

# **LYDGATE PARK – LIHI PARK BIKE & PEDESTRIAN PATH**

## **Design Public Meeting #1**

**Thursday, December 4, 2008**

**7:00 PM to 9:00 PM**

**Lydgate Park Pavilion**

### **MEETING NOTES**

#### **WELCOME AND MEETING OVERVIEW**

Project Team Public Communications Consultant and meeting facilitator, Roxanne MacDougall opened the meeting and reviewed the objectives, which were:

- Overview Lydgate-Lihi Park design process to date
- Review Wailua Bridge design and schedule
- Review Lydgate-Lihi Park path design and schedule
- Public comments and questions

#### **OVERALL MULTI-USE PATH UPDATE**

Doug Haigh, Chief of the County Building Division and Project Manager for the Nawiliwili to Anahola Bike and Pedestrian Path Project provided background on the origins of the project, the phases and the progress to date.

#### **LYDGATE – LIHI PARK PATH PRESENTATION**

Lead consultant Calvin Myahara, of KSF, Inc. and Merle Grimes, of Merle D. Grimes LLC, presented a PowerPoint slide show covering both the plans for the Wailua bridge expansion and the path alignments dictated by the Environmental Assessment. In the design phase, the consultants are tasked with design and engineering guided by the Environmental Assessment. There are areas of discretion in design, which Grimes pointed out during the presentation.

See attached PowerPoint presentation slides.

**QUESTIONS, ANSWERS AND COMMENTS:** These notes are to capture the Essence of questions, answers and comments. They are both quoted and paraphrased.

Q - Why does the path have to go mauka in Kapaa? Why not another alternative?

A – Doug Haigh – Due to opposition and potential lawsuit from the Papaloa community and cultural concerns because of the heiau FHWA funds could not be used since there was a reasonable alternative. We did receive special outside attorney council that contributed to the decision.

C – Finding of no significant impact? I am disappointed. Where is the cultural assessment?

It is lacking. The Wailua area is a special place to Hawaiians. The original culture and

people. It has history. It is highly sacred. This is recognized in the General Plan. In the GP section "Caring for Our Land and Culture", the value of cultural and historic places is emphasized. The path plan and planners should demonstrate knowledge of this. They should have the Hawaiian knowledge of this area. The consultant is from Oahu, not Kaua`i. What about the burials? We do not want posts driven into the sands, where burials are or might be. We must protect our sacred sites.

Q – How many piles will be driven into the beach?

A – One every 20 feet.

C - There are bones in the area.

Q – Did you do a preliminary cultural survey?

A – Yes.

Q – Someone from Kaua`i?

A –Yes

Q – When will you start work on the bridge and for how long?

A – Early 2009, it will take about a year.

Q – What happens to traffic during construction?

A – The main bridge will become three lanes. So there will remain 3 lanes of traffic.

C – It will still slow traffic a lot.

Q – Will lanes be wide enough for 16 wheelers?

A – The lane size will comply with regulations and should allow large trucks.

There will need to be some sacrifices made during construction, so that things can be improved in the long run.

Q – What about the old bridge structures between the two bridges?

A – The space is not wide enough to do the work.

C – I am concerned about names and cultures. You need to look at Wailua Nui Aho Ano.

The heiau are sacred. You could help get funding to rebuild heiau. Culturally significant Places. This was once a great place. We could/should restore it for residents and visitors. You need to do more research and be sure you have correct information.

A – We have a Hawaiian graphic artist helping us, who comes from the Hawaiian immersion Program.

C – You should also go the kupuna, such as Herb Kane. Archeologists don't have a cultural background or passion for preserving culture. Beware of the burials.

C – If you have to re-do the utilities on Moana Kai, could you put them underground? There are problems now. Also with septic tanks.

A – We have considered under-grounding, but there are budget issues. Sewer is not in the scope of work.

C – I am thrilled about the path. At the same time we have to keep Kaua`i Kaua`i. I appreciate the need for cultural sensitivity. How wide will Niualani Road path be?

A - It will be all paved, with 10 foot road and 10 foot path divided by truncated domes.

We may discover some issues there. May have to acquire some land near Safeway.

C – We are on the shoreline set back on Niualani Road. FYI

C – I take care of all the Wailua heiaus. I am not paid for this. How much can you expect the Hawaiian people to sacrifice. This is the land of the sovereign Hawaiian people. I see people disrespect our sites, ride bikes through the heiau. You decide to put your bike paths on our lands and don't respect our culture.

C – I support the respect for Hawaii culture.

Q – Why go across Wailua Beach instead of behind Coco Palms?

A - At public meetings, the feedback was overwhelmingly in favor of the beach path. Behind Coco Palms is a very sensitive ecosystem and area. The connections for the path would be very difficult.

Q – Has a variance been granted at the parking lot and by the old Seashell. Will you have a shoreline certification within 6 months of construction?

A – The Planning Department regulates this and requires the shoreline certification. We do it during the Special Management Area permit. We do have it. The county may or may not require it again. We have it for Moana Kai. The Wailua Beach Certification is within the planning department requirement.

C – The ordinance now is erosion-based.

Q – Why is the boardwalk so wide, 14 feet?

A – The drop-off is higher in places. We have a 10 foot lane with 2 foot strips on each side for safety.

Q – How many inches high is the boardwalk?

A – Six inches at most. Shoreline expert Chip Fletcher endorses our plan. We will weave between the trees. Some by the Seashell may come out. We will transplant any trees affected along Papaloa.

C – You have done a beautiful job. It is a huge task. There is a disconnect between the community and the path. The community is not informed. The Wailua segment needs more work. You need to go mauka at Wailua Beach. This area is ecologically too fragile. You don't have to hug the coastline. Keep the beaches pristine.

C – Please reconsider Wailua Beach. There are scenic concerns. We only see natural coastline at Wailua and Kealia, on the East side. I urge reconsideration. Get more public input. Is the state acquiring Coco Palms?

C – I am concerned about the high tides near the Seashell. Affects the parking lot, trees and will affect the path.

C – This meeting ran long and only 20 minutes was left for comments. This is not enough time for input. Anything can be changed. It is not too late.

C – Wailua is different from Kapaa. It is a very special place to the Hawaiian culture.

Q – How were these decisions made?

A – The alignments were set in the Environmental Assessment. The consulting team for that project held 3 public meetings. This design team does not make alignment decisions.

Q – Can we re-do the EA?

A – The EA could be redone. There would be a significant time delay to the project and funding impact. Not only would the county have to fund the revised EA 100%, we would lose the current \$3 million funded for construction.

A – If Coco Palms becomes a park, the boardwalk can easily be moved.

C – I too have an issue with the boardwalk. I have a letter from Kumu Sabra Kauka asking that the path be moved mauka at W\ailua. The caretakers of the heiau prefer mauka. The beach is environmentally and culturally significant and sensitive. You will compromise the beach. Environmental law's first premise is to preserve the resource. .

A – We worked closely with shoreline expert Chip Fletcher. He feels this is the most sensitive and least intrusive option.

C – I have a concern about the environmental impact on water quality, from construction and usage.

A – There are many permits required to build in a stream. Nothing in our plan touches water. Two studies were done, both the bridge and path.

Q – Will there be another meeting? Is this the final decision? Who decided?

A – There will be another meeting in the spring. However, the decisions were made in the Environmental Assessment.

A – Agencies involved in decision making included State Historic Preservation Division, OHA, State Parks, FHWA, HDOT, DLNR-multiple divisions, US Fish & Wild Life.

C – I am concerned about the pedestrian lights, flashing and the crossings at red lights.

C – Could you move the path into the north bound lane of the highway, and add another highway lane mauka?

A – The state Department of Transportation has plans for four lanes in that area.

C – The boardwalk is the best solution. An excellent option. The cheapest to maintain. Not visible from the road.

C – The Kapaa Business Association supports the path project. We encourage you to use the wisdom of the kupuna, to get it done right. Why not 8-10 feet wide where possible?

A – Yes, we can look at that.

C – Right now we are on two sides opposing. We need to find middle ground. What about this condo lawsuit? They got their way. Maybe we should sue? We need more time for public comment. You need to hear from younger people. Do you have a cultural committee? You need one. You do not have crossing safety handled.

Thomas Noyes, from Kauai Path, gave a brief history of the organization and its roots in Hawaiian culture.

C - You can see tonight that most people do not support the path on the beach at Wailua. Is there any other chance to change this?

C – Who did the cultural assessment?

A – It was part of an assessment done for the whole Wailua/Kapaa area

C – You should have done it specifically for this area.