

Q: As we look to increase the use of bikes, we need to be strategic about where they'll be used. Not all of our roads can safely accommodate bike traffic, nor should all of our roads be targeted for this - at least in the beginning.

A: You are correct that some streets are safer than others for bicyclists. There are many factors that affect safety, including traffic speed, volume, and presence of bike facilities, such as bike lanes or striped shoulders. Streets with low speed and volume don't need separated bike facilities in order to be safe. Another factor is the ability and experience of the cyclist. Some will only be comfortable riding on a separated path, others will be comfortable riding in a bike lane, and others will be comfortable sharing a travel lane with vehicles. One must also take into account behaviors of both bicyclists and drivers, who are both obligated to follow the rules of the road. With limited funding, we do need to be strategic in investment for safer bicycle facilities, however, ultimately, it's important to recognize that bicyclists have a legal right to ride on public streets, and that streets should be designed to be safe for all users, whether motorists, bicyclists, pedestrians, or transit users.

Q: Bike share wouldn't be nice on Kauai as people leave the bikes everywhere. Have them go to a bike shop to rent that way so that they bring it back to the bike shop and keep the bikes in one location.

A: This has been a problem in other municipalities where bike share was not regulated. This is an issue of regulation, management, and enforcement. It is also possible that local bike shops may wish to operate bike share as an additional revenue stream. It should be noted that bike share and bike rental offer different purposes. Bike rental is typically for a longer period, such as a few hours or a day, where bike share is intended for a shorter trip from point A to point B.

Q: The areas where I have visited that I did not need a car were urban areas like Montreal, Toronto, Vancouver because they had public transportation where we wanted to travel. Interestingly in the US, I've always rented a car when visiting. Do we have examples of areas more like Kauai that have successfully implemented some or all of the vision being discussed today?

A: Some of the best models in the US are ski resorts where both public and private services are available to take people from their accommodations to various ski destinations within the region. National parks and monuments were also mentioned, many with mandatory shuttle systems. Other places have seasonal shuttles, such as the WAVE Shuttle in Monterey CA.

Q: Are electric bikes technically allowed on the bike path?

A: low speed electric bikes allowed anywhere traditional bikes are allowed. See link for summary: https://peopleforbikes.org/wp-content/uploads/2020/01/E-Bike_Law_Handouts_HI_2020.pdf

Q: How many bikes are being currently rented on a regular day?

A: Pre-covid- there were 8 bike rental shops. Renting to 100's of riders a day. In Kapaa we had about 10 resorts offering day time bike rentals.

Q: Would it make sense for Anaina Hou in Kilauea to become an electric vehicle hub for daily rentals for the north shore resorts? Electric furthers our mission and the two new solar installations we have coming. We will be using Tesla batteries and power stations for cars seems like a natural next step.

A: We appreciate your interest in providing daily EV rentals (car share) as this is a key piece of the puzzle to help give visitors more options instead of renting a car from the airport for their entire stay. We imagine that it would be important to understand what the demand would be for rentals at that location, and critically, to better understand how visitors would get from their accommodations to your site with convenience.

Q: Is there a way to utilize old cane roads/tracks for public transport? Either for bus/shuttle use only or setting up some primary train routes. The only way to incentivize residents and visitors to use public transport is if it is faster and more efficient than a personal vehicle. This would make buses faster than someone driving themselves (by having an alternate route instead of the highway) and could offer more consistent schedules since bus wouldn't be subject to same traffic jams. Public transport (buses and trains) work well when you can count on them to be on time and they come frequently so you don't feel stranded if you miss it. Get people to "transport hubs" quickly, then offer bike share and car share to get first/last mile.

A: Thank you for your comments. You are correct that transit use is encouraged when service is frequent, reliable, and efficient. A train or light rail system is unlikely on Kauai due to the high cost and low population density. Expanding bus service is more likely. As noted during the discussion, HDOT is working on signal upgrades that would enable busses to move through traffic corridors more efficiently. While cane haul roads could potentially be used for transit-priority corridors, political will for such a system is uncertain at this time. Continuously improving our roadway infrastructure and adding more transit options will make it easier and safer over time for both visitors and residents to choose alternative mobility options instead of driving single occupancy vehicles.

Q: Would it not be more cost effective to use the Kauai Bus system and expand it to provide visitor services than to make a separate service? For example, transportation to and from airport. We would need to modify Kaua'i Bus to take luggage.

A: As you have noted, The Kauai Bus is not well-suited at this time to manage luggage, both in terms of operations and equipment. While that could possibly change in the future, there are several private companies that are already set up to manage luggage well. It is quite possible to have a system that is well-coordinated between The Kauai Bus and private operators, so that it's easy to transfer between systems for both visitors and locals.

Q: Is anyone from the car rental industry on here to be included in the discussion? Also, like vacation rentals, there are apps/websites that allow locals to rent cars... while it benefits the local resident, do we try to control this as well?

A: Car rental companies were involved with the launch of the North Shore Shuttle. Some companies have shown interest in the proposed model to reduce car rentals at the airport and offer shorter-term rental or car-share in resort districts. Some car rental companies already offer this service. Private car rental apps such as Turo currently operate on Kauai.

Q: Have you thought about reducing the parking requirements for some of the resorts and resorts provide shuttle services to regional park n ride lots where employees park? Another suggestion is to encourage car rental agencies to provide regional car rental facilities in the three VDAs. Create the incentives for resorts with municipal developed parking lots, tax incentives, or opportunities to increase density. Thoughts?

A: Looking at new models for parking is a critical part of this vision and we appreciate you highlighting this point with your question. It is less clear at this time whether it is necessary to mandate vs simply partnering with resorts and others to set-up alternative structures. It is likely that a combination of policies and expanded transportation choices will help to attract more users to choose not to rent a car, but instead to uses buses, shuttles, park & rides, bikes, hourly car share, and other modes.

Q: In order to take the bike path south to Hanamaulu; why don't we utilize the completely abandoned rode which travels along the highway, behind the prison area?

A: That is definitely an option, although that road is in private ownership and is used at times as an emergency bypass for the highway when there is a crash or emergency that requires highway closure. There is also the difficulty of having to cross the highway near Leho Drive to connect to the existing bike path. For the long term, there seems to be community support for the bike path from Lydgate to Ahukini to build on the makai side of the highway.

Q: All the issues of closing off certain areas (Kokee and Haena) will require addressing the overall issue of how many visitors there will be on our island on any one day. That requires addressing how many resort units are permitted. Right now there is zoning for 3,000 more resort units. What will transportation for that number look like? Regenerative tourism?

A: The issue of number of resort units is a much bigger topic than this forum can address. However, it should be noted that this system can be scaled easily by providing increased frequency of service.

What are our next steps?

A: 1. Support innovative proposals to address these problems on a pilot scale through the soon to be released RFP from the Office of Economic Development.

2. Be prepared to implement projects aligned with these goals under potential future stimulus funding once the next administration is seated in DC.

3. Continue to engage visitor industry, utility, State, and community partners to support various forms of these ideas.