

Līhu‘e Public Workshop Notes

August 18, 2011

1

Kaua‘i Multimodal Land Transportation Plan

This was one of five public workshops held on Kaua‘i from August 16 to 24, 2011 as part of the Kaua‘i Multimodal Land Transportation Plan. The workshops were intended to give the planning team, County staff and the public an opportunity to discuss the issues and concerns residents of Kaua‘i were experiencing related to the island transportation system. This workshop was held at the Līhu‘e Neighborhood Center on the evening of August 18, 2011.

To provide a factual, non-hypothetical basis for the conversation, attendees began by filling out mini travel diaries. The diaries allowed attendees to record a recent day of travel, trip by trip, noting start location, end location, mode of travel, length of trip and so forth. Then, attendees participated in break-out group discussions based on the diaries, with a focus on whether transit, bicycling or walking might have been feasible for some of the trips. The groups were asked to describe what the specific barriers were to non-auto travel. Finally the groups described what they envisioned for 2030: what should be different? How should these travel patterns change?

Attending:

- 27 members of the public (see attached list of attendees)
- Celia Mahikoa, County Executive on Transportation
- Ted K. Blake, Patrick Picard, Jim Charlier, Project Consultants

Travel Diaries:

- Most attendees lived in and worked within the Līhu‘e area
- There were a handful of attendees who lived in Wailua Homesteads and Kapahi
- Most children of participants attend school in Līhu‘e
- Even though many trips were for short distances within or around Līhu‘e, people almost always drove for those trips, and usually drove alone
- Many travel diaries showed complex travel days with multiple trips
- Very few people used transit for their trips
- A few people had walked or bicycled for some trips (mostly within Līhu‘e)
- Numerous relatively short driving trips had been made between Līhu‘e and the Kukui Grove shopping center and the Puhi area for lunch, shopping, meetings or errands
- A couple of the attendees had travel days with high mileage, making deliveries and other business trips

Barriers to Riding Transit and to Bicycling or Walking:

- People generally chose to drive because of time constraints
- Attendees felt that trips of more than a mile were too long for walking to be feasible
- Attendees felt that trips of more than four miles were too long for bicycling to be feasible
- People often drove because part of their journeys required a car, even if some segments of their journeys could have used other modes
- Bicycling would have meant perspiring in the heat and there were no showers at work
- The roads were thought to be too dangerous for bicycling or walking to be feasible (e.g., Hanā‘maulu to Līhu‘e, or Līhu‘e to Wailua)



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2

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- Bus stops are too far away in many cases (such as in Puhi)
- Bus service is too infrequent (e.g., in Wailua Homesteads) to allow relying on the bus
- A car is needed to carry things such as groceries
- Bicycle and pedestrian facilities are disconnected and require circuitous routes
- Bicycle “routes” often end suddenly at arbitrary and unsafe locations

Vision for 2030:

- More shuttle bus service (for circulation with areas) would be provided
- The transit system would offer higher frequency of service on commuter routes
- There would be additional bikeways and sidewalks that are safe and inviting to bicyclists and pedestrians
- Future developments would be planned to provide better connectivity and better bicycle and pedestrian facilities
- Jobs would be available closer to where people live
- There would be a different mindset on the part of residents about using non-auto transportation
- Roads and streets would be designed to slow traffic in places where people are bicycling and walking
- More commercial services and schools would be located in residential neighborhoods; there would be mixed-use neighborhoods
- More alternative, parallel roads and streets would be provided to avoid concentrating all the traffic on a single “ring road” and also to ensure emergency service access and evacuation routes during storms and other crises



Kauai Multimodal Land Transportation Plan

Lihue Workshop

Thursday, August 18, 2011

Attendees List	
1	Nancy Bunyan
2	Kipukai Kualii
3	Lincoln Gill
4	Richard Etzel
5	Haunani Kaiminaauao
6	Ken Taylor
7	Laraine Moriguchi
8	D. Kaliko Santos
9	Pat Griffin
10	Ken Posney
11	Barbara Aul
12	Alice Parker
13	Karen Yee
14	Joe Rosa
15	Esti Grinpas
16	Tamara Dutertz
17	Tommy Noyes
18	Mamo Arruda
19	Jacquelyn Winzer
20	Ramos Schoening
21	Liz Crites
22	Raymond McCormick
23	Palmer Hafdahl
24	Marie Williams
25	Kaleo Carvalho
26	Stevan Yee
27	Karen Yee