

West Side Public Workshop Notes

August 16, 2011

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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 was the first workshop and was held at the Waimea Neighborhood Center on the evening of August 16, 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:

- 29 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 Waimea or Kekaha
- About half of the attendees worked in Līhu'e
- Most children of participants attend school in Waimea
- Many travel diaries showed complex travel days with multiple trips
- People made little use of transit and there were few walking or biking trips
- There was limited awareness of transit routes or schedules
- Most people drove for most trips

Barriers to Riding Transit and to Bicycling or Walking:

- Places people are going are too far away to allow walk or bicycling
- It is difficult to live close to all destinations because where people work, where people's kids are in school and where stores are located are often in different parts of the island
- It is unsafe for children and adults to bicycle or walk on many roads on the West Side
- There are too many cars on the road for bicycling to be safe
- Because it's often necessary to make many stops, especially for trips to Līhu'e, relying on transit is inconvenient
- The bus often takes a lot longer than driving
- The bus does not work for people carrying groceries, surf boards, tools and so forth
- There are no sidewalks in Kekaha
- Walking is unsafe, especially for school children
- The school bus is expensive, so people drive their children to school



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Vision for 2030:

- People would be able to walk and bicycle more because roads and streets would be safe; this includes especially the children
- There would be shelters at bus stops providing protection from rain and the sun
- The Kaua'i Bus would operate with higher frequencies
- Employee bus passes would be available for people working in Līhu'e
- There would be support for electric/solar powered vehicles
- People would like to see fewer cars on the roads in the future
- Bicycle and car sharing programs would have been implemented in Līhu'e and Kōloa
- Visitors and tourists would have access to (and would use) various forms of transportation other than driving
- Bicycle lanes would be wider and safer
- A bicycle trail would have been developed between Kekaha and Waimea



Kauai Multimodal Land Transportation Plan

West Side Workshop

Tuesday, August 16, 2011

Attendees List	
1	Duke Lang
2	Eric Crispin
3	Katsumi Oyomo
4	Jan Pascua
5	Dawn Pondish
6	Ken Posney
7	Geraldina M. Norby
8	Ken Taylor
9	Rodney Pascua
10	Joy Osterhout
11	Steve Penner
12	Dee Morikawa
13	Dave Matthews
14	Lise Matthews
15	Steve Lupkes
16	Basilio Fuertes
17	Laura Haack
18	Ian Penner
19	Pat Gegen
20	Jo King
21	Joann Yukimura
22	J. Okada
23	Jean Souza
24	Leland Ibara
25	Myron Bairino
26	Marlene Bairino
27	Bruce Pisas
28	Tommy Noyes