

MINUTES

PUBLIC WORKS / PARKS & RECREATION COMMITTEE

September 28, 2016

A meeting of the Public Works / Parks & Recreation Committee of the County of Kaua'i, State of Hawai'i, was called to order by Ross Kagawa, Chair, at the Council Chambers, 4396 Rice Street, Suite 201, Lihu'e, Kaua'i, on Wednesday, September 28, 2016, at 8:30 a.m., after which the following Members answered the call of the roll:

Honorable Mason K. Chock
Honorable Arryl Kaneshiro
Honorable KipuKai Kualii
Honorable JoAnn A. Yukimura
Honorable Ross Kagawa
Honorable Gary L. Hooser, Ex-Officio Member (*left at 9:36 a.m.*)
Honorable Mel Rapozo, Ex-Officio Member (*present at 10:38 a.m.*)

There being no objections, the Committee recessed at 8:30 a.m., to convene in the Housing & Transportation Committee Meeting.

The meeting was called back to order at 9:34 a.m., and proceeded as follows:

Resolution No. 2016-57 RESOLUTION ESTABLISHING TRAFFIC LANE
MODIFICATIONS AND BICYCLE LANES ON RICE
STREET AND HO'OLAKO STREET; ESTABLISHING
CROSSWALKS ON RICE STREET, PUA'OLE STREET,
HO'OLAKO STREET, KALENA STREET, HO'ALA
STREET, AND MALAMA STREET; AND REPEALING,
AMENDING, AND ESTABLISHING PARKING
RESTRICTIONS AND BUS STOPS ON RICE STREET,
COUNTY OF KAUA'I (**This item was Deferred.**)

Committee Chair Kagawa: I am going to ask to make a motion to defer this item later, because we cannot defer it and have discussion. I am going to suspend the rules. We already scheduled a public hearing for October 5th, and then after all of the discussion, we will have a motion to defer to October 12th.

Councilmember Kaneshiro moved to approve Resolution No. 2016-57, seconded by Councilmember Chock.

Committee Chair Kagawa: Thank you. We needed a motion to discuss it. I am going to suspend the rules. Can the Administration come up? For the

public's information, this is regarding the Transportation Investment Generating Economic Recovery (TIGER) grant and all of the things that need to be done, in order to accommodate the TIGER grant going forward.

There being no objections, the rules were suspended.

(Councilmember Hooser is noted as not present.)

(Council Chair Rapozo is noted as not present.)

MICHAEL A. DAHILIG, Planning Director: Good morning, Councilmembers. Mike Dahilig and Keith Suga, for the record. I just want to inventory the handouts that we have passed out to the Councilmembers this morning, just so that you are aware of what we handed out. We handed out a PowerPoint of the presentation, so you should have that. It should be about twenty-four (24) pages, as well as a tabloid-sized map that has an appended resolution. The Resolution is actually set up as a legend, so each bullet point that is in the Resolution corresponds to an indicator on these colored maps. That was meant to try to help facilitate discussion on any particular traffic control item that is included in the Resolution. Even though you may have the official resolution, we did provide a second draft of the resolution that does have this color-coded legend. Again, thank you again for this opportunity to present before you and explain the traffic control resolution that is before you, relating to the Līhu'e Town Core of Mobility and Revitalization program. I will be going over five (5) topics. Keith and I will be splitting duties here. We would like to just go over these five (5) items: What is a big picture? Again, we have heard "TIGER" used quite a lot, so we will go into a brief discussion of what that is. We will talk about the source information that led to the development of the TIGER application, as well as the guiding principles as part of the design. We will then go into the process and explain how we engaged a robust community process to get information on how to take care of the nuts and bolts. As much as we present things, "the Devil is in the details" and we wanted to ensure that every detail was not overlooked before we put it on paper and presented it to you folks. We are going to go into what is proposed and this goes all across the areas that do require traffic control measures approved by this Council. Finally, Keith will go into some of the design details as to why things are where along Rice Street.

What is "TIGER?" "TIGER" is an acronym for a program created by the United States Department of Transportation (USDOT), and that stands for "Transportation Investment Generating Economic Recovery." This grant program anecdotally supplants many of the earmarks that we have been familiar with that have been brought back to our home states by corresponding legislators. So now, much of the discretionary funding that was normally passed through the states has now been lumped into things like the TIGER grant. This is one (1) example of how competitive it is. Across the nation, they receive six hundred twenty-seven (627) applications from various state and county jurisdictions, totaling a total of ten

million one hundred million dollars (\$10,100,000,000) in asks. The federal government, specifically Secretary Foxx, using his discretion, chose thirty-nine (39) of those six hundred twenty-seven (627) projects, totaling five hundred million dollars (\$500,000,000) and the County of Kaua'i was one of those thirty-nine (39) projects. We received a commitment of thirteen million eight hundred thousand dollars (\$13,800,000) to be matched by two million dollars (\$2,000,000) for a total cost of the project to be fifteen million eight hundred thousand dollars (\$15,800,000). Given the grant agreement, we have to complete environmental and construction clearances by June 30th of next year. So that is the time clock that we are under with respect to meeting the grant obligations.

What has guided the TIGER grant application was these four (4) documents, and these are documents that have been approved by the Council—way back, we had a Līhu'e Civic Center Masterplan that was followed by a Town Core Urban Design Plan. Last year, the Council approved the Līhu'e Community Plan, and as we pair that land use plan with the transportation plan, that is specially the Multimodal Land Transportation Plan. These plans, as mentioned earlier, do provide the guidance, from a policy standpoint, as to where we should be making our investments and what areas should we be looking at trying to facilitate change.

Before the TIGER grant was actually applied for, we did something called "Rice Street Week." This was a whole week where we made open to the public a number of various events that included walk audits, community meetings, and pop-up presentations at different establishments that are along the commercial core there along Rice Street. We did this as a basis to say, "Look, we have heard a lot of things about this area. Here are some things that we are thinking about. What do you think about it?" So we received a number of comments that helped guide our presentation to the federal government. That same year, we also did a presentation on what was going on with 'Eiwa Street and we also were able to receive moneys from the United States Environmental Protection Agency (EPA) that led to a parking audit of the County and State facilities around the Līhu'e town core. Again, that was a grant approved by this Council that we were able to receive that training and that audit from the United States Environmental Protection Agency. In May 6, 2015, we did receive approval from the Council last year to apply for the TIGER grant, and in the interim, we tried to build partnerships with the various State and County agencies, as well as community groups, to help provide the necessary backup and evidence that this was a community-supported project. We then updated the Council in the beginning of this year. We went to a number of community organizations to continue to talk about the process and make sure that it was on top of everyone's minds. We wanted to make sure that did not fall out of the stream of consciousness, that the TIGER was continuing to move ahead and that people were aware of every movement we were making. You will notice that at the very bottom, we did receive authorization for the two million dollars (\$2,000,000) in matching federal funds to receive the grant per the agreement.

Like I mentioned earlier, what we realized is that “the Devil is in the details.” So we have been employing a door-to-door concept when it comes to trying to get outreach and information from the public. You will notice that on June 7th and June 12th, we had staff members from both the Department of Public Works and the Planning Department go door-to-door for each house that was affected potentially by this, as well as go door-to-door with each of the Rice Street businesses. We followed up with a specific meeting, just for Pua‘ole and Malae residents on July 13th, as well as we did three (3) Rice Street business roundtables on July 21st where we invited them to come in and help with the design. We held a big tent open house because that seemed to be the best way to try to pinpoint and at the same time people’s specific concerns for specific portions of the project. Then we also held an additional Rice Street meeting on August 4th. What is not mentioned there is that we also provided an update to the Council, given a resolution on a petition that was circulated by a community member that lived on Pua‘ole Street. At that Council Meeting, indicated that we were in the middle of the design process and given the feedback that was coming from the community, we would honor their request to make design changes and incorporate that into our final nuts and bolts plan that is before you today. Here are more pictures of the community outreach that we did this year regarding the specific design on the TIGER grant. As you see here, we layout a whole strip of paper that shows the whole Rice Street printed out and we provided the opportunity for the public to give us notes, comments, et cetera and put it all on paper so that we could create a record and help us review what was going on. Many of the modifications to the original design that was presented to the public earlier in the summer were made based off of this litany of meetings and public comment. I am going to turn it over to Keith to go over the TIGER project components.

KEITH SUGA, CIP Manager: Keith Suga, County Capital Improvement Projects (CIP) Manager. Thank you, Mike, for the initial outreach explanation and TIGER background. If you go to this overall map here, this overall map shows all six (6) of the TIGER components, as well as projects that were either completed or in progress. So illustrated in yellow are some existing projects: Hardy Street, Umi Street, the work on Halekō Street, and Ho‘ala/Rice Shared Use Path. Some of these projects are completed and some are still in the works. The TIGER components that are included in this TIGER grant are the six (6) components listed in red. Number one is the ‘Eiwa Street Transit Hub, number two is the Rice Street Section, number three is the Ho‘ala/Kalena Sidewalk, number four is the Ho‘olako Street Bicycle/Pedestrian Improvements, number five is the Civic Center Shared Use Path, and number six is the Pua‘ole/Malae Improvements.

On the next slide, this illustrates and overview of the components that are included in your Traffic Control Resolution that is before you today. So included in that Traffic Control Resolution is Rice Street, Kalena/Ho‘ala, and Ho‘olako. We can get into a little bit more detail onto the Kalena/Ho‘ala section here illustrated on the map. For this particular section, the traffic control improvements being proposed, as part of the resolution, includes an addition of crosswalks and sidewalks along

Kalena Street, as well as Ho'ala Street, and a crosswalk on Malama Street, to provide connectivity from the senior housing and the Lihu'e Court Townhomes to the school, services, transit, parks, and businesses. So this would be, again, as illustrated on this picture here, the white would be the proposed or potential sidewalk improvements that could be implemented, and then the additional crosswalks. The next project item as part of this Resolution before you is Ho'olako Street, which would run from Rice Street, all the way through to the stadium. The improvements along Ho'olako Street would include an eight (8) feet sidewalk, as illustrated on the *mauka* side of Ho'olako, as well as bike lanes. These would connect neighborhoods to Vidinha Stadium, along with jobs and services in the Lihu'e Industrial Park area. Also included, you see the crosswalks and a dual left-turn lane as they get towards the Rice Street area. For the next component for Rice Street, I am going to turn this back over to Mike.

Mr. Dahilig: A lot of focus has been placed on what is going to happen on Rice Street, and this tends to be the predominant change that is set forth in the Resolution and I wanted to go over just a few design philosophy items incorporating a lot of the comments that we received over the past few months, as well as some of our experiences with Hardy Street. What we are paramountly focused on is safety for all, and when we mean "for all," we mean everybody that is using another mode of transportation besides cars. We are looking at cars, bicycles, and pedestrians; we want safety for all. We also, in the spirit of the TIGER grant, and in terms of what we were required to present to the Department of Transportation, this project needs to focus on economic development. What is in the best interest of those that are adjacent to the street and how does it help with economic development in trying to revitalize an area? We are also looking at cost-effective design. This is something that we are acutely concerned about and we want to ensure that we do not go over budget and that what we are providing as a design is something that is realistic and something that is attainable within the prescribed budget, so that we are not either going to value-engineer the project to a point where it is not effective or that we need to come back to this body for more appropriations. So cost-effectiveness is also a key paramount in design philosophy. In terms of what we have learned about some of our experiences with Hardy Street, what we want to ensure is that there are long-term maintenance costs that are kept down, with respect to the improvements to the street. We do not want to put in things that over time are going to be a chronic, high maintenance cost for the County and things that hopefully down the line can become more of a partnership in terms of its maintenance. We have kept down many of the kind of designer features that one may see along Hardy Street and focused more on what is necessary and how we make sure that is carried through in the long-run without much maintenance costs. I am going to turn this over to Keith in just a bit, but for an overview standpoint, just so that you understand where Keith will be going, we, for the most part, are looking at reducing the street, the amount of lanes in each direction from two (2) to one (1) with one (1) lane that is a left-turn lane from private driveways. It is a three (3) lane concept, so we are going from four (4) to three (3) lanes. At intersections, we are looking at left-turn lanes, and then we are

looking in certain areas that are dedicated bike lanes, as well as we are looking at increasing the amount of on-street parking to facilitate business activity. As I mentioned earlier, safety was a concern and why we are going to this three (3) lane concept. Rice Street has a number of private driveways up and down its stretch. There is a lot of traffic weaving that occurs as a consequence of coming in and out of those private driveways. The reality is that we cannot tell people they cannot go into their private driveway, so we need to work around that frequent traffic. There is also traffic weaving due to parked cars on the right-hand lane, and that traffic weaving does create traffic conflicts. What we are trying to do is create a dedicated area so that these parked cars do not create a weaving effect by these cars moving in and out of these lanes that are blocked by parked cars. We are also trying to address speeding. As many of you are familiar, if you walk up and down the stretch of Rice Street, you will notice that people are not following the twenty-five miles per hour (25 MPH) speed limit. That is posted speed limit for there, but we are aware that people do go a lot faster than the posted speed limit. Because of the speeding and the fact that there is poor visibility for pedestrian crossings, as well as poor visibility for those making left turns in and out of those private driveways, those can create the kind of conflicts we are trying to address in the design for Rice Street. Again, as I mentioned earlier, it is 25 MPH and when you look at how speed affects a driver's ability, it does narrow their field of vision and their ability to react in a timely manner, which increases the likelihood of crash severity. With that, I will turn it over to Keith to go a little bit more into some of the safety metrics that we are aware of so far.

Mr. Suga: From a safety standpoint, this particular slide shows some data that was gathered for the history of Rice Street. From 2007 to 2011, there were seventy-four (74) injuries along Rice Street, forty (40) of which were within the current project area, ten (10) fatal crashes from 1978 to 2014, and a pedestrian fatality in 2014, which occurred within the current project area. The four (4) to three (3) lane conversion typically results in a crash reduction of nineteen percent (19%) to forty-seven percent (47%). In addition to that, injury crash reductions are typically even higher. There are three (3) types of crash scenarios that we are identifying here as part of this presentation, one of which would be a situation where a car, like the red car...excuse me...let me back up first. On this illustration here, we have a configuration of the four (4) lanes on the left-hand side as an example, and then also what would happen on the right-hand side if the conversion to three (3) lanes were to occur. So here on this side would be a four (4) lane configuration, as what is currently existing out there. In a situation where this red car is trying to make a left-turn into a private drive or a private business, there is a potential of the blue car rear-ending the red car who is trying to stop or slow down to make that left turn. Again, this is just an example. We would have the middle lane serve as dual left-turn lane, so the red car could come into the middle lane, and then proceed to make their left turn; and these cars, the blue and the yellow, would utilize the single lane as a through lane. This here would illustrate a crash type that would be more of a, like Mike said, as cars are trying to weave around people trying to turn left or maybe trying to go around cars that are

currently parked in the right-hand lane. This type of sideswipe situation could occur. Within the proposed traffic resolution, this center lane would serve as the dedicated left and these cars here, the blue and yellow, would be able to traverse straight through. This scenario demonstrates a car doing a left-turn and creating a broad side or a "T-bone" type of incident. Here is this car trying to turn left into a private drive; perhaps this red car here in the opposing direction is stopping to allow for that car to make the left-turn. However, this red car is still in the current location and the line of sight to this yellow car is very difficult for this red car to see, which creates the situation where they initiate their left-turn and then possibly could create that "T-boning" effect with the yellow car that is trying to traverse straight through. For the proposal, again, we have this dual left-turn lane in the middle, which the red car could enter into to create or to start their left turn into the various businesses and this would allow for better sight distance for the oncoming cars going straight through on the one-lane section.

This illustration here is for the threats to pedestrians that currently exist in the four-lane configuration. Currently, pedestrians crossing Rice Street have to cross four (4) active lanes of traffic, and in this example here, which happens a lot of times along Rice Street, is that a pedestrian is at the crosswalk here wanting to cross, "Car A" will stop for the pedestrian, and the pedestrian will start their movement; but the car that is slowing down for them could prohibit them from seeing the "Car B" that is forthcoming. Again, the line of sight is blocked here. Again, in the Rice Street configuration, or excuse me, the proposed improvements, this is an example that would help eliminate that pedestrian hazard. What could be a possible design concept is to add a median in the middle. For the pedestrians wanting to cross Rice Street, they basically have one (1) lane that they can cross through, hit this refuge created by this median, and proceed across the second lane here. The data that has been provided shows that this type of improvement or treatment can reduce pedestrian crashes by up to forty percent (40%). These here are also other design concepts that could be implemented to provide for better safety for pedestrians while crossing various areas along Rice Street. These here demonstrate the curb extensions, which again, you see here are some examples of private drives on either side of the road. These curb extensions push out the sidewalk and the curb a little bit further out to create a better line of sight for the cars coming out of the driveways, as well as shorten the distance that the pedestrians have to walk to cross the various lanes. This is another example of curb extensions that incorporates a bus pullout situation.

Mr. Dahilig: As part of the overall design, as you have heard from the safety element, we are also looking at things that look at Rice Street as a place, as a destination. The reason we focus a lot on the pedestrian discussion is because the businesses along Rice Street rely on foot traffic to help stimulate commerce along that stretch. In order for those people who want to go into the businesses and patronize these establishments, we need to provide them the feeling that the area is a safe place for them to walk. In effect, you can look at it as if you are going to a shopping mall, you do not really have to deal with these traffic

elements, but we want to make sure that in this area that they have the same feeling of safety as they would in a normal shopping mall, and that they will be able to cross the street, they will be able to have a sidewalk that will protect them from cars, and that the cars are going at a very safe speed. What we hope this that facilitates, as this Council may be aware, that the Council passed in 2009 an up-zoning of Rice Street to facilitate redevelopment. People want this to be a live, work, and play area. It is one of the primary mixed-use zoned areas on the island and we want this to be a vibrant place where people can connect. In effect, we have gone through and made a lot of investments. In looking at the phrase, Līhu'e's "Main Street" as a means of identity for this area. This is, in effect, the heart of the island because it is the primary commercial and government center for the County and for the island. So we want it to become a vibrant place for commerce, a vibrant place for residential, a vibrant place for community government, as well as a vibrant place for people who can come for cultural gatherings and get together. This is where the pedestrian elements pair up very nicely in the design, because we are trying to facilitate that foot traffic to increase the amount of foot traffic commerce that is along this stretch of road. I will turn it back over to Keith in terms of what the effect is of the street design in terms of traffic.

Mr. Suga: From a traffic analysis standpoint, we have a consultant on-board who is assisting us and they did a traffic analysis at the intersections of Rice and 'Eiwa; Rice and Umi; Rice and Kress; Rice, Hardy, and Kalena; and Rice and Ho'olako. The table that we have up on this particular slide demonstrates the various level of services. The "level of service" in layman's terms is basically the amount of time that you have to wait at the intersection to pass through. A grade of an "A" would be minimizing the amount of time that you have to wait at the intersection to pass through and "F" would be that you are waiting at the intersection for a long time in order to get through that particular intersection. The consultants did an analysis of the a.m. period, lunch time, and the p.m. period; roughly, 7:15 to 8:15 in the morning, 11:30 to 12:30 at noon, and in the afternoon from 3:45 to 4:45. What their data shows is that the existing level of services, indicated here in this column, is pretty good for a majority of these Rice, 'Eiwa, Umi, and Kress Street intersections, and then Rice, Hardy, and Kalena, which was one of the busier intersections has a "C"/ "B"/ "C" level of service. If the traffic control improvements, as part of the resolution are implemented, this would be the level of service that would be after those improvements have been put into place. It does provide a better level of service with the improvements that have been laid out in the traffic resolution.

Committee Chair Kagawa: Can you repeat what level of service means? Does it mean level of service for pedestrians or level of service for traffic flow?

Mr. Suga: Level of service for traffic flow. If I am in a car at a particular intersection, an "A" level of service would mean that I am sitting there at intersection for a very minimal time and able to run through without waiting at all. An "F," for example, in the opposite end of the spectrum, would be

that I am sitting at the intersection for quite a while before I can get through it. Just for some level of detail, roughly, to go from an "A" to a "B" or from a "B" to a "C," it is typically a ten (10) second difference to go from a different type of grade, if you will. That is just a reference point there.

Committee Chair Kagawa: I just wanted to clear that up.

Mr. Suga: No problem. The next item that we want to discuss is the Rice Street parking.

Councilmember Kualifi: I am sorry, but could you repeat the time because it is not scaled on this?

Mr. Suga: Yes. The a.m. period that the analysis was done on was from 7:15 a.m. to 8:15 a.m. The noon time was from 11:30 a.m. to 12:30 p.m. The afternoon time was from 3:45 p.m. to 4:45 p.m.

Councilmember Kualifi: Thank you.

Mr. Suga: No problem. Again, parking is a big component of the Rice Street improvements. As Mike said, there was a lot of outreach done previously and we are going to continue to do more outreach. As part of that, we heard from businesses, and part of the TIGER project is to try to stimulate the economy and get more people into those businesses. One way of doing that, as we have heard from the business owners that provided their input, is to add street side parking, parallel parking. The current configuration of Rice Street provides forty-nine (49) stalls along Rice Street, eleven (11) of which are full-time stalls, because as you know for a lot of the stalls, there is that restriction during peak hours in the mornings and afternoons, which parking is not allowed. So the proposed resolution would include eighty-four (84) full-time parking and that is accomplished by way of the three (3) to four (4) lane conversion to allow for that additional room on the ends of the street, if you will, to provide that parallel parking.

This is the plan view for Rice Street. We are going to kind of get into some of the conceptual draft designs that are included as part of the resolution. This particular slide shows the connection to the highway intersection up by the round building, up towards just past Halekō. Here, you can see the dedicated bike lanes, improvements to the...I am sorry...here you can see the inclusion of dedicated bike lanes, one (1) in each direction, an improved left-turn lane for traffic coming into Halekō or wanting to turn into Halekō, and a median island here to help the pedestrian crossing. This particular section is from Halekō, all the way through to 'Eiwa and here you see the colorized dual left-turn center lane, which is this red, which allows for cars to come in to make their left turns into the various business driveways. The dedicated bike lane is continued through this stretch on both sides of the road. This particular slide shows from 'Eiwa Street to just past Umi Street.

Again, it continues that dual left-turn, colorized center lane just past Wa'a Road. Here also is a median to assist with pedestrian access crossing the road here. As a point of reference also, consideration has been made with regards to the Rice Street parade, which is why this median is offset on this side of 'Eiwa to allow the parade traffic to continue their normal route. Bike lanes are again here in this particular section. As you can see, the dedicated bike lane would end as we past Umi here. Here going down Rice Street, that dedicated bike lane would continue. In this particular section, we are going from Umi to just past the former Toyota car parking lot here. Again, you see the typical improvements into the dual left-turn, colorized center lane, submit the additional parallel parking, which would be incorporated. These areas here where the driveways are, you see this kind of white areas on either side of the driveway. These would be the bulb-outs or curb extensions that allow for that better sight distance for the cars when they are making their left-turn movements. Again, at this 'Ewalu intersection, similarly, these curb extensions or bulb-outs. Here we are adding a crosswalk. Again, the bulb-outs help to provide for that better pedestrian crosswalk access. This next section would continue down from the former Toyota parking lot down to about Kress Street. There is similar treatment in terms of the dual left-turn center lane. There is an improvement to this bus stop location here, just in front of the former American Savings Bank location. At this stretch, we sharrows, bikes sharing the lane with the vehicles, and additional parallel parking. Here, we are going from Kress Street, down to Hardy and Kalena. We are continuing the dual left-turn lane and then converting to a dedicated left-turn lane here for traffic coming down Rice Street, wanting to make the left-turn onto Hardy. Here are improvements to the parallel parking here, in front of the old Yoneji Building. Also, here are improvements to the curb extensions along this particular intersection to provide better sight distances. This particular stretch would go from Hardy, down to the vacant lot here. Again, similar types of concepts with the dual left-turn lane, the driveway extensions...excuse me...the curb extensions near the driveways, improvements to the parallel parking, and addition of parallel parking here. This is still a sharrow symbol on the lanes. No dedicated bike lanes here; just the shared symbols. This particular section continues down from the vacant lot towards Līhu'e Townhomes. This shows the connection to the Ho'ala shared-use path that has been completed. This is the existing crosswalk that exists today; however, these curb extensions will provide that better pedestrian access crossing the roadway here. Here are improvements to the parallel parking on both sides of the road. At this point, we see where we pick up a dedicated bike lane coming from Nāwiliwili section, coming up...excuse me...from Ho'olako coming up Rice Street. Here, we have the shared symbol on the roadway for bikes. Then there is an additional bus stop being proposed in this particular location. Continuing down the road, again, the basic dual left-turn lane through this stretch...this is Ace Ben Franklin heading down towards Ho'olako. Here at the Ho'olako intersection, you can see the dual left-turn center lane converting into a dedicated left-turn lane for traffic wanting to make that left turn, heading towards Vidinha Stadium. Here, we now see the dedicated bike lanes on either side of the road. This last slide for Rice Street shows the end of the County jurisdiction and the end of where the TIGER project would end with the dual center

left-turn lane, the initiation of the dedicated bike lane here near the PS&D parking lot.

Mr. Dahilig: Thank you, Keith. The next steps for the project after these resolutions would be to complete the concept design and the environmental compliance. Again, we are on a deadline, pursuant to the TIGER grant requirements to have those completed by summer of next year, and then we would go out for design/build procurement, so that would be done where the thirty percent (30%) plans would be completed and then seventy percent (70%) construction plans would be developed as part of a design/build process that go up for procurement.

I did want to take a moment to address a couple of items that did come up and I wanted to thank the Council for giving us leave to not present last Wednesday. We were tied up with the conference, so we thank you for giving us the ability to defer our presentation until today. We are aware that based on comments and questions from that meeting there were two (2) that came up with respect to the project. One was a pilot project, whether we could look at implementing these things as a pilot. In a perfect world, we would love to look at these things in segments, but the reality is given the tight, compressed timeline required by the federal government, to test out some of these items on Rice Street, in particular, would be difficult for us to get a particular amount of metrics back, implement it, and get metrics back, and then still meet the required deadline by mid-summer. I will say that some of the pilot information that we did get was based off of our experiences with Hardy Street, because it is somewhat of a similar design. That did help guide us with what some of the public has said is working and is not working and help integrate it into this design. I just wanted to address that element. The second one is regarding the cost-benefit analysis of this and the TIGER applications to the federal government required analyses with respect to economic competitiveness, as well as quality of life, and also with respect to environmental sustainability. Some of these are qualitative types of evaluations, but there are a couple of items that I did want to bring up that would bring light to what would be, I guess, a dollars and cents metric for how this would impact our economy. Marie Williams from our office did some of the analysis for the TIGER grant application and her determination, based off of 2015 dollars, is that over the next twenty (20) years, if the project was implemented, it would realize an additional nine million five hundred thousand dollars (\$9,500,000) in tax revenue over twenty (20) years for the County. Again, that is based off of if build-outs were to start happening as a consequence of more construction being attracted to this street because of the TIGER improvements and based off of the zoning that is there, that based off of those rates at the time that was in effect, what we presented to the federal government that over twenty (20) years we could look at nine million five hundred thousand dollars (\$9,500,000) in additional tax revenue. We also did an "h plus t" costs, which looks at housing plus transportation costs for the overall community and what effect it has in terms of a reduced delta on the public. What we got is an overall benefit of about twenty-nine million dollars (\$29,000,000) in transportation

cost-savings and housing savings. Again, this is over a twenty (20) year period. There are metrics that do show that the design of this street could incite redevelopment along the stretch based off of the zoning and could essentially provide additional tax revenue and also reduce “way of life” costs for residents that choose to live along the street. I just wanted to address those two (2) questions since I know that came out of the comments from last week’s referral of the item over to this committee. With that, Chair Kagawa, I think we are done here and we will be happy to answer any questions at this time.

Committee Chair Kagawa: Okay. Questions? Councilmember Chock.

Councilmember Chock: Thank you, Mike, for answering some of those questions up front. I really like the green medians that you pointed out on page 15 for the crosswalks for the pedestrians. I think about Kapa’a Town and if there were crosswalks there and how people use that as a thoroughfare to go through. My only question is why in some of the areas where crosswalks exist, we would not do the same? For instance, as we venture further down Rice Street by the old American Savings Bank that has a crosswalk. Is there a reason?

Mr. Dahilig: As Keith mentioned earlier, we heard a lot of comments from the public that were concerned, especially when we met with the rotary, because the rotary is the one that does the Lights on Rice Parade every year. They were concerned that medians along the parade route would impede the ability of people and design floats to go up-and-down the stretch. That is part of the reason why you do not see those particularly in front of the American Savings Bank building or from Ho’olako up, is because we clearly heard that concern from the people that put on the parade, that this was of value to them. So we opted to take that input and tried to design around it.

Councilmember Chock: I see.

Committee Chair Kagawa: Just a follow-up, do you have a map of that? Are you saying that you did not include a safety feature because of a parade?

Mr. Dahilig: What we did is look at alternate safety features. What we are doing instead is putting in what is called “curb extensions.” If you look at...

Committee Chair Kagawa: What page can I look at?

Mr. Dahilig: Let us go from reverse, since I know that...

Committee Chair Kagawa: No, the question he asked is my only follow-up, because it would unfair for me to open it all up.

Mr. Dahilig: Okay.

Committee Chair Kagawa: So from the question he asked, the area that was deleted because of the parade, I just want to see what map we would look at.

Mr. Dahilig: Let us start with the top panel of sheet 3 of 3 of the tabloid. I am going walk it up so that there is an understanding from the parade route standpoint why you see it in certain places and you do not. You will notice that coming up from Ho'olako that this is a lighted intersection. So a median or a curb extension was not required at that intersection where the parade shoots out because we had a lighted crosswalk. That is why there is no median at that crosswalk there. If you go back one page to sheet 2 of 3, you will notice the bottom panel is where you will see the townhouse and the vacant lot.

Councilmember Yukimura: Can we put that up?

Committee Chair Kagawa: Yes. Mike, can we put that up for the public? You can go with your pointer and point out what median you are talking about and everything.

Mr. Dahilig: Sure thing.

Committee Chair Kagawa: I think it is a valid question. We made an adjustment because of the parade so we should point it out so that everybody knows what we did not do because of the parade. I think the parade is very important, but it kind of seems self-serving to the general public that you folks are from the Administration, you folks run the Lights on Rice parade, and you just made a substantial change because of the parade. Let us be clear and show the public, "This is what we did because of the parade." Councilmember Kualii.

Councilmember Kualii: I have a suggestion, too. In your PowerPoint presentation, on the bottom of page 15, you showed this, and I guess it was just a sample, with the green space and widened sidewalk. That green space in the middle of the road is an actual median, right?

Mr. Dahilig: Yes.

Councilmember Kualii: But that is just an example? That does not exist throughout the route?

Mr. Dahilig: There are two (2) places where it exists.

Councilmember Kualii: Okay. Maybe you can show us those two (2) places, too.

Mr. Dahilig: Let me go back. If you look at sheet 1 of 3 of the tabloid, you will see two (2) medians that are there. It is one that is right at the Halekō Road intersection.

Councilmember Kualii: Right.

Mr. Dahilig: There is a second one that is at 'Eiwa and Rice Street. As Keith mentioned earlier, those are where we are putting in medians. Medians are not the only solution for traffic conflicts with pedestrians, so in trying to "marry" the competing interests, we then turned to what is called a "curb extension" to try to bring the walker a little further out so that they are being seen by the driver on the right-hand side, so that they are sticking out a little bit more, but there is a relief. There are many tools that we can use to try to accommodate the various public concerns. We believe that it is of comparable safety design, but one looks different than the other.

Councilmember Kualii: You are basically balancing also between where you have the curb extensions and you create additional parking, versus where you do not have the curb extensions and you have these medians where you have the bike lanes.

Mr. Dahilig: That is better than I could say.

Councilmember Kualii: Yes.

Committee Chair Kagawa: Mike, you are talking about that median right there, whereas if we had that median, some of the large floats would basically be stuck? They would not be able to go through because it would be too narrow?

Mr. Dahilig: Potentially. That is why we replaced those with curb extensions instead. As a through lane goes through, if we pull the curb relief out, there is a better chance that they can see the pedestrian. This is actually a lighted crosswalk here at Umi, but if you go a little further down, you will see instances where instead of the median, we are bringing the pedestrian further out into the line of sight so that they are not stepping directly onto a lane, rather than the person that is in the travel lane can see the pedestrian waiting to cross the road. Again, it is a comparable safety precaution, but it just provides a different option so that the balance of community interest can be accommodated.

Councilmember Kualii: That one, specifically, is by the round building, where the parade does not go?

Mr. Dahilig: Yes, but this is not where the parade goes.

Councilmember Kualii: It is at a place on the road that is extremely wide.

Mr. Dahilig: That is correct.

Councilmember Kualii: If you walk across there, it is a long cross.

Mr. Dahilig: Yes.

Committee Chair Kagawa: Mike, going back, how many medians do we have? We have one (1) there right by Halekō Road. Where is the other median?

Mr. Dahilig: It is right there, right before the 'Eiwa intersection. There are only two (2) of those that we have employed as part of the design.

Committee Chair Kagawa: By the museum?

Mr. Dahilig: By the museum, yes.

Committee Chair Kagawa: Does that median affect the parade?

Mr. Dahilig: No, because apparently the floats turn down 'Eiwa to break down at the Civic Center parking lot over there.

Committee Chair Kagawa: Oh, so the floats will turn before that median right here?

Mr. Dahilig: Correct.

Committee Chair Kagawa: Okay. Thank you. Councilmember Chock.

Councilmember Chock: Thank you, Mike. It is hard for me to visualize the curb extensions, but if they work, then that is great. One of the things that sticks out to me is being able to have removable object, like a post or even a median that can be taken out. Again, one of the things that I have seen is people, if they see an open lane, especially if they are going to turn left at some point or another, they get into it and they take off. So the same situation happens where you have one (1) car that stops next to the post office, and a pedestrian is walking across and the person in the median lane is already speeding too fast to stop.

Mr. Dahilig: Right.

Councilmember Chock: That is just something to think about because I know we have had some issues at that crosswalk.

Mr. Dahilig: Yes.

Councilmember Chock: Okay. Thank you.

Committee Chair Kagawa: Councilmember Yukimura.

Councilmember Yukimura: I just have one (1) follow-up comment. Your decisions about where the place those medians is an example of really good interaction between the planners and the community, because without the input from the rotary, you could have gone ahead and made those medians at a tremendous cost, and then the problem would have been realized. I commend you for the kind of outreach that is being done. Mike, my question is about Kalena Street's sidewalk by the park. Some of the merchants have expressed concern.

Committee Chair Kagawa: Councilmember Yukimura, if you have a lot of questions, then maybe we should take a caption break so that you will not be interrupted.

Councilmember Yukimura: Sure.

Committee Chair Kagawa: Okay. Let us take a caption break for ten (10) minutes and we will come back in ten (10) minutes.

There being no objections, the meeting recessed at 10:26 a.m.

The meeting reconvened at 10:38 a.m., and proceeded as follows:

(Council Chair Rapozo is noted as present.)

Committee Chair Kagawa: Members, in order to help each other with our questions and answers, and especially for the public, if there is a question on a specific area, can we please refer to the correct map, and if we are talking about a slide, what slide number? The slide number is not the page number on the bottom; it is the small number on each slide. Councilmember Yukimura.

Councilmember Yukimura: As I was saying before we took a break, my question is in regards to Kalena Street where we have had businesses concerned about the impact of the TIGER project on their businesses. I am looking for the slide...maybe you can help me?

Council Chair Rapozo: Look on page 8.

Councilmember Yukimura: Thank you. That is it. So you are showing that there will be a sidewalk from the crosswalk along Kalena Street, so I guess the main question is what is going to happen to parking in the area?

Mr. Dahilig: Absolutely nothing. Parking will remain status quo in that area. The only additional things you will see are sidewalks to

facilitate...because we have had new construction in this area, we have approximately one hundred fifty (150) to potentially at any time, one hundred fifty (150) to two hundred (200) residents that could be coming into this area based off of the amount of new units that were constructed as part of the Rice Camp housing development. So what we want to ensure is that the senior residents have connectivity to the commercial resources that are immediately adjacent to them and be able to walk safely and freely. If you notice the businesses that are along the more *mauka* side of Kalena Street, the only addition that you will see is item number 4.7 on the big map or that crosswalk that goes across Kalena Street from where I believe that is...

Councilmember Yukimura: Flowers Forever?

Mr. Dahilig: Yes, Flowers Forever and Kalena Fish Market. That is the only adjustment you will see directly on Kalena Street, but you will see the sidewalks that try to capture the senior housing pedestrian traffic and provide them two (2) safe routes, both on Kalena, as well as those who want to go south, down Ho'ala towards the mixed-use path that is already seeming to gather a lot of traffic. I will say that there is consensus from the community, but there are people that are concerned about this design. I do not want to give the impression that it was one hundred percent (100%) in favor of this sidewalk pattern, but we believe that given the characteristic of the housing and the age demographic of the residents that are using this facility, both because you have senior housing, as well as a little further down towards the cul-de-sac, is the affordable housing. That tends to have a lot of middle school and elementary school students. So both those ends of the age spectrums are the ages that we are concerned about with respect to safe pedestrian walking.

Councilmember Yukimura: Right.

Mr. Dahilig: That is where the connectivity is designed to try to accommodate.

Councilmember Yukimura: Okay. Thank you. I think that is reassuring. Also, related to parking, I think it is fabulous that in slide 34 you are showing that the TIGER grant project is going to take us from eleven (11) full-time parking along Rice Street to eighty-four (84) full-time parking. Often, these projects decrease the parking, but in your case, you are really increasing the parking while still increasing safety.

Mr. Dahilig: That is correct. Just as an additive to a follow-up to that about these full-time spaces, we are proposing in the resolution that these are time-sensitive spaces because want the spaces to turn over and be a resource for the public so that they are not just congested with people parking there 24/7. We want the economic activity to occur along Rice Street, so that is where in

the resolution we are calling for a two (2) hour parking time limit for people to come in, take care of their business, and leave, between 6:30 a.m. to 6:30 p.m.

Councilmember Yukimura: Okay. Do you have a follow-up?

Council Chair Rapozo: Yes. Mike, about Kalena, you said that not everybody was in support of those changes?

Mr. Dahilig: Yes.

Council Chair Rapozo: What was the concern?

Mr. Dahilig: There was some concern regarding the sidewalk going from the senior housing project down towards the Līhu'e Court homes.

Council Chair Rapozo: On Ho'ala you are talking about?

Mr. Dahilig: Yes.

Council Chair Rapozo: But on Kalena itself, there is no real problem with that?

Mr. Dahilig: With Kalena, no. We heard concerns from the public that we are going to take away spaces, but I just want to be very clear that the current design that we have, based on community input, we are not taking away any spaces.

Council Chair Rapozo: Okay. So the concern was the potential loss of parking?

Mr. Dahilig: Yes.

Council Chair Rapozo: But that has been resolved?

Mr. Dahilig: Yes, that has been resolved.

Council Chair Rapozo: Okay. Thank you.

Committee Chair Kagawa: Councilmember Kualii.

Councilmember Kualii: Also there on Kalena—so on Kalena and Ho'ala, it sort of shows the corner where the big bulb-out of the curb extension.

Mr. Dahilig: Yes.

Councilmember Kualii: Then Kalena and Malama has the same kind of thing on both sides.

Mr. Dahilig: That is correct.

Councilmember Kualii: Then also at the major Rice Street intersection, which is at the top of the particular map, on all of...at least the Kalena Park corner and the corner across, a lot of...at least the diagram looks that way...the curb extension pretty wide. Are there any plans in addition to the curb and the concrete to put any kind of bollard or anything? In the city of West Hollywood, they had these concrete balls to kind of give added protection to the pedestrians so that when they are standing out on the curb, a car could not...the only thing I would say along those lines, if there are considerations of that, in the city of West Hollywood when they did put it in, a lot of people were actually hitting it and they ended up taking it out.

Mr. Dahilig: You may want a visual barrier that in case kids run into the street, there is a protection. On the flipside, you also have cars that have the bollards protecting from cars and pedestrians waiting on the sidewalk. I do not know what the design preference was in particular why there are not any proposed, but I can get that answer for you and try to follow-up. You said it was the city of West Hollywood?

Councilmember Kualii: Yes. They put them in and they ended up taking them out.

Mr. Dahilig: We can do that.

Committee Chair Kagawa: Councilmember Yukimura.

Councilmember Yukimura: Thank you. If we go to slide 33, your Rice Street traffic analysis, where you talk about level of service or the amount of time you have to wait at intersections, you have the existing level of service and then you have the after the TIGER grant level of service.

Mr. Dahilig: Yes.

Councilmember Yukimura: It shows that overall the level of service will be improved. How reliable are these predictions?

Mr. Dahilig: I am not a traffic engineer, but it is the same type of traffic analysis that you would see in any standard Traffic Impact Analysis Report, which we commonly see as part of our environmental disclosures and development of any traffic improvements across the island. So the same methodology would be proposed in this situation, and what the scenario was proposed was a four (4) lane to three (3) lane configuration.

Councilmember Yukimura: I understand that it is a pretty conventional way of doing the analysis. My question is how reliable is it, which means given that it has been used over and over for at least two (2) decades...so when they have these projects, they make these predictions, and then after the project they actually go and see whether the predictions were accurate? How reliable are these?

Mr. Dahilig: It is methodology that has been accepted widely amongst the engineering community. Is it an exact science? Every engineer will tell you "no." In terms of what is accepted as a predictor of whether you make the investment or do not and what affects you have, this is pretty much the standard that we have that we rely on from the engineering community.

Councilmember Yukimura: Okay.

Mr. Dahilig: The slide is mainly to illustrate that even though the mantra may be that we are going from four (4) to three (3) lanes, you will see overall that the level of service will either be relatively maintained or adjusted up or down by ten (10) seconds, one way or the other.

Councilmember Yukimura: If the predictions are accurate or pretty good?

Mr. Dahilig: Yes.

Councilmember Yukimura: I am not asking for total precision, but I am asking if we are going to get what we are saying we are going to get. I presume maybe Michael Moule or somebody will know more. Okay. What is the level of service for pedestrians and bikeways? Actually, Vice Chair asked if this is level of service for biking. What are the measures that we use to show that there is improved biking or improved pedestrian safety?

Mr. Dahilig: Let me get you an answer on that.

Councilmember Yukimura: Okay.

Mr. Dahilig: Predominantly, when we are looking at traffic analysis, it is vehicular traffic. I am not aware of methodology that is used for other modes of transportation; however, let me get you an answer and see if we can if there are metrics that they do use.

Councilmember Yukimura: Okay.

Committee Chair Kagawa: I have a follow-up on the Rice/Hardy/Kalena portion. I assume right now that for the Rice/Hardy/Kalena intersection, one of the major reasons for traffic congestion there is that it is difficult from Rice Street to

make the left-turn to Hardy, sometimes because there are large volumes of cars coming up and it is difficult to find a gap with those two (2) lanes coming upwards. I am kind of thinking to myself, how is that going to be improved from a "C" to a "B" when now you only will have one (1) lane of traffic that you are looking for a gap, but double the volume of cars? Because there are normally two (2) lanes coming up, now they will all be forced to drive on one (1) lane. So I am thinking, are we planning to have a left-turn signal to accomplish the left-turn, or are we just going to keep it the same and expect the drivers to wait for a sufficient gap with one (1) lane that has double the volume of cars on that one (1) lane?

Mr. Dahilig: We have put in the left-turn lanes so that it does provide us the option to signalize the asset that is there right now, to provide that green arrow. I am not aware if that specific decision has been made to already put in the green arrow, but I think your comments give us cause to really carefully look at that and pair the dedicated left-turn lanes with the green arrow. It sounds like a no-brainer to me.

Committee Chair Kagawa: I am just thinking like a short green arrow that would clear a certain amount of cars, whether it would be three (3) or whatever, and then back to a two (2) way green, where you can wait for a gap; but at least to clear that congestion for the cars making a left-turn from Rice. I was just wondering.

Mr. Dahilig: The beauty is that we have the asset there already, so we do not have to put in a new traffic signal. We can do that very simply.

Committee Chair Kagawa: You do agree that there may be a lot of problems in finding a gap now that you have two (2) lanes of traffic, now all merging into one (1) lane?

Mr. Dahilig: That does give the opportunity for us to look at how that relief lane for the left-turn is used, because if we are increasing the flow, how much less gap is there, is what I am hearing. If the left-turn arrow is a solution to that, that is something we can implement very quickly.

Committee Chair Kagawa: Thank you. Further questions?

Councilmember Yukimura: Yes. I just have follow-up on that. I think that is what you suggested for right here, right? That really helped the flow of traffic, so that is great that it would be applied down below. I have other questions, but I can let others ask.

Committee Chair Kagawa: Councilmember Chock, do you have a follow-up on that Rice/Hardy/Kalena? I will go right back to you after Councilmember Yukimura is done.

Councilmember Yukimura: I am going to go on a new question, so I am okay if Councilmember Chock goes first.

Councilmember Chock: On page 17, slide 34, we are increasing a significant amount of parking, almost doubling it. Do we have any projections in terms of the build-out of what we need to be reaching in terms of parking? I have received some comments about can the grant cover a parking deck and where should it be and future needs if we are trying to get everyone to this center?

Mr. Dahilig: This is probably for the most amount of parking stalls and pairing that with the TIGER requirements is probably the sweet spot we are able to hit. We cannot use the funds to actually build a parking structure. So in looking at the needs of each individual driveway and in terms of allowing those driveways to maintain service in and out of Rice Street, as well as looking at areas where we can accommodate the width to have the additional parking, this is what we are able to accommodate. I know that based off of some of the discussions that we have had about Hardy Street is that there is some concern about the width of the parking stalls or the length of the parking stalls. The eighty-four (84) full-time parking stalls are based off of the American Association of Safety Highway and Transportation Officials (AASHTO) or "AASHTO"—they have the standard parking stall's width and length and that is what is proposed now. We have heard many comments that for the type of vehicles that are driven on Kaua'i, whether we need to look at adjusting some of the parking stall widths to accommodate for larger trucks and vehicles. I know that is something that Michael Moule and Lee Steinmetz are looking at right now, in terms of can we move things out a few more inches here or there or lengthen things a few more inches here and there to try to provide that width. I think from the Hardy Street experience, that was a comment that we go through that process that some cars are bleeding into the bike lane or some cars are bleeding into the travel lane. So we wanted to ensure that knowing the characteristic of our driving public that that may be something we need to look at. Eighty-four (84) is based off what is the standard nationwide, but if it makes sense to try to provide wider stalls, we are looking at that and we will come back and let you know.

Councilmember Chock: So it may decrease?

Mr. Dahilig: It may decrease, but this is based off of what is nationally accepted.

Councilmember Chock: Thank you.

Committee Chair Kagawa: I have a follow-up to his parking question. There are some parking stalls in the area of the path, and across from that is the condo complex, Lihu'e Court Townhomes or something.

Mr. Dahilig: Yes.

Committee Chair Kagawa: You talked about the parking being time-sensitive, like in slide 43...anyway, you talked about being time-sensitive to accommodate businesses to maximize people using the parking stalls. I am wondering if it is going to be time-sensitive even in non-typical business hours, such as 9-6 in the morning, where sometimes residents have guests or family that have an additional car that may want to utilize this parking and if it is going to be time-restricted for a couple of hours, I am thinking that we are going to have a problem with trying to accommodate people that do not have assigned parking that are using the facility.

Mr. Dahilig: If I could turn you to the Resolution on page 5, Section 6 of the Resolution, what we are asking the Council to do, in terms of time limitations, is there in Section 6. That is in its actual language of the Resolution. The language says "along Rice Street between Halekō and Hardy Street, parking is hereby restricted to two (2) hours, only from 6:00 A.M. to 6:00 P.M. daily, except on Saturdays, Sundays, and legal holidays." What we are asking for is that the areas north or *mauka* of Hardy Street, rather than *makai* of Hardy Street be time-limited in anything that is *makai* of Hardy Street that does not have the time limitation. So the area that you are specifically pointing to right across the townhomes, that at this point would not be included as part of the time limitations in the Resolution.

Committee Chair Kagawa: Thank you. Councilmember Yukimura.

Councilmember Yukimura: I just want to say that I so appreciate how you have answers to the questions that we are asking, which means that you have really thought this thing through. For the car lanes, we are going from four (4) to three (3), but the width of the lanes is not changing, right?

Mr. Dahilig: I want to get you a clear answer. The widths along Rice Street vary also. I do not want to give the impression that there is a standard change up or down, so what we can do is get you where we are changing the width of lanes for certain segments. There are changes, but it is varied by where you are on the street, because the widths also vary along Rice Street. For example, you are going down Rice Street in front of Rob's Good Times Grill—you will notice that the right-hand lane is actually a little wider because you are accommodating parking on that side. To have that be the comparative standard, versus what is the left-turn travel lane is a little different in each case. I do not want to give misinformation of "yes" or "no," but we can segment by segment provide that comparative analysis for you.

Councilmember Yukimura: The motive for asking the question is my concern that for many parts of Rice Street, you are going to have bikers sharing it with cars and now that there is one (1) lane going each way...I use this stretch a lot,

but if I see a biker going up Rice Street from Nāwiliwili, so in front of Ace Ben Franklin or something, and I am driving a car, I will go a little bit more into the middle lane to just give some extra space. I was just wondering about that kind of situation.

Mr. Suga: We just got a clarification that the through lanes as proposed, as part of this traffic resolution, is that the width are ten (10) feet through lanes, which is equivalent to what the current lane width is on Rice Street now.

Councilmember Yukimura: In other words, the existing lanes are not going to be reduced in widths, although they will be used for different purposes now.

Mr. Suga: The existing lane widths at intersections for the through lanes and the left-turn lanes will stay consistent to ten (10) feet wide. There are sections along Rice Street for the dual left-turn lanes, where the red colorized is, that in some areas, because of the right-of-way width there, those dual left-turn lanes may be nine (9) to nine and a half (9.5) feet, depending upon the specific areas, just for that center lane. For the through lanes, the widths will be consistent to what it is now.

Councilmember Yukimura: Okay. Thank you.

Committee Chair Kagawa: Councilmember Kualii.

Councilmember Kualii: So a couple of our Councilmembers have pointed out slide 34 on the parking and I see that as a definite added value for our business, in that the whole thing is a "Transportation Investment Generating Economic Recovery." The other slide, slide 32, where you say Rice Street comments from the public, you probably have a lot more than that; you just gave some highlights with that.

Mr. Dahilig: Yes.

Councilmember Kualii: I am curious to know what more you have and has it come from a broad mix of people from the public, including any of our business associations or groups?

Mr. Dahilig: Yes. What we have done is we have actually taken the...you will notice in one of the slide images that you will see a map with post-its and everything on it. We have taken notes at every meeting and taken information at every meeting, but we have also scanned in those maps as-is so that we are able to see where those post-its are. We can provide drop-box links for the Councilmembers if they would like to take a look at the charrette products that came out of there to see what the post-its and the on-paper comments were before

we actually proposed the documents. We can definitely make that body of work available to you.

Councilmember Kualii: Along the lines of the benefits to the business community, at the end of your presentation you talked about Marie Williams doing an analysis and the possibilities of inciting economic development. Then the cost savings to transportation and housing, you said nine million five hundred thousand dollars (\$9,500,000) based on 2015 dollars over the next twenty (20) years in additional tax revenues, and then you said over that same twenty (20) year period, twenty nine million dollars (\$29,000,000) in transportation and housing cost savings. Is that what you said? I do not really understand that second point. "Reduced way of life costs" is what you said. I am curious as to why you did not just make a slide out of this also because it is valuable. You just kind of tagged it on at the end.

Mr. Dahilig: We can definitely provide that and lift the actual pages from the TIGER grant application and circulate that over to the Councilmembers. Best I can explain is that when the TIGER grant is looking for cost-benefit analyses, they are looking for many metrics, but one they look at is the effect on household housing and transportation costs. So they are looking at things that are called "H and T." What "H and T" entails is how much are you paying for rent, how much are you paying for lights, and how much are you paying for sewer, water, et cetera? But they combine "H" with "T" because they realized that there is also a mobility factor that daily creates a cost for that person. For instance, say you have two (2) people that works for the Council here and they both work here, but one live downs the street, versus one lives out in Kekaha. The "H and T" would be higher for that person versus the "H and T" that is here. What is being anticipated is that the "T" element, one will go down and that because more mixed-use housing options are going to be provided as a consequence of the Lihu'e Town Core Ordinance that was passed by the Council, there is also going to be a lot more multi-family product in the core, whereas right now, you do not have a lot of multi-family product. Those inputs go into that "H" plus "T" analysis, and if you look at it over a twenty (20) year period, that is where they are coming up with that number that we presented to the federal government that the way of life costs for a community member as an aggregate will have a net "H and T" reduction over a twenty (20) year period, close to twenty-nine million dollars (\$29,000,000).

Councilmember Kualii: Going back to the first part, the economic development with that, could affect the second part, as far as coming up with the twenty-nine million dollars (\$29,000,000). If Rice Street's flow is better, more people are walking, there is more parking right in front of people's stores or storefront parking, if you will, that maybe even on a vacant lot there with the housing and everything happening, there could be a grocery store of some sort, and then that means that a lot of these people, instead of driving to the grocery store would just walk because it is basically next door from where they live.

Mr. Dahilig: That is exactly right.

Councilmember Kualii: Then that is all of the savings.

Mr. Dahilig: Yes.

Councilmember Kualii: Okay. Thank you.

Committee Chair Kagawa: Mike, I have just a broad overall question—if you can repeat again, how long ago did we change or reconfigure Rice Street to four (4) lanes? What was the reason why we reconfigured it?

Mr. Dahilig: My understanding is that it was done back in 2000.

Committee Chair Kagawa: So sixteen (16) years ago?

Mr. Dahilig: Yes.

Committee Chair Kagawa: Then it was done to...

Mr. Dahilig: The predominant traffic along Rice Street at the time was because you had two (2) lane arteries, both at Rice at Ahukini, as well as Nāwiliwili, and you have traffic that is trying to get from the port centers, as well as Kapule Highway, up to Kaumuali'i and Kūhiō. So when you look at Rice Street, it was a connective artery to try to get between those two (2) state arteries. So I believe a lot of the traffic that was being created at the time was a lot of that connectivity element where you see now where Rice Street is being used to try to get up to the upper roads. What you have seen since then is significant improvements down at Nāwiliwili, as well as at Ahukini, where now because you have more arteries that are able to accommodate the traffic between Kūhiō and Kaumuali'i and Kapule and the port centers that they have options to go around there. That is where the design for Rice Street may have been done at an age where they were trying to accommodate that through traffic, but now that we have three (3) arteries, not just one (1) predominant artery, we can now create that better circulation and move the higher volume trucks and industrial traffic away from Rice Street and onto Nāwiliwili or onto Ahukini.

Committee Chair Kagawa: So right now, if you do not go and turn right after Kukui Grove Shopping Center and come straight up, you have either two (2) choices: you can either take Kaumuali'i Highway or you can take Rice Street, like say you are a truck driver trying to get to Līhu'e Industrial Phase 2.

Mr. Dahilig: Right.

Committee Chair Kagawa: Are we trying to say now that we hope that when we narrow these streets and slow down traffic, we want to encourage those drivers to instead use Nāwiliwili?

Mr. Dahilig: I would say that we are providing more options. Water is going to flow downhill and going to find the path of least resistance, no matter what. When you look at water flowing downhill, if a truck driver believes that it is more advantageous for him to get down to Nāwiliwili Harbor using Nāwiliwili versus Rice Street, they will start going down that road. What is illustrative of that is when you look at some of the discussions we had with Pua'ole and people trying to use Pua'ole as a cut through. Cars and traffic are going to find the path of least resistance. So what is being meant on Rice Street is a little bit more, I guess, resistance in the effect that we are trying to create safety because of the businesses that are nearby. It does not impede them and we are not asking for a gross vehicle weight rating (GVWR) or axle limitation on Rice Street. I want to be clear that, that is not what we are asking for by law.

Committee Chair Kagawa: I guess my question is saying that you cannot predict what the impact will be on the traffic flow. Right now, it flows. You do not like weaving or speeding, but right now, it flows. If there is significant congestion created once we turn to the three (3) lanes instead of four (4) lanes, what you are saying is people have an option and that will hopefully alleviate the problems, and to use Nāwiliwili more or what have you. Again, it is like a question mark, because what will happen later if you have more flow going down Nāwiliwili? Nāwiliwili can really slow down as you pass Anchor Cove and all of that. I live here and I have never had to use Nāwiliwili because it takes me an additional ten (10) minutes and wastes another gallon of gas if I go all the way around that way instead of coming right up Rice Street to get to my destination. How many cars do we estimate daily that travel on Rice Street and intend to patronize businesses on Rice Street? How much percent of the cars are using Rice Street as a connector to get to another destination, such as to get to the stadium, Kapa'a, or Phase 2? What is that percentage right now?

Mr. Dahilig: From a trip-generation standpoint, I do not have those numbers and I do not know how we would get those numbers. I can ask. But I think it is a relevant question in terms if we make this change, does that create another plug somewhere else, right? I think that is what you are asking.

Committee Chair Kagawa: Basically.

Mr. Dahilig: At least what we can say from the best engineering that we have available to us, is notwithstanding what the changes are from a safety standpoint, the flow along Rice Street should not change. The flow should not change. From a trip-generation choice standpoint, from point "A" to point "B," people are starting to choose different routes, I would have to ask the engineers how we would be able to split the traffic flow in terms of who is and who

is not. As an aggregate, we know that based off of the current engineering, we expect very minimal change to the traffic flow with this design.

Committee Chair Kagawa: My last broad question is what is the projection for how many bikes we can expect per day that will use the bike paths that we will be creating once we do it? In Honolulu, they have done a lot of them. They have done them in Waialae and on King Street and the constant thing that I hear from residents there is that there is a very minimal amount of bikes that use it, and they have, with tourists included, one million four hundred thousand (1,400,000) people. I think we have seventy thousand (70,000) with tourists. What is the projection as to all of these bike improvements, how many people can we expect will be using it per day?

Mr. Dahilig: Okay. I think that dovetails on the question that Councilmember Yukimura asked, in terms of how do we count these things? As I mentioned earlier, I am not sure. I think it gives us pause to ask are there methods and ways that we can create a dashboard and monitor this. Off the top of my head, I cannot give you an answer.

Committee Chair Kagawa: How many people use it now, even though there is no bike path and what have you?

Mr. Dahilig: I know at least one (1) and that is me.

Councilmember Yukimura: About fifteen (15) a day.

Mr. Dahilig: Okay. If there is a way that we can provide you more information, then we can do that.

Committee Chair Kagawa: I am just curious if we have projections. When we spend millions of dollars, I hope we have projections and numbers that support why we are taking away traffic flow and accommodating other methods of travel. I felt like we have projections for success, so the public that disagrees with adding bike lanes and reducing road lanes will say, "Well, the Administration had this projection and now we did the changes, they are meeting it. Success." When we just have these, "Oh, we do not know how much. We are going to do them, but we think there are fifteen (15). Councilmember Yukimura thinks there are fifteen (15). We hope we can achieve thirty (30)." What is the projection? What are the outcomes for the public? We are spending millions of dollars. We are not spending one hundred fifty-eight thousand dollars (\$158,000). We are spending fifteen million eight hundred thousand dollars (\$15,800,000), so I think the public deserves some projections and success rates. That is what successful corporations do; they have projections, outcomes, and milestones. I think that we should have some goals.

Mr. Dahilig: I certainly agree. Accountability, I think, is what you are after and I think it is fair for us to be accountable, that when we are spending the money as such that we are being able to be judged by the public clearly on what we made the investment on. If that is a particular metric that you are interested in, let me see if there is a way that we can provide that metric. Off the top of my head, I would have to go back and try to find that.

Committee Chair Kagawa: You have people from Kaua'i Path and others here and maybe they can help provide what kind of goals we want. Do we want one thousand (1,000) people using it in ten (10) years? What is it? Councilmember Yukimura.

Councilmember Yukimura: As a follow-up, I think the questions that the Vice Chair has been asking are very legitimate and I want to urge the Planning Department to look at a Līhu'e Traffic Circulation Study, which would give us a lot of this data and would complement our Līhu'e Community Development Plan.

Mr. Dahilig: Okay.

Councilmember Yukimura: My question, as a follow-up to Councilmember Kualii's, on this housing plus transportation cost-savings per household—I appreciate the explanation and the analyses, so if I could just further elaborate to make sure that I understand. There is this County worker who lives in Waimea and commutes to Līhu'e every day, and three (3) years ago, his gas bill was three hundred fifty dollars (\$350) a month. So if he were to move into Līhu'e, he would not have that gas bill, so he would be saving about four thousand dollars (\$4,000) a year. Is that the kind of cost savings you say could be generated by having this mixed-use housing right on Rice Street?

Mr. Dahilig: That is a potential. Like anything, trying to track one (1) individual versus looking at everything as an aggregate is what is always difficult. There is always going to be an outlier here and there, but knowing what we have as the zoning and the availability for up-construction for multi-family units and the ability to create more housing units closer to the workforce center, while at the same time, increasing the economic activity of the workforce center to create more jobs. That is what is essentially imputed into this cost-benefit analysis. So to break it down to a "one (1) person story," you could look at it that way, but the analysis is done on a more twenty thousand (20,000) feet view level.

Councilmember Yukimura: Sure. Every day, we have a lot of people driving in from outlying areas to work here, and to the extent that a percentage of them could live and work here, that is the kind of savings you would see to the household?

Mr. Dahilig: That is correct.

Councilmember Yukimura: Not to mention the cost-savings for road improvements that would be increasingly generated if people kept living outside and you kept having to drive in.

Mr. Dahilig: Right. Like anything, these are all lifestyle choices. To say that somebody would want to give up a rural way of life for something that is a little more suburban in nature is a choice that they have to make. We think that given the scale of what the housing is available for construction on Rice Street in comparison to what is available around the island, it is a drop in the bucket compared to what the housing needs are overall. It can be analyzed in that small scope and we are hopeful that because the amount of units that are available are a small fraction of what the demand is out there, there is a segment of the community that would take advantage of these increased on housing and work/live/play opportunities. We are definitely not banking on this being four thousand (4,000), six thousand (6,000), or eight thousand (8,000) units. We are looking at something in the order of low to mid-hundreds and that is what the analysis is here.

Councilmember Yukimura: But in fact, you are creating the choice of living in town. I agree with you that people will make...they do not only make lifestyle choices, but they make household/economic choices, too.

Mr. Dahilig: Right.

Councilmember Yukimura: We would be creating some choices for living in town.

Mr. Dahilig: That is correct.

Councilmember Yukimura: Okay. Lastly, I just want to say that your design philosophy is really excellent on page 21. Thank you for that. For the safety questions on page 25, your data, and I think that was Keith's presentation; from 2007 to 2011, there were forty (40) injuries within the project area. These, I presume, were due to traffic accidents.

Mr. Suga: Correct, vehicle-related.

Councilmember Yukimura: So there were actually ten (10) fatal crashes on Rice Street from 1978 to 2014?

Mr. Suga: Correct.

Councilmember Yukimura: That is kind of interesting.

Council Chair Rapozo: If I could just ask a clarification question, that includes the pedestrian, not...or just vehicle versus vehicle?

Mr. Suga: I can confirm, but I believe it is vehicle and pedestrian incidents.

Council Chair Rapozo: Yes, I think it includes pedestrians also. I kind of remember a few of those.

Mr. Suga: Yes.

Council Chair Rapozo: Okay. Thank you.

Councilmember Yukimura: But it still was traffic, so it must have involved a vehicle if a pedestrian...

Mr. Suga: Correct, related to...yes...

Councilmember Yukimura: Okay. Since safety is one of the goals of this project, we are pretty much projecting that accidents will be fewer with the changes that we are making.

Mr. Suga: Correct.

Councilmember Yukimura: Okay. Thank you.

Committee Chair Kagawa: Further questions? Seeing none. I just had one final question. Actually, I am okay. Thank you, Mike and Keith. You folks did a great job of being prepared and answering our questions. *Mahalo*. We are going to open it up for public testimony.

CODIE K. YAMAUCHI, Council Services Assistant I: Committee Chair, you have registered speakers. The first speaker is Glenn Mickens, followed by Tommy Noyes, representing Kaua'i Path.

Committee Chair Kagawa: You have three (3) minutes first and if you need an additional three (3) minutes, you may have another three (3) minutes after everyone is completed on their first round.

GLENN MICKENS: For the record, Glenn Mickens. First, I want to thank Mike and his staff for their PowerPoint presentation. It was very good, even though I have many questions about it. One of the biggest problems we have that locals and tourists alike agree on is traffic. Resolution No. 2016-57 does absolutely nothing to alleviate or solve this problem. In fact, this Resolution is counterproductive and only exacerbates the problem. It turns Rice Street that was once two (2) lanes and wisely made into four (4) lanes, back to two (2) lanes; lanes that are made less wide for vehicle travel by adding bike lanes that few bikers use or will ever use and that other striped lane in the middle. Then the plans, if I

understand them correctly, call for using this arrow turning lane in the middle of Rice Street, just as Kūhiō Highway is marked through Kapa‘a, basically making traffic worse and not solving any problem. In a recent poll taken by *The Garden Island*, it asked whether the public wanted the proposed changes made to Rice Street, and the overwhelming response was, “No, leave it the way it is.” Also, in a recent letter to the forum by Sandy Coombs, she very wisely states, “From housing to roads to marks and gun control, our national, state, and county governments are manipulating the way we live. For example, they want to you walk, ride your bike, or take the bus, and design the roads to frustrate you into doing that.” Is this not exactly what our engineers at the orders of those hiring them are trying to do with this total Rice Street project under the guise of the TIGER grant? Chair Rapozo has so wisely and passionately made the case that we should not be spending our time, efforts, and money, going after low-priority grants like this, when we should be going after moneys for alternate roads, road repairs, low-income housing, and projects that the people need and want as opposed to the projects that our government is trying to force on us? I am highly opposed to this Resolution and hope that all members of this Council will vote against it. Think of what is best for the majority of the driving public, and not for those few who live in an unrealistic world. Not one mention in this presentation mentions what will be done about the added traffic problem that will be created by taking away two (2) driving lanes, plus narrowing them for bike lanes, the unmentionable cause-and-effect results. Since Kūhiō Highway already has the arrow lane to Kapa‘a, why was it not the success or failure of doing it on Rice Street being used, instead of only the accident rate on Rice Street. My time is up. I hope that the public is not just being shoved this problem and being pushed at them and saying, “Here, take it.” You went through the whole thing with the community that was here today. See what the people want, not what they want to give us. Thank you.

Committee Chair Kagawa: Glenn, you will have three (3) more minutes if you need some later. Next speaker, please.

TOMMY NOYES: Good morning, Committee Chair Kagawa and Councilmembers. My name is Tommy Noyes and I am representing Kaua‘i Path as their Executive Director. Kaua‘i Path’s Board of Directors strongly urges this Committee and the Kaua‘i County Council to approve the above-referenced resolution, clearing the way to proceed with the thirteen million eight hundred thousand dollar (\$13,800,000) Federal Transportation Investment Generating Economic Recovery award. The Federal Highway Administration selected Kaua‘i for this highly competitive award because the County invested in a comprehensive community engagement process, and then developed innovative roadway designs that will safely move cars through the project corridor. The Lihu‘e Town Core Mobility and Revitalization project meets the United States Department of Transportation’s goals, as laid out on their “About TIGER” webpage as follows: “In each round of TIGER, the Department of Transportation receives hundreds of applications to build and repair critical pieces of our freight and passenger transportation networks. The TIGER program enables the Department of

Transportation to examine these projects on their merits to help ensure that taxpayers are getting the highest value for every dollar invested through TIGER discretionary grants. Applicants must detail the benefits their project would deliver for five (5) long-term outcomes: safety, economic competitiveness, state of good repair, quality of life, and environmental sustainability. The Department of Transportation also evaluates projects on innovation, partnerships, project readiness, benefit cost analysis, and cost share.” Kaua‘i Path’s goal is to improve health outcomes for Kaua‘i residents. We are honored to be a committed partner with the County of Kaua‘i in implementing smart changes to the built environment that will result in economic prosperity, injury prevention, and better public health and wellness. We urge the Council to approve this Resolution without delay and to do everything in its power to expedite and support the TIGER-funded Līhu‘e Town Core Mobility and Revitalization project. Thank you.

Committee Chair Kagawa: Thank you, Tommy. Next speaker.

Ms. Yamauchi: Your next registered speaker is Elliott Yamamoto, followed by Nancy Kanna.

ELLIOTT YAMAMOTO: My name is Elliott Yamamoto and today I intend to give testimony in favor of the changes included in Resolution No. 2016-57. I work at a restaurant called Po’s Kitchen and live next door at the Līhu‘e townhouse on the eastern end of Rice Street. My family has occupied a unit at the Līhu‘e townhouse and has operated Po’s Kitchen at its current location for over fifteen (15) years now. As a resident and businessperson, I would like to point out some of the current problems with everyday use of the existing street and some of the potential opportunities for increased growth and success for business owners and for the community at-large and touting what some of the benefits of the proposal for modifications would be. In particular, support of Sections 1 and 2, the modification of the number of Rice Street traffic lanes to three (3), in the middle of which will be dedicated to two (2) way left turns. This was essentially what was pointed out quite emphatically with the Planning Department’s presentation was that the left-turn and trying to deter speeding and trying to deter weaving that is currently a big problem I see, especially on the eastern end of Rice Street when people trying to get to Kapule Highway. People just take that open space and start taking off. We all know exactly what that is like already, so I will not read my part of that. The only part I will add is that, that intersection between the shopping plaza that Po’s Kitchen is in is right across from the entrance to Kalapakī Villas, and I see a lot of families and a lot of strollers that walk right around Kalapakī Villas. So those cars weaving to the right towards Kalapakī Villas can be quite scary sometimes to see it next to those strollers. That is the major concern I have and the major benefit that I see with the three (3) lane modification. Aside from that, I want it to state that I support any kind of modifications to Rice Street that establishes new infrastructure or updates existing infrastructure, in particular, from Sections 4, 5, and 9, respectively establishing new crosswalks, establishing bicycle lanes, and establishing bus stops. As I said, Po’s Kitchen has been there for

fifteen (15) years and we have been very fortunate to have this community support that has sent me and my brother to college and given me a comfortable life. We have been fortunate enough to come into possession of the undeveloped parcel that is located at 4181 Rice Street, the one between Dani's and Kalapakī and it is quite a unique site that there is no other site on Rice Street that has that kind of orientation, that kind of siting, and that kind of potential for future benefit. I am going to wind down. I have some other comments, but I will wait for the second round. I am not going to go into too much...okay...I will just wait for the second round.

Committee Chair Kagawa: You will have three (3) more minutes, Elliott. Good job.

Mr. Yamamoto: After everyone is done, right?

Committee Chair Kagawa: Yes. Good job.

Ms. Yamauchi: Your next speaker is Nancy Kanna, followed by Ken Taylor.

NANCY KANNA: Good morning...I think it is still morning, barely. Good morning, Committee Chair Kagawa, Vice Committee Chair Kaneshiro, and Members of the Public Works / Parks & Recreation Committee. My name is Nancy Kanna. I am speaking as a private citizen in strong favor of this Resolution for the changes to Rice Street. First and foremost, safety. Cars jockeying lanes to avoid left-hand turns—I personally, as I am going down that street, am kind of scared. Am I going to rear-end a car? Is somebody going to cut me off? I know you are experiencing the same thing. Safer crosswalks are kind of a no-brainer. With reducing the lanes to just three (3) lanes and having a middle crosswalk, that line of vision, especially when you have somebody going across the crosswalk, your line of vision is cutoff. I am constantly looking at crosswalks to see if somebody is coming across the street, and even though I am being really careful, sometimes I still miss it. These simple changes are going to create so much safety for our citizens to be able to once again walk on Rice Street. Additional parallel parking, but primarily it is just safety altogether. These are just simple, basic, scientifically-proven design changes that make huge impacts to the community and I hope that will you consider that. I will feel safer and I know a lot of our community members will feel safer. Because of these changes, because we are actually slowing down traffic, it is going to bring some economic stimulus to the area. When you have better, more walkable access to local businesses, it is going to create catalytic changes that are going to really improve the area. People are going to want to go out and be on Rice Street again. They are going to want to go to Kaua'i Beer Company and hang out and have a beer; possibly go to a bakery or to different restaurants. There is going to be so much economic stimulus as a result of this. It is going to really ultimately bring Rice Street back to the thriving business

area that it once was. I do hope that you will consider this and move this Resolution forward. Thank you very much for the opportunity to testify.

Committee Chair Kagawa: Thank you.

Ms. Yamauchi: Your last registered speaker is Ken Taylor.

KEN TAYLOR: Chair and Members of the Council, Ken Taylor. On page 2 of today's PowerPoint, "What is the TIGER" and it says, "Transportation Investment Generating Economic Recovery." Later in it the process, Mike indicated that there was a cost-benefit analysis done. Do you have copies of that? I have never seen one, and without seeing that, you should not be approving this process. On page 11, it says "design philosophy and safety," which is very important and this whole document today has been talking about the safety issues, but economic development—what does it take for economic development? It takes discretionary money in the pocket. Without doing an investigation as to how much discretionary money is sitting around, waiting to be spent and these new businesses that may never come, we do not know how successful this will be. We see that the shopping center at Kukui Grove has many square feet of empty space. The new shopping center where Safeway is has hundreds of square feet of empty space. We have more empty space in Kapa'a. We have a potential down the road of a new shopping center down here at the intersection going into the airport. What in the world makes anybody think that economic development is going to take place on Rice Street? It is a "feel-good" thing. All of these issues should have been discussed back in 2010. I believe it was 2010 when the core plan was approved, but they did not take place. When you do not have discretionary money in the pocket, then you have to increase the density to bring that money forward. Unfortunately, in the core plan, they looked at about three thousand (3,000) or four thousand (4,000)...I forget what the numbers were, but three thousand (3,000) to four thousand (4,000) additional people in the core plan area—not enough to make economic development a reality. These are the kinds of things that get us in trouble. We are talking about spending two million dollars (\$2,000,000) of taxpayers' money here on the island, but thirteen million dollars (\$13,000,000) to fourteen million dollars (\$14,000,000) coming from the feds are still taxpayers' money. I will be back.

Committee Chair Kagawa: Thank you, Ken. Further speakers? Seeing none, anybody for their first time? Joe wants to go first, followed by Kaua'i Beer Company.

JOE ROSA: For the record, Joe Rosa. This is the Līhu'e Town Core Development. If I was a businessman on Kūhiō Highway here, I would be filing a discrimination suit with somebody because I am part of the Līhu'e core. Why only on Rice Street? What about Kūhiō? I know one is a State highway and one is the County. Why it is not included under Kūhiō? They pay the same amount of taxes as those on Rice Street. Then I hear about these so-called things about the

bike people coming in here. You cannot be forcing bike lanes on people of Kaua'i and spending taxpayers' money when there is hardly that much traffic of cyclists around this island. I once made a check before for the County and they had so many bike licenses issued, but the majority was for their children, not for adult riders. Again, how can you prove it? There is a lot of hearsay and hogwash going around here, just so certain people are forcing things upon the other taxpayers on this island. There are a lot of things that I have noticed all my life living here and I started putting the so-called what we call "stabilized shoulders," which eventually came to the bike lanes along the State highways, and people have used that safe lane all along, even when the plantations were hauling cane, using the highways. Nobody got killed from it, and these folks come here with excuses that it is hazardous, and yet I hardly heard of any cyclists getting killed riding on those bike lanes. Come on. This thing here has to be shared equally. If I was a businessman on Kūhiō Highway, I would be fighting like hell over here and asking why I am excluded. I should be included. I am part of the Līhu'e Town Core. The Līhu'e Town Core goes to the Kapaia hill entrance down there and down Nāwiliwili here. Why am I excluded? I should be included with the TIGER funding myself. I am part of the business, because you try to get out of McDonalds or Pizza Hut. They are suffering the same thing here like on Rice Street. That is why people do not go to drink coffee at McDonalds in the morning. You get in, but you have a hard time getting out and you become late to work. All of those things are coming out. I have a lot more to say about not being treated equally with these TIGER funds. This Council has to think about that money being dispersed equally along Rice Street and on Kūhiō.

Committee Chair Kagawa: You will have three (3) more minutes afterwards.

Mr. Rosa: Yes. I hate to see people being forced into doing things that are actually not needed. Thank you.

Committee Chair Kagawa: Thank you, Joe. You will have three (3) more after everybody is done. Next speaker.

LARRY FEINSTEIN: Good morning. My name is Larry Feinstein. I am with the Kaua'i Beer Company. I will make this short. I do not know if you would say we are "walking the walker" or a new business, but we have been on Rice Street for three (3) years. To a degree, we have proven a point that Rice Street is an incredibly viable commercial area. We get a huge number of people. We have affected the lives of people in the community, who now make the Kaua'i Beer Company part of their routine. We have affected change. We are a business on Rice Street, so our voice is not any louder than anybody else's, but we certainly have a tremendous vested interest in the future of the street. We are completely in favor of this Resolution being passed. Whether we like it or not, the future comes and I think it is incumbent upon all of us to embrace the future and allow for growth into the change that we create. Anyway, I appreciate your time. I sat quietly and

figured that I might as well come up and voice our positive support for the Resolution. Thank you.

Committee Chair Kagawa: Thank you, Larry. Anybody else wishing to speak for the first time? We will try to go in order as best as we can with speakers on the second round, but if we mess up a little bit, that is okay.

PAT GRIFFIN: *Aloha* of Committee Chair Kagawa, Council Chair Rapozo, and Councilmembers. My name is Pat Griffin and I am the President of the Līhu‘e Business Association (LBA). I had planned to come today to listen, not to speak, but I want to answer a question that Councilmember Kualī‘i asked about businesses. When this TIGER grant began, when it was in process of being written, the LBA was approached about it and we were proud to review it. Five (5) of our twelve (12) board members go to work on Rice Street and a sixth is on Halekō Road, right behind the Isenberg monument in the two-story building there. So we are pretty acquainted with the area and we were proud to write a letter of support for it. Several of us were involved in the Līhu‘e Town Core Urban Design Plan on the community advisory program and four (4) of our board members sat on the Community Advisory Committee for the Līhu‘e District Community Plan. TIGER really expands and continues on that effort. The LBA’s five (5) roles, as-listed in our bylaws, are to advance regional business interest, provide a platform for networking, to assist in evolving community development, provide an active role in master planning, and provide a voice to local, state, and federal government. Here I am. I, on two (2) occasions, have participated...Bev Brody and I call ourselves the Līhu‘e streetwalkers. We literally went from business to business, to business right down Rice Street, up Kress Street, down Halenani where Kong Radio is, and down to Ace Ben Franklin, handing out information about this plan and invitations to come to the various public meetings, and people did. You saw in the first picture in the PowerPoint where essentially the table of contents for the talk was, a picture of that twenty (20) feet long roll of the Rice Street area and many, many businesses came to talk about possible alterations and positive...you all, as the Council, walked up the steps to my platform of heroes when you accepted the TIGER grant and you joined the Administration, the Planning Department, and the Department of Public Works administration who actually made this happen, and now that you have passed it, I hope you will follow-up and get this Resolution done quickly so we can move forward. Thank you.

Committee Chair Kagawa: Thank you. Anybody else their first time? Second round?

Mr. Mickens: For the record, Glenn Mickens. Committee Chair Kagawa asked the sixty-four thousand dollar (\$64,000) question about the bike lanes they keep putting in here. What study was ever done to see how many bikers are going to be using it to justify the amount of money being spent? I did not hear an answer. I did not hear the engineers or anybody say that a study had ever been done. Should a study not be done? What about that arrow turn lane in the

middle? It is there in Kapa'a. Take a look at it and find out what success or what failure it is before we jump into doing this. We "ready, fire, aim" continually. For Līhu'e to be a "ghost town" or whatever you want to call it, did it take fifteen million dollars (\$15,000,000) to revitalize it? Is that what it took to go ahead and bring people here? I do not think so. The people want to live in suburban areas. If they want to move out, they are going to build their shopping centers up there. Downtown Los Angeles was the same way. The people moved everybody, but they did not stay there in that particular area. Is that money being spent like Ken said, two million dollars (\$2,000,000) of our tax money. Is that going to really revitalize it and do what they want? I do not think so. Thank you.

Committee Chair Kagawa: Thank you. Next speaker.

Mr. Yamamoto: Thank you for having me back. Elliott Yamamoto. I just ended off saying that we have undeveloped parcel and we are going to develop it. Our aspiration right now, and we are very much in the early phases so I cannot give out too many details, but our aspiration is to deliver a mixed-use complex that will provide multiple ground floor units for small, local businesses, much like the model of our own Po's Kitchen. That kind of business ownership is, I think, very important to Kaua'i and Līhu'e because it is a model of growth, not a kind of corporate model of Pizza Hut or McDonalds that come in to take market away from local owners or businesses. We see construction projects like Kaniko'o Senior Housing and others near the area that it is essential that the community gets provided grocers, eateries, and offices. Those are all the things that came up in your questions, Councilmembers. It I think I am doing good on time. I would also like to reiterate that this kind of development, these kinds of changes in infrastructure, are for growth and that is a very important thing. I think that is the thing that we are missing on Kaua'i, especially in Līhu'e. Historically, we could say that Līhu'e started off through a pattern of concentration, and in some ways, I think we need to go back to that. Some of the responses I have to some of the things in the Planning presentation—the two (2) hour parking limit from 6:00 A.M. to 2:00 P.M.—I thought an interesting thing is that what people do in practice is if somebody wants to park there at 4:00 p.m., they will stay there. So effectively, if they want stay all night, they can actually start parking there at 4:00 p.m. I think that is something to think about if you are trying to get people to not be there permanently before 4:00 p.m. The bicycle lanes, as Councilmember Yukimura said about the stuff in Kōloa, we are trying to start new practices, new habits, healthier habits. So as much as it is important to have a survey that will project, because it is a very expensive project, it is an opportunity to start new community organizations. I was living in Los Angeles for a while for college and biking and motorists are really antagonistic, but it brings out important community support. There are a lot of bicycle coalitions and a lot of bicycle people in Los Angeles and they fight for their rights on the street. That is a chance for community organization, community strength, and community support. That is something to think about in terms of the actual part of Rice Street where the travel lanes and the bike lanes share road space. I think that could become a problem and become a bottleneck of sorts. It

asks for formalizing passing etiquette. In Los Angeles, there is a three (3) feet rule that is in law, stuff like that. That is all I have.

Committee Chair Kagawa: Thank you. Anybody else want to speak for a second time? Joe, followed by Ken and anybody else.

Mr. Rosa: For the record, Joe Rosa. As I was saying, go around and ask the businesses in Līhu'e like McDonalds, Pizza Hut, and 7-11. Some people say that the drawback about their business is that it is hard to get out once you get in. In the morning, like at McDonalds, you go there at times and it is nearly empty during the work week. Why? Because once you get in, you have the hardest time to come out. Those are the kind of things where we need to get the traffic out of the town. So that is why I keep emphasizing that we need alternate routes, and that is including to keep all those big trucks that have no business. Yet, they talk about the Kālepa dump. They are going to bring all of those big trucks through the town and get down to Kapaia hill or 'Ehiku Street...we do not need those big trucks in the town. That is the same thing on Rice Street. I followed a car once from Nāwiliwili, coming out of Kapule. Where do they turn off? Down Halekō Street, then they go down to Kukui Grove. I followed that person just to see his route to get out of Līhu'e. He goes in the shopping center there, goes around to the back street, Pikake, and God knows the rest because I did not follow him the rest of the way, but he probably went up by Chiefess Kamakāhelei Middle School. Those are the kind of things that they are using it for as an escape route. We need to get the traffic out of Līhu'e Town. If you look at the traffic ordinance, it says that all of those big trucks that do hauling or delivery should be done in the early morning hours, not during the peak hour time there like they do all day, which causes all this kind of traffic. Another thing is the bus stops that they are installing in front Wilcox Memorial Hospital and Kūhiō Medical Clinic. The bus stops right on the highway. Now, the cars in the highway that want to go west have to come around the buses. According to the ordinance again, if the lights are flashing, you are supposed to stop behind the bus. What kind of planning is that? That all causes delays that contributes to the traffic flow. You spend big money on the bus stops. I saw it coming out of Wilcox Memorial Hospital. The buses stop over there. The traffic coming out of Wilcox Memorial Hospital, now going towards Kapa'a, had to stop and the light changed, so that created a problem again. That is poor planning. What kind of consultants are you are paying for big bucks when all of these kinds of things are not improving? Instead of going forward, it is going backwards.

Committee Chair Kagawa: Your time is up, Joe.

Mr. Rosa: Thank you. Those are the kinds of things to look into. That is going to cause a problem on Kūhiō Highway with the bus.

Committee Chair Kagawa: We hear you.

Mr. Taylor: Chair and Members of the Council, Ken Taylor. In the paper this past week, there has been an online poll and the question was, "Do you agree with the Līhu'e Town Core Revitalization project?" Thirty-two percent (32%) answered, "Yes, it will improve traffic flow and business." Forty-seven point one percent (47.1%) voted, "No, keep the roadway in downtown Līhu'e the way they are." Seven point six percent (7.6%) did not care one way or another. The real surprise to me, anyway, was "What is that?" Thirteen point percent (13.4%) of the people responding to this poll had no idea what they are talking about when they say, "Do you agree with the Līhu'e Town Core plan?" Thirteen point four percent (13.4%) do not know, so we are not doing a real good job of getting the community to understand what we are spending money on. Anyway, I would like to go back to the economic development and long-term maintenance. Again, I have not seen any estimated costs on what all of this is going to cost on a monthly, biannual basis. We already have a tight budget and we are talking about adding another two hundred thousand dollars (\$200,000), three hundred thousand dollars (\$300,000), or four hundred thousand dollars (\$400,000) a year to that budget. Where is the money going to come from? Are we going raise taxes? Are we going to eliminate something else that we are currently doing? With tight budgets, those are the only options there are. I just want to say that it is so important to do the cost-benefit analysis because synergy is what makes businesses work, and this is why shopping centers have major stores and then lots of little ones, because the synergy of people coming there, the little ones feed off of the bigger ones and so on. So that is what it takes. I raise some of these concerns only because I have lived through this process in other communities where it has gone on four (4) and five (5) times, and they failed and failed, and failed because they did not get the plan done properly where you have the population, and the discretionary money in the pocket to make it work. Thank you.

Committee Chair Kagawa: Thank you, Ken. Any further speakers? Seeing none, the meeting is called back to order.

There being no further testimony, the meeting was called back to order, and proceeded as follows:

Committee Chair Kagawa: Before we make our motion, I am going to give Councilmembers a chance to do a brief discussion. Councilmember Kualī'i.

Councilmember Kualī'i: I just wanted to thank Keith and Mike for a really thorough presentation. I really appreciated all of the pictures, maps, and being very clear about what is included. I did not have any real concerns prior, but it helps to have validation of what I see as a true investment in economic recovery for Rice Street. As the Chair of the Economic Development & Intergovernmental Relations Committee, from the very beginning, this has always been important to me and I am hoping that we can move quickly and maximize the millions of dollars that is coming from the federal government. Thank you.

Committee Chair Kagawa: Councilmember Kaneshiro.

Councilmember Kaneshiro: I will hold my comments on the actual plan for when it comes up again since this item is going to be deferred. I just want to say that I really appreciate how everything has been put together, like the package, the presentation, answers to the questions, and the community input. I think it really helps when you have...you saw how much effort the Administration has put in to get community input on it. You have seen how many meetings they had and you have also seen changes in the plan, based on community input. I am very happy about that and I am looking forward to seeing this thing move forward. Again, as far as people saying that we have not had a chance to speak on it or we do not know what is going on, I think the Planning Department has done a very good job of giving every opportunity for someone to weigh-in on it, and when they actually come up with a problem, they have adjusted the plan. I look forward to having this come up again later.

Committee Chair Kagawa: Further discussion? Councilmember Yukimura. I want to thank Mike and Keith, and the Administration in general, for an excellent presentation and also for excellent work in putting the grant proposal together and bringing it this far and incorporating the community input. I think today was a big part of letting the community know the details of the project, which have been evolving. I hope that on October 5th, which is next week Wednesday where there will be a formal public hearing, that people will turn out to support something that is pivotal to the future of Līhu'e and to the future of the island, I believe. On Kaua'i, we have shopping centers with empty spaces and we have a Kapa'a Town that is bustling. This shows that the time of mega-shopping centers, sprawling residential subdivisions, and cheap oil is coming to an end. The TIGER project is setting the conditions for a bustling, mixed-use town core that is fitting for the capital of Līhu'e. It will attract millennials like Elliott Yamamoto, which many communities are trying to attract because they are finding that they are a key piece to economic growth and prosperity. As for discretionary money, Mr. Taylor, discretionary money to boost the economy will come from transportation savings that households will have when they live in Līhu'e. This project has many wins and it is exciting to see it come forth and I look forward to continuing to support and work with the Administration as it moves forward.

Committee Chair Kagawa: Further discussion? Council Chair Rapozo.

Council Chair Rapozo: I am going to reserve the majority of my comments until after the public hearing. Obviously, I am critical and skeptical, but yet, I like what I heard today. I enjoyed the presentation and I am looking forward to the public hearing. That is what matters the most to me, how does the community of Līhu'e feel about it? Is it going to be a benefit? Is it going to help? I look forward to October 5th. I think people will see today's meeting and hopefully we will hear from the public within the next couple of weeks. Thank you.

Committee Chair Kagawa: Councilmember Chock.

Councilmember Chock: Everyone shared the same sentiments that I have, so I just wanted to thank Mike and Keith, and I look forward to next week. Good presentation. Thank you.

Committee Chair Kagawa: Thank you to everybody who showed up, Mike and Keith, and everybody who worked on the TIGER grant from the community. There is no bad intention. I think criticism of any project does not mean that people are bad or against it; it is just sometimes is it the right thing at the right time? When I came into office four (4) years ago, one of my top priorities was trying to make government more efficient as we become more broke. We were spending our reserves to supplement our Operating Budget. Our CIP had dwindled to almost nothing. We had very little in our savings, whereas a couple years prior to me coming into office, we had fifty million dollars (\$50,000,000) plus in our savings. For me, it was about trying to be more financially responsible as we spend the moneys that we have and trying to use those moneys to best accomplish what the public needed. I will talk about a little history. Rice Street, in the past, was a bustling town. We had Kaua'i stores, Woolworths, and we had the round building functioning with eating places and engineering places. It was the hub. If you went further down on Kress Street, you had Kress Store. The Rice Shopping Center was bustling. Now, we have a more spread out Līhu'e business community. We have huge developments taking place by Grove Farm like the Kukui Grove Shopping Center. We also have the business center now with Safeway down there. It is more spread out. How much success can we have here and in the other areas as well? We just had Sports Authority, one of my favorite stores, leave. That space is open and vacant. It is a huge space. I think some of those businesses down in that new development are struggling, as I hear. Economic recovery or revitalization is not an easy thing. It is free enterprise. Everybody has trouble surviving in these tough days. A lot goes to taxes, unemployment insurances, and what have you. It is very difficult to survive. For me, I just want to make sure that as we ask these tough questions that at least we have some goals in mind as we go forward that we can tell the community, "Our planned outcome has come," and in years later, hopefully we can reflect as to the successes that we have. I know that sixteen (16) years ago when we did the changes to Rice Street, it was probably to accommodate better traffic flow with vehicles. I think that was accomplished. We have had numerous projects in my time here, just in my brief four (4) years here. We revitalized 'Eiwa Street and improved the County facilities. We said we wanted more parking, but with more parking, we added a lot of planters and beautification. I do not see adding more parking by taking away parking with planters. So I do not know what the real intent was. Actually, I think we wanted more beautification. Then we had the improvements to Hardy Street. A lot of those improvements that were done, I am not saying it is a bad thing; what I am saying is that when your government is broke, is it necessary to change things that are functioning? Should we be diverting moneys that we have to infrastructure needs that are there now or have been there for twenty (20) years plus. We keep talking about a one hundred million dollar

(\$100,000,000) road resurfacing backlog. I did not hear anything about the one hundred million dollar (\$100,000,000) backlog four (4) years ago, but now they are talking about. If there is a backlog, then should we address the backlog? Having said that, this is a two million dollar (\$2,000,000) match to a thirteen million eight hundred thousand dollar (\$13,800,000) federal grant, so it is going to be very hard for me to go against this project. I see myself supporting it and moving it forward, and hopefully we can achieve a lot of the goals that we talk about and hopefully we do revitalize business, as Po's Kitchen talks about. I think more walking traffic will increase their business. Having said that, my time is up. Can we have a motion?

Councilmember Kaneshiro moved to defer Resolution No. 2016-57, seconded by Councilmember Kualii.

Committee Chair Kagawa: This will go to the October 12th Committee Meeting.

Council Chair Rapozo: We have the public hearing on October 5th.

Committee Chair Kagawa: Yes, we have a public hearing on October 5th and it is going to be deferred to the October 12th Committee Meeting.

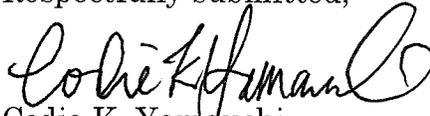
Councilmember Yukimura: Just for clarification, the public hearing is at 1:30 p.m., right?

Committee Chair Kagawa: Yes, so a 1:30 p.m. public hearing. Thank you, Councilmember Yukimura.

The motion to defer Resolution No. 2016-57 was then put, and carried by a vote of 5*:0:0 (*Pursuant to Rule No. Rule No. 5(b) of the Rules of the Council of the County of Kauai, Councilmember Hooser was noted as silent (not present), but shall be recorded as an affirmative vote for the motion).

There being no further business, the meeting was adjourned at 12:10 p.m.

Respectfully submitted,



Codie K. Yamaguchi
Council Services Assistant I

APPROVED at the Committee Meeting held on October 12, 2016:



ROSS KAGAWA
Chair, PWPR Committee