

Appendix E

**Materials from Public Input and Scoping Meeting No.1,
January 29, 2004**

Lydgate Park-Kapa'a Bike/Pedestrian Path

Public Input and Scoping Meeting No. 1

**Thursday, January 29, 2004
Kapa'a Middle School**

County of Kaua'i
Department of Public Works

Federal Highway Administration

Kimura International

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Thursday, January 29, 2004

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Appendix C: Participant Survey Verbatim Comments

- Attendance Sheets
- Handout 1: Fact Sheet
- Handout 2: Participant Survey
- Powerpoint Presentation (printout)
- Materials Submitted by Meeting Participants
 - Schematic drawing of “Bike-Pedestrian Mall” and “Bike Boulevard”
 - Map of Koloa Heritage Trail
 - Conceptual drawing of path adjacent to Bull Shed

Publicity

- Invitation Letter (template)
- Flyer

MINUTES OF PUBLIC INPUT AND SCOPING MEETING

Thursday, January 29, 2004

7:00-9:00 pm

A total of 49 people signed the attendance sheets. Several others, including Mayor Bryan Baptiste attended, but did not sign in. (*Attendance sheets attached.*)

Consultants: Glenn Kimura and Nancy Nishikawa (Kimura International, Inc.); Herb Lee (Lee Communications); Clyde Kodani (Kodani & Associates)
County of Kauai: Doug Haigh, Project Manager

Handouts:

- Project Fact Sheet
- Participant Survey

With the concurrence of the meeting participants, a puale was offered by Jimmy Torio.

The workshop began with a welcome by Doug Haigh. Herb Lee introduced members of the project team and explained that the purpose of the meeting was to hear from as diverse a group as possible. The public outreach process is intended to identify significant issues, insure sensitivity toward important resources, and minimize impacts. At this point, the team will not say that anything cannot be done; there is no right or wrong. All of the input will be received and evaluated further. At the next meeting, the project team will have a better idea of what can or can't be done—and why.

Glenn Kimura presented a Powerpoint slideshow with an overview of the bike/pedestrian path project (*see printout of slideshow*):

- Scope of the project
- Project schedule
- Background information on paths
- Examples from across the state and elsewhere
- Opportunities and constraints in the planning areas
- Ways to participate in the planning process

After the presentation, members of the audience were given an opportunity to raise questions or offer comments. The following items were brought to the floor during this session.

Q: What happened after the series of meetings at the Kapaa Community Center?

A: Those meetings were for a different segment of the bike plan (from Kapaa to Kealia). The environmental assessment was completed, and the County is about to proceed to the design-build phase.

C: When there is a very narrow beach, you almost have to go mauka or destroy the reef.

Q: How are you planning to cross Wailua River?

A: One possibility is to construct a cantilever off the cane haul bridge. Structural engineers are studying this issue and it's clearly one of the challenges of this project.

C: There are concerns about the control of land in Anahola with bike paths coming in.

The second half of the meeting was structured as an informal charrette, in which participants were asked to draw pathway proposals and write comments directly on maps of the project corridor. Four groups were formed. After approximately 20 minutes, spokespersons for the respective groups summarized the outcome of their efforts. (*See written descriptions and verbatim comments from the mapping exercise, Appendix A.*)

Another discussion session followed the group reports:

(Doug Haigh) If the project can do without difficult land acquisitions, it will move faster.

Q: Can the width of the path shrink?

A: (Doug) We would like to build a full 12 feet in urban areas where heavy use is anticipated. We'll consider 8 feet as a minimum in tight corridors where fewer users are expected.

Q: Does the County have a recreation management plan?

A: No

(Doug Haigh) It's best to tap federal dollars as much as possible, rather than use County funds. If we get a private land donation, it'll increase the amount of soft match available. Doug reviewed the schedule for other segments of the coastal path network, and noted that Kauai needs to act quickly before the other counties catch on.

Herb reminded participants to complete the survey (*see results, Appendix B*) and thanked everyone for coming.

APPENDIX A

Mapping Exercise

Description of Drawings and Verbatim Comments written on Maps

Group 1

Facilitator: Glenn Kimura

Spokesperson: Neill Sams

- Crossing Wailua River—"cantilever bike path"
- Crossing Wailua River and pointing to cane haul bridge—"make 2 lanes, DOT"
- "Are we providing benches along path to rest?"
- "Crossing?" with circle drawn around intersection of Haleilio Road and Kuhio Highway
- "Are there any fishing heiaus that we need to respect and not trespass on?"
- Referring to sidewalk bisecting large, vacant Niu Pia Farms property with label "public access"?
- "Possible to go around Bull Shed parking lot?"
- "Save trees!" along coastline of Singleton property
- "Somewhere along here there may have been a fishing heiau" referring to coastline between Bull Shed and Kauai Coconut Beach Hotel
- "Need to save 95-100% of trees and plants or Replace!!" written in offshore area of map
- Moana Kai Road: "one way road?"
- Moana Kai Road: "can we extend seawall to accommodate bike path?"
- Moana Kai Road: "dangerous—narrow road"
- Waikaea Canal: "Beautiful" (double underline)
- Dotted line behind Hundley Heights subdivision
- Solid lines along Kawaihau Road, both sides of Moikeha Canal, both sides of Waikaea Canal, behind Kapaa Shopping Center all the way south behind Kawai Village Shopping Center, along Uahalekawawa canal, and along Haleilio Road and Nonou Road in Wailua House Lots.
- Coastal path except (1) north of Wailua Beach Park—instead, go along Papalooa Road and down "second" beach access to Kukui Heiau, and (2) through parking lot of Kauai Coconut Beach Hotel and Niulani Street

Group 2

Facilitator: Nancy Nishikawa

Spokesperson: Richard Sugiyama

- Wailua River cane haul bridge: "cantilever"
- "Danger" bicycles passing the parking lot for Wailua Beach Park (cars entering and exiting)
- Elevated board walk along Wailua Beach Park, less susceptible to damage from high surf (compared to concrete slabs on sand)
- "Hazard" at "Y" intersection of Kuhio Highway and Papalooa Road (around Seashell)

- “Current ROW width?” pointing to Papaloa Road
- “Widen” “Bike” and “3’ sidewalk” with arrows pointing to line along Pouli Road (makai)?
- Solid line on makai side of Bull Shed crossed out
- “Bridge” across Uahalekawawa canal, mauka of Bull Shed
- “Require in SMA” pointing to coastal path on Singleton property
- Coastal path except (1) north of Wailua Beach Park—instead, go along Papaloa Road and down “second” beach access to Kukui Heiau and (2) at northern edge of Singleton property, go mauka all the way to Kuhio Highway provide safe crossing at signalized intersection to shopping centers, and take Niulani Street to Moana Kai Road
- Additional solid lines along Kaloloku Road (connect Moana Kai to Kuhio Highway) and swale fronting Coconut Marketplace
- Dotted line along internal street behind Coconut Marketplace

Group 3

Facilitator: Tim Bynum

Spokesperson: Dale Rosenfeld

- “Hang off existing cane bridge”
- Coastal route the entire way, except around Bull Shed complex and approx. 8 residential lots south of Baby Beach
- “Moana Kai one way?”
- “Bridle path along canals, up to Giant”
- “Cantilever off railroad bridge”
- “Connect existing paths”
- “Thru parking lot of Bull Shed or widen seawall”
- “Moana Kai—1 way vehicle traffic; other lane bikes”
- Solid line up gulch north of Mahelona Hospital
- Solid line along temporary bypass road, ag roads on Midler property, along norther edge of Wailua House Lots, along Haleilio Road
- Waterway loop from Wailua River around Coco Palms, behind shopping centers, makai-bound along Uahalekawawa canal.

Group 4

Facilitator: Herb Lee

Spokesperson: Lelan Nishak

- Coastal path entire way (including around Bull Shed), except (1) north of Wailua Beach Park—use Papaloa Road instead and “second” beach access” and (2) around hotel and residences north of Singleton’s property—weave through parking lots and use Niulani Street to Moana Kai
- Loop around mauka side of commercial area, following drainage canals to Wailua River. Along mauka-makai section of Waikaea Canal (south side)
- Dotted line (representing very long-term/50-year plan) along temporary bypass, ag roads

- Solid line along northern edge of Wailua House Lots subdivision (original line on Haleilio Road was crossed out)
- Solid line on marina access road

Summary

	Group 1	Group 2	Group 3	Group 4
<i>Deviations from coastal path</i>				
Between Seashell and Kukui Heiau	Papaloa Rd	Papaloa Rd	Along coast	Papaloa Rd
Around Bull Shed	Mauka thru parking lot & makai	Mauka to Kuhio Hwy	Mauka thru parking lot	Makai
Block north of Singleton (hotels/residences)	Thru pkg/ Niulani	Kuhio Hwy/ Niulani	Kuhio Hwy/ Niulani	Thru pkg/ Niulani
<i>Suggestions in Other Areas</i>				
Canals	Waikaea to Uahalekawawa		Waikaea to Wailua River	Waikaea to Wailua River
Kawaihau Road	Kawaihau & north of Hundley Hts		North of Hundley Hts	
Wailua House Lots	Haleilio & Nonou		North side of WHL & Haleilio	North side of WHL

APPENDIX B

Results of Participant Survey

Participants at the January 29, 2004 meeting in Kapaa were asked to fill out a two-page questionnaire whose objectives were to gauge public opinion related to a proposed Lydgate Park-Kapaa Bike/Pedestrian Path and assess the effectiveness of the meeting itself (copy attached). Completed questionnaires were received from 35 of the 49 participants, for a response rate of 71 percent. In addition, the survey was distributed at a meeting of the Ka Ala Hele Makalae Committee held on January 30, 2004 and two additional questionnaires were completed and returned. Unless stated otherwise, the following analysis is based on responses from 37 persons.

1./1a. Have you used the bike/pedestrian path in Lydgate Park?

About three-fourths (28 out of 37) of the respondents stated that they have used the bike/pedestrian path at Lydgate Park. Among the users, 43% use the path at least once a week.

How often have you used the bike/pedestrian path in Lydgate Park?

	No. of Respondents	Percent of Respondents
More than once a week	5	18%
Once a week	7	25%
Once a month	4	14%
Several times (since it opened)	9	32%
Unknown	3	11%
N=28		
Open-ended question; post-coded		

2. If a multi-use path is constructed between Lydgate Park and Waikaea Canal, how would you and the members of your household use it? (check all that apply).

Seven respondents who had not used the path in Lydgate Park checked items in Question 2, indicating that they planned to use the proposed path between Lydgate Park and Waikaea Canal. Only three respondents stated that they were *unlikely* to use the path.

Almost 4 out of 5 users (79%) stated that they would use the path for bicycling, followed closely by those who would use it for walking—with or without a pet (74%). More than a third (35%) stated that the path would provide access to beach and fishing sites.

	No. of Respondents	Percent of Respondents
Walking	23	68%
Walking with pet	7	21%
Getting to beach/fishing site	12	35%
Traveling in a wheelchair	3	9%
Jogging	9	26%
Roller skating/blading	3	9%
Bicycling	27	79%
Nature/bird watching	6	18%
Other: horseback riding	3	8%
Other: commuting	1	3%
Other: doing errands	1	3%
N=34		

3. Briefly describe the characteristics of your ideal path.

The survey included an open-ended question designed to elicit comments and suggestions about what type of path was desired. A surprising 32 people (86%) shared their ideas (surprising because open-ended questions require more effort on the part of the respondent). Ideas about the ideal path were varied and sometime contradictory (for example, people who wanted natural, dirt trails versus those who wanted smooth paved surfaces). However, there were also definite patterns in the responses (based on post-coding). Among the ideas that appear to resonate within community are the following:

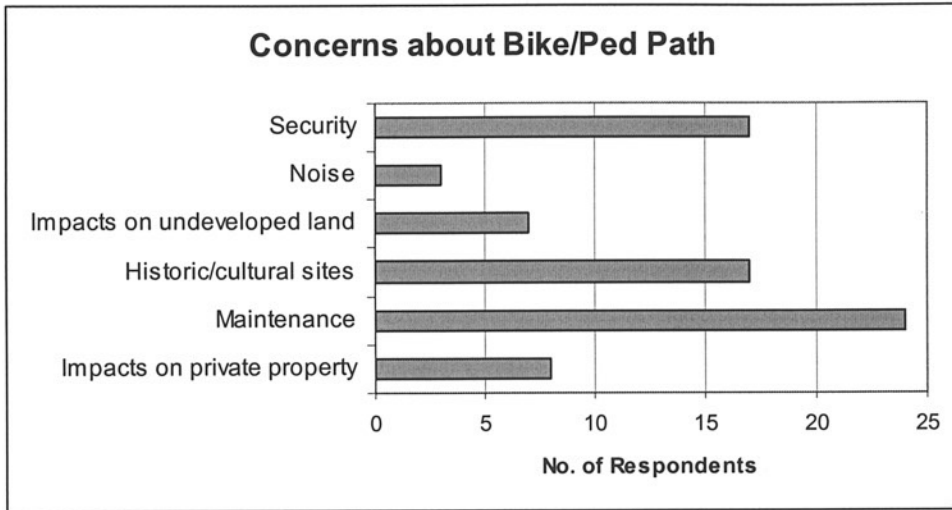
- Along the coast; shoreline
- Away from traffic
- Scenic
- Safe
- Accommodates many different uses
- Wide, open (avoid conflicts among users)

Verbatim responses can be found in Appendix C.

4. What concerns would you have about a bike/pedestrian path in the project area?

The survey asked respondents to check off their concerns. As seen in the chart below, *maintenance* drew the most concern, with 24 people (65%) checking this issue. Half of the respondents indicated that *security* is a concern; while 16 people (43%) indicated that *impacts on historic and cultural sites and artifacts* requires attention.

Respondents could also write-in other concerns, and these are reproduced verbatim in Appendix C.



Meeting Evaluation

Participants were asked how they felt about the content and format of the meeting. The feedback was generally favorable.

	Yes	No	N
Information presented in clear manner	97%	3%	33
Maps and visual aids were helpful	97%	3%	32
Adequate opportunity to express opinions	94%	6%	31
N (Excludes non-respondents)			

Publicity and Outreach

The survey asked respondents how they learned about the public meeting. The newspaper was cited by the largest number of respondents, followed by word of mouth (11) and invitation letter (10).

	No. of Responses
Newspaper (The Garden Island)	18
Invitation letter/mail	10
E-mail	1
Flyer	2
TV or radio	1
Word of mouth (friend, co-worker, etc.)	11

APPENDIX C

Meeting 1 Participant Survey Verbatim Comments

- 3. Briefly describe characteristics of your ideal pedestrian/bike path**
- R1. Along coast, mauka with views, bridle path
 - R2. Handicapped accessible, cultural/heritage/resource for entire family, community
 - R3. Long lasting; well constructed; wide enough for everyone & follows contour of the land
 - R5. Long, graceful curves; open look; scenic; safe
 - R6. Diversity, curves are ok! Straight isn't better; retain natural feel
 - R7. Smooth; safe; attractive views; safe for women all by themselves
 - R8. Coastal; safe
 - R10. A path crossing as few roadways as possible; elevated on boardwalks where close to beach front to reduce risk of ocean damage
 - R11. It is there – any path would constitute a major upgrade for the East side – traffic reduction/tourist attraction/recreation
 - R15. Away from traffic; respectful to heiaus and burial grounds by staying 50 feet from
 - R16. Safe; clear (minimal stops) bike lanes that enable bicycles to be used for transportation
 - R17. Ideally these funds would be used to pave cane field roads to alleviate our traffic
 - R18. Wide, open path. Covered shelters for rest breaks and cover from passing rain. No major inclines—path to follow flatter terrain
 - R19. Safe surface and safe to travel on with scenic views
 - R20. Allow boating; equestrian trails
 - R21. One that takes great care from Kukui Heiau to Waipouli flats – there were old fishing heiau along there. Please check with kupuna and kumu hula, e.g., Deena (Peena?) Dawson
 - R22. Convenient, useful (expedient for commuters); away from highway (and car fumes); scenic
 - R23. Along the coast—multi-use—connection to residential neighborhoods—off highway
 - R24. Safe, safe, safe! Affordable maintenance
 - R25. Multiple access/departure sites; comfort stations
 - R26. Safe, shoreline path removed from vehicular traffic
 - R27. Wide and paved, paralleling the shoreline
 - R28. It would also encompass bridle paths
 - R30. Wide enough for walking and bicycles
 - R31. One that will insure safety with or without vehicular traffic
 - R32. Easily accessible; wide enough for 2 joggers/bikers side by side; culturally sensitive/respectful to any site near path
 - R33. The way it is, is just fine
 - R34. Wide enough to have yellow line
 - R35. Dirt trail; well maintained; concrete is too hard
 - R36. Making elderly, fisherman, wheelchair accessible also

R37. Not having to deal with car traffic and riding bicycles or rough roads

4. Other concerns

R2. Security-Friday and Saturday nights; beef up patrols; health & safety of children vs ATVs and SUV traffic/joy riders

R10. Safety of people enjoying various activities around/on path; concerned paths are too close to ocean!

R11. That it is built

R17. Accidents & waste of tax money

R18. Intrusion of commercial activities. Response during emergencies (injuries); emergency vehicle access; emergency phones

R24. Safety, safety, safety. Condemnation costs?

5. Do you have any other comments regarding this project?

R1. Great idea – keep it alive

R2. Vandalism? Parks require trail rangers, wardens, beach access; DLNR should have more rangers & County ranger on east side

R3. Don't just talk; do it!! In the long run it's a benefit to all, if it is constructed well and maintained well

R5. Meeting format unique—interactive approach was good way to elicit questions and solutions

R7. Very interesting; can't wait to use it!

R8. Full speed ahead please!

R10. Eventually would like to see trail go to airport/Lihue. This would provide alternate transport between Kapaa and Lihue. The current highway does not seem safe for all but the most expert cyclists. Looking forward to discussing in greater depth how to work difficult passages!

R11. Phenomenal opportunity. Great for kids, elderly, disabled people. If we don't make a ped/bike path, we may wind up trapped by roads that offer not alternative but driving

R17. Two Federal guidelines aren't being met in building this path! 23 USC 116 regarding maintenance and 23 USC 217 page (2)i regarding the path use for bicycles for transportation and not recreation

R18. Let's get it going!

R19. Must work to make this plan work.

R20. Keep area for boating and kayaking and equestrian trails

R21. Please be respectful of the heiau and historical sites. I'm concerned you're on too fast a track.

R24. Signage should be clear and simple.

R25. Develop master bike/pedestrian plan for County

R26. Let's get it done soon.

R27. Do it now. We've been "talking" about this for three administrations.

R28. No. I must say as a bike path and walk path County committee member, all is moving along very well!

R29. Keep it low maintenance. High security. Do not cross any major highways. No rest stations.

- R30. The path presently being used has inherent dangers crossing Wailua River
- R32. Appreciate the public input meetings
- R33. Why do you want to change Kapaa-Wailua, leave it
- R34. I would love to see it completed!!
- R35. If you don't put money aside for maintenance – don't build it!
- R36. General maintenance; after the project, presume? culturally sensitive grounds
- R37. If used for pet walking – owners need to be advised to pick up after their animals.
Receptacles could be provided for disposing of waste bags.

Attendance Sheet
Public Input and Scoping Meeting
 Lydgate Park-Kapa'a Bike/Pedestrian Path
 Thursday, January 29, 2004
 Kapa'a Middle School
 7:00 - 9:00 pm

Name	Affiliation
Pohaku Nishimura	Halau K
Robert Measelj	Kapa'a Bike/Walk Path Cmt. - Wijaya
Jerry Hirata	
Bay Carpenter	-
Terry Kurosawa	-
Angela Fojardo	
Linda Ornellas	-
Ann Garland	
Mario Perez	
Diane Ayn	
Michele Valenti	Halau Kani Kapa'a 10
Kapi'olani Ching	Halau Kani Kapa'a
Rayne Regush	-
H. Blake	
Aletta M. ...	

Attendance Sheet
Public Input and Scoping Meeting
Lydgate Park-Kapa'a Bike/Pedestrian Path
 Thursday, January 29, 2004
 Kapa'a Middle School
 7:00 – 9:00 pm

Name	Affiliation
Leslie Ann Lang	
Eli Patterson	
Jimmy Trujillo	
Lelan Nishib	
Pat Ouel	
John Lydgate	F. of K. P. @ lyl. Pk.
Bruce Meyer	

Attendance Sheet
Public Input and Scoping Meeting
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Name	Affiliation
Richard - Sugiyama	Self
James Alder	- M -
Greg Kingsley	Koloa Hoi
Steve Kyono	DOT - Hwy-K
DAN & CAROL TETER	SELF
Tim Bynum	
CAR FUJITA	Luce
MAILE BARR	Halau
ERIC ANDERSON	KAUAI SANDS
MATTHEW HONJIYO	SELF
SUSAN HONJIYO	SELF
Nadine Nakamura	NKN Project Planning
Laurel Brier	
VICKY & WAYNE THRIFT	HALE AWAPUHI
David W Pratt	Nin Via Farms Ltd

Attendance Sheet
Public Input and Scoping Meeting
Lydgate Park-Kapa'a Bike/Pedestrian Path
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Name	Affiliation
JOSHUA ATKINSON	None
James Torio	AHC
Glenn Mickens	
R. MacDougal	resident
Dale Rosenthal	Horses
Dana Bekert	Bike
Neill Sams	Kapa'a Bus Assoc.
PAUL GRAY	NONE
Julie Gelfand	Hāwai Kaukapuluokala
Thomas Almy	Friends of Farnham + Lydgate Park

Lydgate Park-Kapa'a Bike/Pedestrian Path

FACT SHEET

Sponsors	County of Kaua'i, Department of Public Works Federal Highway Administration	
Project Areas	<ul style="list-style-type: none">• From the northern end of the existing bike/pedestrian path at Lydgate Park (adjacent to Aloha Beach Resort) to the southern end of the Kapa'a-Kealia bike/pedestrian path (Waika'ea Canal)• From the Lydgate Park-Kapa'a bike/pedestrian path to Wailua House Lots Park and the Sleeping Giant hiking trail head• From the Kawaihau Road bike/pedestrian path to the Kapa'a-Kealia bike/pedestrian path	
Project Objectives	<ul style="list-style-type: none">• Extend and connect paths that currently exist or are proposed for near-term construction• Improve the safety and accessibility of "social paths"• Provide alternative transportation routes separated from motor vehicles• Provide low-impact opportunities for residents and visitors to experience the natural environment• Increase opportunities for the community to engage in recreational and fitness activities	
Potential Issues	<ul style="list-style-type: none">• Right-of-way acquisition• Conservation district/construction within shoreline areas• Historic/cultural sites and artifacts• Compatibility with future development• Maintenance and security	
Public Participation Schedule	January 29, 2004	1 st public meeting (input and scoping)
	Late February	2 nd public meeting (review preferred alignment and gather additional feedback)
	June	3 rd public meeting (comments on the Draft Environmental Assessment)

Stakeholders and interested parties are invited to come forward with ideas for alternatives, alternative evaluation criteria, environmental concerns, suggestions for outreach, and other information relevant to the planning process.

For more information, please contact:
Glenn Kimura
Kimura International
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E-mail: projects@kimurainternational.com

Lydgate Park-Kapa‘a Bike/Pedestrian Path

MEETING 1 PARTICIPANT SURVEY

1. Have you used the bike/pedestrian path in Lydgate Park?

- Yes No

1a. If Yes, how often? _____

2. If a multi-use path is constructed between Lydgate Park and Waika‘ea Canal, how would you and the members of your household like to use it? (check all that apply)

- | | |
|---|---|
| <input type="checkbox"/> Walking | <input type="checkbox"/> Roller skating/blading |
| <input type="checkbox"/> Walking with pet | <input type="checkbox"/> Bicycling |
| <input type="checkbox"/> Getting to beach/fishing site | <input type="checkbox"/> Nature/bird watching |
| <input type="checkbox"/> Traveling in a wheelchair
(with or without motor) | <input type="checkbox"/> Other: _____
_____ |
| <input type="checkbox"/> Jogging | <input type="checkbox"/> Unlikely to use the path |

3. Briefly describe the characteristics of your ideal pedestrian/bike path

4. What concerns would you have about a bike/pedestrian path in the project area?

- | | |
|---|--|
| <input type="checkbox"/> Security | <input type="checkbox"/> Maintenance |
| <input type="checkbox"/> Noise | <input type="checkbox"/> Impacts on surrounding private property |
| <input type="checkbox"/> Impacts on undeveloped land | <input type="checkbox"/> Other: _____
_____ |
| <input type="checkbox"/> Impacts on historic/cultural sites and artifacts | |

5. Do you have any other comments regarding this project?

Evaluation of Tonight's Meeting

6. **Was the information presented in a clear manner?**

Yes No

If No, which aspects were unclear? _____

7. **Were the maps and visual aids helpful?**

Yes No

If No, please explain _____

8. **Were you given adequate opportunity to express your opinions?**

Yes No

9. **How did you hear about tonight's meeting?** _____

10. **Suggestions for other ways to publicize future meetings or increase participation:**

* * * * *

Mahalo for completing this questionnaire. Please leave it at the reception area or mail to the address below (stamped, self-addressed envelopes are available)

Kimura International, Inc.
1600 Kapi'olani Boulevard, Suite 1610
Honolulu, HI 96814
(808) 944-8848 or (888) 898-8886 (toll free)

Lydgate Park – Kapa‘a
Bike/Pedestrian Path

***Public Input
and Scoping Meeting***

January 29, 2004

Kapa‘a Middle School

***County of Kaua‘i, Department of Public Works
Federal Highway Administration***

Project Team

- ***Project Manager: Douglas Haigh, County of Kaua‘i, Department of Public Works***
- ***Prime Consultant: Kimura International Inc.***
- ***Civil Engineer: Kodani & Associates***
- ***Public Involvement: Lee Communications***
- ***Various technical subconsultants***