes	0	0	0	5	4	9	1%
Town Bike Lanes - SFRS	0	1	0	0	1	2	0%
Town Bike Lanes - Access to Paths	0	2	0	0	1	3	0%
Total Bicycle	19	21	35	46	61	182	29%
Pedestrian							
Proposed 1-3 yrs							
SRTS Needs, Identification and Implement	9	3	12	11	23	58	9%
Lihue Town Core Plan Implementation Access to Transit Improvements at Bus Stops Upgraded	2	1	13	0	7	23	4%
Initiate Annual Spot Safety Program	4	11	16	5	18	54	8%
Others	3	0	5	5	4	17	3%
Map & Prioritize Existing Walk Routes as Part of the District Development Plan	1	0	13	2	9	25	4%
Future Town Core Plans	0	0	3	2	5	10	2%
Total Pedestrian	19	15	62	25	66	187	29%

County Roads							
Proposed 1-3 yrs							
Upgrade Street Design Standards	9	3	8	10	26	56	9%
Develop Network & Connectivity Standards	9	1	7	3	10	30	5%
Implement Lihue Core Area Street Impr.	2	0	14	0	8	24	4%
Others							
Missing Link Connections	3	0	3	3	4	13	2%
Invest in Street Upgrades in Core Areas	0	0	0	3	3	6	1%
Spot Safety	0	0	0	0	2	2	0%
Traffic Calming	0	0	0	0	1	1	0%
Total County Roads	23	4	32	19	54	132	21%
Agriculture							
Proposed 1-3 yrs							
Access to Viable Farmlands, Identify Priorities	0	0	2	2	3	7	1%
Feasibility Study - Intermodal, Processing, Transfer Site	2	0	4	1	6	13	2%
Feasibility Study - Farm to Market Delivery System	8	2	4	3	17	34	5%
Others							
Improve Bike Access to Farms	0	1	0	0	0	1	0%
Bus Access to Farms	0	0	2	2	0	4	1%
Total Agriculture	10	3	12	8	26	59	9%
Land Use							
Proposed 1-3 yrs							
Zoning Ordinance Update	7	1	9	12	18	47	7%
Subdivision Rules Update	1	1	7	3	13	25	4%
Others							
Community Gardens	0	0	0	5	0	5	1%
Land Use Mix in Town Cores	0	0	0	1	0	1	0%
Total Land Use	8	2	16	21	31	78	12%
Total Green Dots	79	45	157	119	238	638	100%