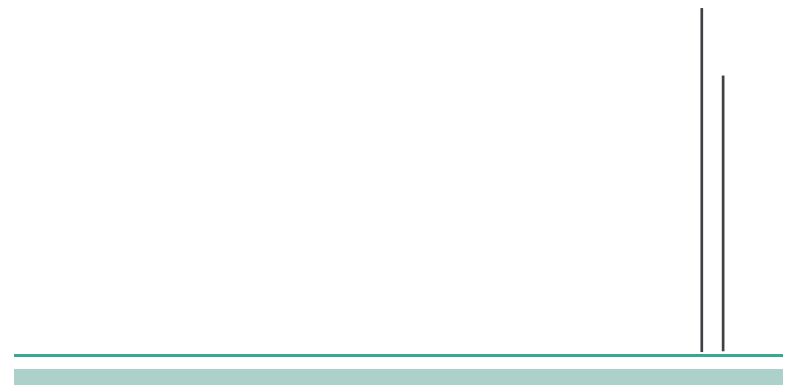


# Kaua'i

## Multimodal Land Transportation Plan

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### APPENDIX C MEETING LOG



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## STAKEHOLDER MEETING LOG

**Jay Sklar, The Garden at Common Ground, Kīlauea, July 19, 2011**

- On-site gardens provide vegetables and fruits for use in the restaurant (breakfast and lunch, brunch on weekends)
- Restaurant meals are prepared on site from fresh, organic ingredients
- Supplies vegetables and fruit to other restaurants
- Buys goat cheese, grass-fed beef, eggs and honey from other Kauaʻi organic farms
- Buys fresh fish from small, local fisherman
- Virtually no non-organic waste produced by the restaurant; very little packaging involved in ingredients purchased from others
- Believes this can serve as a model for sustainable garden-to-table agriculture on Kauaʻi
- Site is a former guava farm
- Intends to provide educational programs in sustainable agriculture economics and food service
- Concept is to flip the 90/10 relationship (90% of food consumed in Hawaiʻi is imported and 10% produced locally) to 10/90
- Currently working with the County on a special use permit; based on a site master plan
- Some farm and food service workers are housed on site
- An existing building can be used for training and conferences
- Intent is to provide training for organic farmers and others involved in a farm-to-table business model
- Malama Kauaʻi is also located on the site
- Site is about 60 acres, but actual gardens occupy fewer than 10 acres
- Sustainable gardening and food production is labor intensive
- Because farm and food service workers earn relatively low incomes, cost of housing and transportation are key issues affecting the viability of this business model

**Mike Fitzgerald, Hanalei Taro, Hanalei, July 19, 2011**

- Discussed planting and harvesting cycle for taro
- 27 acre farm with about 15 acres in taro at any point in time
- Farm is within National Wildlife Refuge
- USFWS recently installed fence to try to keep pigs out of taro
- Taro farming is hard work, but small labor force
- Discussed poi processing and distribution
- Noted apple snails on taro plants
- Nene (Hawaiian Goose) and numerous other swimming and wading birds in evidence

**Rodney Haraguchi, Haraguchi Taro Farm, Hanalei, July 19, 2011**

- Advocate for Kauaʻi Bus service; would like to see more frequent service
- Bus serves a stop at the farm – need for a bus stop along the highway, but no site available
- About 20 employees, many ride bus regularly
- Other area residents and workers use the same stop
- Pedestrians crossing highway bridge is a related issue
- Would like to see more capacity for bicycles on buses
- Is looking at electric cars – will be procuring a Nissan Leaf
- Biodiesel has appeal, but there have been issues with engine damage
- Why haven't electric vehicles been available for rental at airport? Few visitors drive more than 100 miles in a day, so battery range would be adequate
- Should the County help be encouraging installation of charging stations?

**Louisa Wooten, Kaua'i Kunana Dairy, Waipake, July 19, 2011**

- Family-owned, small, organic farm with goat milk dairy
- Goats – product is gourmet goat cheese
- Also fruits, vegetables, honey, salad crops, ginger, many other products
- All sales are on Kaua'i – restaurants, farmers' markets and direct sales
- Also offering farm tours that have been popular (small groups)
- Goat cheese can be transported in small coolers in pick up trucks as can other produce
- Labor-intensive farming on small acreage
- Continual issues with "organic certification" costs and process
- Hawai'i Organic Farm Association
- Animal welfare approved by Animal Welfare Institute (annual audit)

**Mark Scribner and Rob Gausepohl, Kaua'i Police Department, July 20, 2011**

- Concerned about speeding on local roads and streets including in Kōloa and on Poi'pū Road
- Interested in whether better design could help reduce speeding
- Supportive of "complete streets" policy, especially if this can improve safety
- Concerned about roundabouts in locations where children and seniors walk, especially near schools – is this an appropriate design at such locations?
- Supportive of improved bus service; this requires good pedestrian access
- Need to define "bus stop" in Kaua'i code – parking in bus stops is an issue
- Concerned about signs in school zones that set lower speed limits "when children are present" – this is too ambiguous; need a better way to do this
- Implementation of "complete streets" may require development of a traffic calming toolkit that is unique to Kaua'i – can the transportation plan help with this? What are appropriate traffic calming tools? Do raised crosswalks work?
- Will help with traffic accident data – traffic accident reports are input to database, but may not be easy to search – FARS database is just fatalities

**Daryl Date, Kaua'i Fire Department, July 20, 2011**

- Department is implementing a live, GIS-based data/analysis system that will be mounted in vehicles for use in helping drivers select best response routes
- Concerned about traffic calming devices that damage vehicles (speed bumps and humps)
- Would "speed cushions" work on Kaua'i?
- Fire department has been studying how other agencies deal with this issue, including Los Angeles Fire Department
- Department is currently going through an accreditation process that will help them set performance measures and metrics
- There are 8 fire stations on island, with another to be developed and another needed in Kilauea
- KCFD employs about 140 people
- Need to assess subdivision standards and street design standards as part of this plan
- Fire department is first responder to all accidents; AMR provides contract ambulance service
- Concerned about speeding, especially on local streets
- Concerned about access to accidents and injuries on bicycle paths – how to design so that an emergency vehicle can get to the location of injured people
- We agreed to post a "best practices" report on traffic calming measures on the project website

**Teddy Daligidig and Mark Marshall, Kaua'i Civil Defense Agency, July 20, 2011**

- Roundabouts can be beneficial for emergency evacuation
- Long discussion of tsunami threat and implications for various evacuation strategies
- Difference between seismic-caused tsunami and storm-caused surges
- Discussion of hurricane evacuation lessons learned and implications for transportation plan
- In many events, total evacuation of flood zones may not be feasible with short notice
- On most of island, escape from tsunami zone requires little horizontal distance
- Evacuation can be both horizontal and vertical (in multi-story buildings with appropriate design)
- Urgent issue is poorly-connected road and street network – no parallel redundancy;

## APPENDIX C. MEETING LOG

this is an issue at many low-lying locations and at major river crossings and should be addressed in the transportation plan

- What types of potential emergency corridors could be – or already are – available? Bicycle paths? Cane haul roads? Other corridors – utility alignments, remnant rail corridors, etc.
- Long discussion: what should be the role of the Kaua'i Bus in various kinds of emergencies? Need to address this.

**Get Fit Kaua'i – Built Environment Task Force, July 21, 2011**

- Provided introduction to this project
- Discussed prior meetings this week and briefed task force on upcoming meetings and events
- Concern that there are no bicycle lanes on the four-lane project between Līhu'e and Puhi; need to follow up with Hawai'i DOT
- Discussion of upcoming Hawai'i Conference of Planning Officials annual meeting on Kaua'i on September 21 – 23
- Michael Moule will be on island on September 20 and 21 to address complete streets issues
- Discussion of potential need for transit shuttle loops in local towns
- Discussion of need for surf board racks on buses
- Task Force members would be interested in volunteering to help with on-board surveys on Kaua'i bus in August or September
- Task Force members will help promote the August public workshops through various organizations represented on the task force; we agreed to provide information they can use for this purpose

**Jehu Fuller, Kaua'i Meat Company, July 21, 2011**

- Provides meat processing, marketing and other services for ranchers raising grass fed beef
- Originated as part of Andrade Ranch; still processes beef from Andrade Ranch, but now represents and serves other ranchers raising grass fed cows
- New ownership and management in place for eight months
- Has been supplying Whole Foods on mainland through a finishing operation in Oregon,

but long sailing time in containers has been an issue and will soon preclude this because of limits on time spent in transit to retain "organic" label

- There are several ranches on Kaua'i raising grass fed cattle
- There is enough demand on Kaua'i to consume local grass fed beef supply
- A major issue has been slaughtering capacity
- May add pork processing to operations
- Employs five part time and six full-time employees
- Currently planning to expand "chill" capacity
- Transportation is important, but no major issues right now
- Employee transportation and commuting are always issues

**Kaua'i Bus Transit Advisory Committee, July 22, 2011**

- Made presentation on the project – scope and schedule
- Talked about upcoming public workshops in August
- Need data and information about benefits, including economic benefits, of transit to help decision makers make choices about trade-offs
- Need to make sure we are aware of many other initiatives; an example would be west side and north shore trail projects
- What is elasticity of fare prices – is there a point of declining return when raising fares? Are we there already?
- Concern about expanding bus system: what if federal government does not have the money to help us replace buses when they wear out? Should this be a consideration when expanding the bus system?
- Should we be considering impact fees and exactions to fund transit system growth?
- We should complete transit part of Transportation Databook in time for use at August public workshops so the public can see what the ridership growth has been
- What about converting vehicles to biodiesel? Kaua'i Farm Fuels may be able to provide supply
- Need help designing bus pass program; discussed how Kaua'i Community College passes will work (pilot program starting August 22 and running for six months)
- Currently not much of a marketing and advertising program; should we expand this?

**North Shore Bicycle Network, August 15, 2011**

- Attending: Ben Wellborn, Jody Drisko, Ted Blake, Jim Charlier
- Developing a bicycling network plan for area from Kilauea to Hanalei
- Funding from CDC and Hawai'i Department of Health through Kaua'i Path
- Discussion of route options and issues, including remnant state highway
- River crossings are difficult with grade and environmental sensitivity
- In-town circulation is less challenging, but no facilities exist today
- They will not be quantifying demand as part of the project
- They like the idea of classifying bicycle corridors, including the concept of primary corridors
- There is a need to tie development of bicycle network to transit routes and stop locations
- Interest in Health Impact Statements – is there a role for that in transportation plan development?

**Sue Kanoho, Executive Director, Kaua'i Visitors Bureau, August 25, 2011**

- Attending: Sue Kanoho, Ted Blake, Jim Charlier
- Kaua'i's biggest challenge is infrastructure
- We need to treat island as a whole; things tend to be done piece--meal
- Private sector tourist "information" services all highlight a small number of places, including some that are not safe, while ignoring other places that are just as attractive and interesting for visitors (and safer)
- Parking at beach areas is an ongoing issue, again due in part to concentration of visitors at a small number of places
- Need for Hā'ena shuttle is an example of a back country carrying capacity problem
- North Shore is starting to appear a little "run down" from volume of activity and lack of re-investment
- Discussion of rental car business – occasional shortages of cars; cars are shuttled back and forth between islands
- Opportunity: why are there no electric cars at rental car companies?
- Airport planning has broken down; intergovernmental coordination is lacking with airport
- Taxi issues at airport – no coordination or staging, no managed taxi stand
- Similar issues at cruise ship terminal
- Discussion of taxi company regulations – who does this? County? Hawai'i Public Utilities Commission?  
*Note: Basic licensing is a state function of the PUC: "The Commission regulates passenger and property motor carriers. Passenger carriers are classified by authorized vehicle seating capacity. They include tour companies, limousine services, and other transportation providers."*
- Bicycling on Kaua'i is a missed opportunity for tourists and visitors; little infrastructure and few safe places to ride
- However, there are an increasing number of bicycle rental shops on island, indicating a growing demand
- Kaua'i approach to tourism: environment comes first, followed by the needs of residents, followed by tourism and needs of visitors

## APPENDIX C. MEETING LOG

**Jody Kjeldsen, Greg Kamm, Poi'pū Beach Resort Association, Poi'pū, August 26, 2011**

- Very little development activity ongoing
- Needs identified in the Kōloa-Poi'pū Circulation plan are still unmet
- Resorts might not be very interested in shuttle service in Kōloa-Poi'pū area
- Resorts compete more than they cooperate – economic times are tough and they need to resist increased costs and/or high room rates
- Existing private shuttles include the Surf and Turf and the Alex
- These are for--hire transportation carriers who charge users for specific trips
- They are connecting to the airport
- They may haul groups to destinations like the National Botanical Gardens
- Some of the retail destinations in the area might be interested in shuttle connections from the resorts, e.g. Kukuiula Shopping Center and Poi'pū Shopping Center
- Kōloa merchants might not be able to pull together to support a shuttle
- PBRA has not talked much about bicycling as a destination activity
- Bicycling is not a significant part of the resorts' marketing strategy
- Outfitters Kaua'i rents bicycles from a storefront on Poi'pū Road
- There is a widespread parking problem in the Poi'pū area
- Some of the parking issue is from resorts not allowing their workers to park on property
- Some of the parking on Poi'pū Rd is related to activities booked through Outfitters Kaua'i
- Some of the crowded parking at Poi'pū Beach is due to workers at resorts and other enterprises in the area parking there
- The parking overflow onto Poi'pū Road is a potential safety issue
- Poi'pū Road is not safe for pedestrians, yet there are many pedestrians trying to walk along it and cross it
- Poi'pū Road has a wide right of way (120') that was originally intended for future four-laning
- The extra right of way is on the mauka side of the road
- This space could be used to create a multi--use pathway
- However, a recent project to bury utilities may have precluded this, due a lack of planning for a trail or other public use
- Guinea grass is a huge maintenance issue in the Kōloa--Poi'pū area – it encroaches onto shoulders of roads, reducing space available for pedestrians and bicyclists and in some places hides them from view of motorists

**Ray McCormick (Hawai'i DOT), Celia Mahikoa (Kaua'i County Transportation), Tommy Noyes (Hawai'i Department of Health), Jim Charlier (Consultant to Kaua'i County) – at HDOT offices, August 26, 2011**

- Purpose of meeting was to talk about lack of bicycle lanes on the multi--laning project along Kaumuali'i Highway through Puhi
- Project is already under construction
- In the Hawai'i Bicycle Plan, completed in 2003, this corridor is shown as a "bicycle route"
- The meeting did not address how the 2003 Bicycle Plan happened to designate this key corridor (providing access to shopping, restaurants, residential districts and the Kaua'i Community College campus) as only a bicycle route
- From today's perspective this seems like an error, but perhaps this appeared to be the right choice at the time (before "complete streets" policies were adopted by the Hawai'i Legislature and the Kaua'i County Council
- Bicycle routes are corridors where the only provision for bicyclists is on the paved shoulders; no other improvements are made; the resulting corridor is marked with "Bicycle Route" signs
- Kaumuali'i Highway through this section is currently designated as a bicycle route, although the bicycle route connects to nothing at either end, running from a rural location west of Puhi to the bridge near the Lihū'e Mill site
- The key issue with a bicycle route in this area is the fact that the project, as designed, would include accel and decel lanes at intersections that bicycles would have to cross
- This would be dangerous for bicyclists; there would be no safe way to get through intersections
- The new highway will be posted with speeds of 30 and 35mph, which is faster than bicyclists can go, so bicycles would be in conflict with motor vehicles in the same lanes at intersections
- Charlier Associates, Inc. (CAI) prepared drawings showing how 6'"bicycle lanes" could be incorporated into the multi--laning project, given that design has been completed and the project is under construction
- The key benefit of upgrading to bicycle lanes is that bicycles could be carried safely through intersections and the merge across the accel/decel lanes could be designed into the street, using pavement markings and signs; bicyclists would be able to proceed safely through the intersection in a dedicated bicycle lane

- The CAI drawings were mark-ups of the HDOT design plans, provided to CAI by Tommy Noyes from the full plan set that had been provided by HDOT
- The CAI drawings show that 6' bicycle lanes could be accommodated on both sides of the new street with minor changes to the layout of the street
- All of the changes could be accomplished within the right of way boundaries established for the reconstruction
- Most of the changes could be made with paint – marking narrower (11' instead of 12') through lanes, along with other minor adjustments
- 12' general purpose lanes are no longer standard urban design practice; the industry is moving toward narrower lanes in urban, lower speed locations; 12' is a rural standard
- There is a possibility that the loop detectors already embedded in the new paved intersections would not be in the right place if vehicle lanes were restriped to make room for bicycle lanes
- There would also have to be some changes in the location of the landscaped median; that would require shifting some of the paving; this could result in joints that would become a maintenance issue in the future
- The DOT's reconstruction project is building a new PCC (Portland Concrete Cement) roadway; PCC is strong, inflexible pavement that gains its strength through chemical bonding of the paving materials, including re-bar laid into the pavement
- The advantage of PCC paving is its long life and reduced maintenance costs because regular resurfacing is not required as often, if at all; the disadvantage is its higher initial cost
- Making changes to the sections already paved could create joints that would be weak spots in the pavement
- Celia Mahikoa conveyed the strong interest that the Mayor and Council have in complete streets and provision of safe facilities for all modes
- Kaua'i County has adopted a complete streets policy
- Ray McCormick indicated he would take information from this meeting and work with the designers (at headquarters in Honolulu) to determine what changes would be possible
- The issue will be the cost of changes to the design
- The group considered whether it might, none-the-less, be less expensive to make the changes now, than to come back in later and try to retrofit bicycle lanes into the corridor
- CAI also provided drawings showing how the project could be redesigned with minor changes to increase pedestrian safety
- Hawai'i DOT has made an effort to provide a good pedestrian environment, including 8' sidewalks through the corridor, although not on both sides of the street in all sections
- However, with current design, the sidewalk would be attached to the curb, so cars and trucks moving at speeds over 30 – 35mph would be passing only a couple of feet away
- Also, the project includes accel and decel lanes (turn lanes) at intersections; pedestrians would have to cross these lanes to get to islands in the intersection, from which they would cross the rest of the intersection in cross walks
- The CAI drawings show how additional changes in the cross section would allow installation of a planting strip between the sidewalk and the street, buffering pedestrians from traffic, increasing safety and encouraging walking
- The CAI drawings also show how the DOT could elevate the pedestrian crossings of the turn lanes up to curb height, effectively turning the cross walks into speed tables that would slow vehicles down and provide a safer way for pedestrians to get across the turn lanes
- Ray McCormick was interested in the raised cross walk idea and indicated he would convey this to the designers in Honolulu to determine if this could be done
- The conversation also covered what citizens had been saying at the five public workshops conducted around Kaua'i over the past two weeks (Ray McCormick had attended and participated in the Lihu'e workshop)
- The discussion also addressed the need to expand transit services on the island and the opportunity to incorporate the state's "Long Range Land Transportation Plan" and the County's "Multimodal Land Transportation Plan" into a single, coordinated transportation element in the upcoming update of the Kaua'i General Plan



**Jody Kjeldsen, Doug Sears, Poi'pū Beach Resort Association, September 22, 2011**

- Also attending: Ted Blake and Jim Charlier – meeting was in Grand Hyatt lobby
- They are very supportive of the county's transportation planning efforts
- Grand Hyatt has embraced transit services for employees and has provided front door access for The Kaua'i Bus
- A variety of shuttle services are available for visitors, but not all needs are being met
- There is a definite need for the Poi'pū and Kōloa areas to be more bikable and walkable
- The opportunity to have a more fully developed bicycling network is of interest to the resort community
- The rampant growth of guinea grass along area roadways and the lack of county maintenance has impacted some roadways where there are shoulders that could work for bicyclists
- Interest in electric shuttles – environmental benefits but also image
- Transit shuttles for visitors and tourists should be sleek and modern, but not ostentatious
- PBRA has looked at possible circulator routes and has an ongoing interest in this
- Agree to schedule a meeting with the full PBRA board in October

**Board Meeting, Poi'pū Beach Resort Association, October 27, 2011**

- Attending: Celia Mahikoa, Ted Blake, Jim Charlier
- Full attendance list not available
- Consultant gave same presentation as had been given to the County Council on the 26th
- Comments:
- PBRA tried to move forward with transportation improvements five years ago, with no support from the County
- The transportation plan is too “new age--y” – most people will travel in cars
- We need to focus on county road needs, not transit or walk/bicycle travel
- Private sector on Kaua'i has been struggling
- Developers and land owners have to pay impact fees that are too high – in all categories
- Developers and land owners have to pay impact fees for state highways
- High priority should be given to the extension of the western bypass (Alakalanikamauka Road) and connection around to Maluhia Road north of Kōloa
- There are opportunities for scenic and safe walk/bicycle routes
- Hapa Road should be a priority
- Poi'pū Road pedestrian improvements are needed – many people try to walk along Poi'pū Road and it is unsafe
- Kōloa Town needs a network of sidewalks and crosswalks
- The County should implement curb and gutter improvements to core Kōloa Town streets
- Underground utility placement may prevent establishment of sidewalks and multi--use trails

**TECHNICAL ADVISORY COMMITTEE (TAC) MEETING LOG****JUNE 8, 2011 TAC MEETING NOTES****Attending:**

- Celia Mahikoa, County Executive on Transportation
- Marie Williams, County Long Range Planner
- Wynne Ushigome, County Public Works
- Ted K. Blake, Project Consultant
- Jim Charlier, Project Consultant

**General Discussion:***Survey research*

- Some data may already be available in a community indicators survey.
- Accuracy issues – small sample sizes, misrepresentation, self-selection, etc.

*General Plan update*

- Should address impact fees.
- How will this transportation plan support the development of the General Plan?

*County roads*

- Most future county roads will be built by developers.

**Project Objectives:**

- We need to reduce congestion, especially in the tourist areas by making our transportation system more multimodal.
- We need to develop a clear picture of each community and what is most important to them, not just a single island plan.
- We should address how we can deal with the inevitable changes that Kaua'i will face, including population growth.
- The plan should address how to improve traffic safety and reduce the accidents associated with increasing congestion.
- We have to address the potential for continued increases in the price of gas, especially the resulting economic impacts.

- The plan should address how to get kids to school.
- The transportation plan should support other ongoing planning efforts. This plan should serve as the transportation element for the General Plan.
- The plan should provide a long-term strategic plan for our transit system.
- The plan should develop techniques and policies for balancing costs of development.

**Project Risks:**

- Inconsistencies with the General Plan, the development plans and the Hawai'i DOT land transportation plan.
- A plan that is just a document that sits on the shelf. (Need an implementation program that shows the year-by-year action plan, with responsibilities and costs.)
- Arousing development community opposition.
- A plan that costs more than the available revenues. Need to address whether the County can afford what is proposed.
- Arousing anti-multi-modal sentiments caused by the perception that the plan is urban.
- Plan is inappropriate for this island, which is rural and low-income.
- Failure to address issues associated with CPR subdivisions.

**JULY 21, 2011 TAC MEETING NOTES****Attending:**

- Celia Mahikoa, County Executive on Transportation
- Leanora Kaiaokamalie, County Planner
- Wynne Ushigome, County Public Works
- Michael Hinazumi, Hawai'i DOT
- Ted K. Blake, Project Consultant
- Jim Charlier, Project Consultant

**General Discussion:**

- Briefing on meetings earlier this week
- Sustainable agriculture – north shore farmers, restaurant, Waipa farmers' market
- Police, fire and civil defense departments
- Ag tours are controversial – do we need more regulation?
- We need to make better use of our local access TV channel to provide information to visitors about what to do in emergencies
- Need to evaluate pedestrian connections in neighborhoods before they are lost
- 1978 Constitutional Convention (ratified 1980) – preserves certain historic walking routes related to Hawaiian traditions and use of ahupuaa
- Why not consider neighborhood electric vehicles (NEVs)?
- Density, street design and parking issues in Hanamā'ulu
- Keep in mind there is information in place names that in some cases are clues to historic wisdom about specific storm threats
- Project website is up and running
- Need to get TAC log-in information to Mike and Wynne
- Will be posting meeting logs of every meeting

**Mobility and Access Objectives:**

- Reviewed draft document
- Will be on agenda again at next meeting

**Transportation Databook Outline and Methodology:**

- General discussion of potential data sources
- Real property database – contact Kim Hester

**Draft Multimodal LOS Methodology Paper**

- We do not need a complicated LOS system
- Multimodal LOS could be a way to implement complete streets, but keep it simple

**Suggested Survey Research Methodology:**

- Consider the impact of special events in estimating travel data – these can generate congestion and other issues
- We need to know more about where people live and where they work – commute demand and travel patterns – might be a good idea to map this

**Closing Comments – Project Status and Project Direction:**

- Five years from now we should be able to see some specific progress; we need to emphasize implementation, not just planning
- We should be aware of the Important Ag Lands study – work with Lea to obtain maps
- Should we consider separating the implementation plan from the basic policy document to make it easier for County Council to adopt?

**AUGUST 24, 2011 TAC MEETING NOTES****Attending:**

- Celia Mahikoa, County Executive on Transportation
- Barbara Pendragon, County Housing
- Michael Hinazumi, Hawai'i DOT
- Ted K. Blake, Project Consultant
- Jim Charlier, Project Consultant
- Patrick Picard, Project Consultant

**Project Update and General Discussion:**

- Status update and discussion
- Multiple events and meetings last week and this week
- Get Fit Kaua'i Built Environment Task Force meeting last week (Aug 18)

**Report on Public Workshops:**

- Waimea, Kōloa and Līhu'e last week
- Kapa'a last night and Kīlauea tonight
- About 28 – 30 people each night so far
- Diaries reveal a pattern of complex, multi-trip days – almost entirely by driving
- Much concern about safety of walking and bicycling
- Little awareness of transit system routes and schedules
- Not major differences in areas of the island

**Report on Survey Research:**

- On-line survey up and running
- Paper surveys being handed out
- Results beginning to trickle in

**Future Scenario Development:**

- Future scenarios: possible approaches
  - Land Use/Transportation Scenarios
  - Build-Out Scenarios

- Resiliency Scenarios
- Goal-Based Plan
- State DOT long range land transportation plan behind schedule
- No model output until early next year at earliest
- LU/Transp approach might not be right for Kaua'i – General Plan vision unchanged
- Issues with Built-Out approach – not a build-out community
- Resiliency approach is data hungry and may not be feasible given DOT schedule
- General opinion: use goal-based plan approach – works well with General Plan
- Discussion of program elements: infrastructure/service and governance systems
- Add finer-grain street classification system to set stage for better design standards
- Add prescriptive map for county roads in future development areas
- Add prescriptive map for county roads in future development areas

**Evaluation Criteria:**

- Should be tied to vision and goals
- Structure reflects choice of scenario development approach
- Add mode share to list

**Baseline Transportation Program:**

- Discussion of disconnect in current General Plan
  - Objective: limited expansion of multi-lane roadways
  - But transportation plan includes several multi-lane sections
- Need to define a long-range transit plan and strategy
- Baseline bicycle network – almost non-existent, with very few lanes
- Discussion of future extension of East Side coastal trail
- Need to define a structure for a bicycle system plan
- Use Līhu'e Town Core Plan as prototype for other towns and villages

**Upcoming Events and Next Steps:**

- Kīlauea public workshop tonight
- Booth at County Fair the rest of the week
- Meeting with Ray McCormick to discuss bicycle lanes on four lane project Līhu'e to Puhi
- Will set a meeting with Marie Williams since no one from Planning could be here

**OCTOBER 25, 2011 TAC MEETING NOTES****Attending:**

- Celia Mahikoa, County Executive on Transportation
- Jeremy “KaLāwa’i’a” Lee, The Kaua’i Bus
- Marie Williams, County Planning
- Lyle Tabata, County Public Works
- Barbara Pendragon, County Housing
- Wynne Ushigome, County Public Works
- Michael Hinazumi, Hawai’i DOT
- Ted K. Blake, Project Consultant
- Jim Charlier, Project Consultant

**Project Update and General Discussion:**

- Reviewed outcomes of five public workshops
- Reviewed district preferences
- Discussed ideas and issues from workshops
- Comments:
  - Should there be a resort network of visitor infrastructure?
  - Closing highway from Hā’ena to end of road, open to residents only? role of transit? coordination with state?
  - Need for real bicycle lanes – misleading use of “routes” designation
  - Agriculture ideas (county role in coop, etc.) are worth pursuing
  - Kids do ride bicycles in neighborhoods, especially in smaller towns

**Report on Survey Research:**

- Draft survey report reviewed
- Adequate response – printed and on--line surveys
- Reported mode share vs. estimated mode share
- Comments:
  - Concentration of trip ends in Lihū’e
  - Clear need for intermodal connectivity – first and last mile – bicycle and pedestrian connections to transit

- Indicates pedestrian needs in town core areas
- Also supports importance of close--by town pairs

**Evaluation Criteria:**

- Based on goals development
- Intended for use in program development and project prioritization

**Baseline Scenario – 2020 and 2035:**

- Potential leading indicators: Land Use, Vehicle Miles Traveled (VMT), Transit Ridership, Mode
- Share, Petroleum Consumption, Greenhouse Gas (GHG) Emissions, Physical Activity Levels
- Comments:
  - Concern about “de facto” population calculations – need to revisit use of county and state data to reconcile different approaches
- Draft Preferred Scenario will be goal--based and report on the same list of indicators

**Plan Elements:**

- Intended as a preliminary form of program definition
- Will provide basis for development of programs within the transportation plan
- Comments:
  - We do need to address County subdivision and county zoning ordinances – especially the need to address mixed use development
  - Should include partnerships – state and federal, public and private
  - Will need to address possible sources of revenue – need a realistic perspective on funding the transportation plan
  - Estimate program level costs for projects and programs before prioritization
  - County public works is already working on new county road standards
  - We need to add program entries for agriculture and tourism

**Next Steps:**

- Meeting with Poi’pū Beach Resort Association on Thursday
- Next TAC meeting on November 29

**DECEMBER 15, 2011 TAC MEETING NOTES****Attending:**

- Celia Mahikoa, County Executive on Transportation
- Jeremy “KaLāwa’i’a” Lee, The Kaua’i 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 Kaua’i
- Brief summary of notable findings from the bus survey:
  - West Side and Kōloa-Poi’pū-Kalāheo riders using the bus between those districts as much as to get to/from Līhu’e
  - North Shore and East Side patrons primarily using the bus to get to/from Līhu’e
  - Very few riders using the bus to go across Līhu’e
  - 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
  - Wi-Fi, 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 Wi-Fi was not strongly desired is likely a result of more people using smartphones
- GPS tracking systems seemed to be more important to tech savvy riders than Wi-Fi
- 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
  - Will conduct another round of surveys soon to increase sample of Filipino and peak hour riders in survey (Ted and KaLāwa’i’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 Kaua’i Bus in managing rate of growth in ridership

## APPENDIX C. MEETING LOG

- 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 a transition of the 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 Kaua'i 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 Lihu'e facility
  - Perhaps a site is available for a bus storage facility near Kaua'i Lagoons? No, that site is not available, as it is needed for other uses.

**Bicycle Program Summary**

- Bicycle Planning – County will need to prioritize what is most important and feasible: Bicycle 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 – Kaua'i 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 Kaua'i relates to the natural environment.

- Bicycle oriented tourism would be beneficial to reducing traffic, helping Kaua'i Bus ridership, and supporting local bicycle businesses.
- Sections of the state highway system have “bicycle 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 Lihu'e

**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.



**JANUARY 12, 2012 TAC MEETING NOTES****Attending:**

- Celia Mahikoa, County Executive on Transportation
- Marie Williams, County Planner
- Barbara Pendragon, County Housing
- Lyle Tabata, County Public Works
- Ted K. Blake, Project Consultant
- Jim Charlier, Project Consultant

**Project Update**

- Conducted additional bus surveys, will wrap up data
- Prepared draft fuel & power alternatives for Kaua'i Bus
  - Discussion of hydrogen potential
  - Discussion of CNG potential – local firm has initiated study
- Moving into phase of project where we begin to define the plan

**Choices Discussion**

- Group discussion of “choices summary”
- Transit Program
  - Move “digital services” into near term (1 – 3 years)
  - Add “access to resorts by transit”
  - Move “improve circulators” up into near term
  - Move “improve commuter routes” up into near term
- Bicycle Program
  - Need to meet with bicycle advocates in February
- Pedestrian Program
  - Agree “social trail/use path id” is important
- County Roads and Streets Program
  - Need to confirm or change current list of new alignment roadways
- Agriculture
  - Concern – numbers of ag workers compared to numbers of resort workers – shouldn't resort access be a higher priority?

- Land Use
  - Compare notes with recommendations from compete streets consultant

**Preferred Scenario – H + T Index – Current and Forecast**

- Completed analysis of current costs and forecast to 2020 and 2035
- Group discussion
  - See new County housing policy adopted in December
  - The cost issue is important, but it will be difficult to change outcomes

**Multimodal Transportation Plan Outline**

- Draft outline is good
- Level of detail will be much greater than in current General Plan

**February Public Workshops**

- Community open house format
- Display areas for programs, with interactive materials
  - Provide 11 x 17 maps for people to draw circulator routes and needed pedestrian facilities on
  - Check out availability of high resolution “pictometry” to use on base maps

**Next Steps:**

- February workshop schedule
  - Feb 14 – Kōloa
  - Feb 15 – Waimea
  - Feb 21 – Līhu'e
  - Feb 22 – Hanalei
  - Feb 23 Kapa'a
- Next TAC meeting: February 14 9:30am



**FEBRUARY 14, 2012 TAC MEETING NOTES****Attending:**

- Celia Mahikoa, County Executive on Transportation
- Marie Williams, County Planner
- Imaikalani Aiu, County Housing
- Lyle Tabata, County Public Works
- Michael Hinazumi, Hawai'i DOT
- Ted K. Blake, Project Consultant
- Jim Charlier, Project Consultant
- Patrick Picard, Project Consultant

**Project Update:**

- Gearing up for a second round of public workshops
  - Will present and seek public reaction to proposed goals, scenarios, and programs
- Completed bus survey report
- Will begin writing plan after the public workshops

**Public Workshops:**

- Poster boards to be used at the public workshops were presented and discussed
- Workshops will be interactive with several ways to gather public feedback
  - Comment cards – with questions related to the goals and scenarios boards
  - “Dots” exercise – targeted at understanding which program action items section should be prioritized
  - “Kaua'i Bucks” – The public can choose which of the six programs is most important to them by investing “Kaua'i Bucks” in various “banks”
  - Poster board presentation and informal Q & A with the public
- Goals Poster
  - A few small additions to Goals 1-3 to include climate change mitigation and meeting the needs of an aging population
- Forecasts, Trajectories, and Scenarios Posters
  - Seek to gather the public's reaction to the project theme of no net increase in VMT through 2035

- Concern – will the public accept current levels of congestion through 2035?
- Question – does this mean this plan does not recommend capacity projects?
- Question – could the plan identify priority projects?
- DOT is calculating traffic forecasts in their plan
- County is currently sorting through and prioritizing the list of projects identified in the '97 plan
- Is it possible to have no VMT growth?
- Concern – Poi'pū may double in size mostly with higher income residents – not the demographic likely to use transit
- With growth there is demand for every mode, not just automobile
- Land use is the source of traffic demand – a greater mix of uses can mitigate traffic demand
- The State recognizes the problem of supply generating demand and is trying to manage traffic where possible, not just widen every road
- Program Posters
  - Concern – how will we ensure that everyone will prioritize the program recommendations in this plan?
  - It's important that all government bodies and stakeholders work together to have a common goal and communicate
  - This plan will be the transportation component of the general plan subject to periodic updates
  - The plan will provide policy guidelines for implementing complete streets
  - The upcoming County projects are related to improving existing streets only – no new lane miles planned

**Additional Issues:**

- Scenic Roads
  - The planning department was supposed to do a more detailed analysis of development along each “heritage” route identified in the County General Plan
  - Scenic route designation will be much easier to manage than the federal designation
- Land Use Component
  - Should include increased density
  - Should improve walkability
  - Incorporate a form based code
- County Roads Component
  - Should add “a state of good repair” to program elements
  - County plans to add micro pavers
  - Lyle will send projects and cost estimates
- PBRA Comments about the Plan
  - Recommends impact fees
  - County is currently studying the implications of adding impact fees
  - County has a plan to connect the sidewalk, add a bicycle lane and prevent illegal parking between Poi’pū Rd. & roundabout – PBRA to put up 20% of project cost
- Potential Increase in Traffic along Maluhia Rd. with new development in Poi’pū
  - STIP is programmed (planning) for widening of Maluhia Rd.
  - Intersection at Kaumuali’i Hwy. will need attention, but public does not want roundabout or traffic light – solution would be to mitigate traffic

**Next Steps:**

- Draft plan document will be ready at a date to be determined this Spring
- Will try to schedule a meeting with the RLRLTP staff in the next couple of months