

## **Appendix F**

**Materials from Public Information Meeting No. 2,  
March 10, 2004**

# Lydgate Park-Kapa'a Bike/Pedestrian Path

## Public Information Meeting No. 2

Wednesday, March 10, 2004  
Kapa'a Middle School

County of Kaua'i  
Department of Public Works

Federal Highway Administration

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## **CONTENTS**

### **Lydgate Park-Kapaa Bike/Pedestrian Path Public Information Meeting No. 2**

**Wednesday, March 10, 2004**

#### **Minutes of Meeting**

- Attendance Sheets
- Powerpoint Presentation (printout)
- Materials Submitted by Meeting Participants
  - Brochure on the Burke-Gilman Trail, Seattle Department of Parks and Recreation and Seattle Engineering Department

#### **Comments Received after the Meeting**

(Includes letters and e-mail messages received through March 24, 2004, two weeks after the public meeting. The draft environmental assessment will provide a full record of written correspondence received.)

#### **Publicity**

- Invitation Letter (template)
- Flyer

## MINUTES OF PUBLIC INFORMATION MEETING NO. 2

Wednesday, March 10, 2004

7:00-9:00 pm

A total of 75 people signed the attendance sheets. Several others 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 Kaua'i: Doug Haigh, Project Manager

For the first twenty minutes, attendees were invited to circulate and look at maps of the three alternative plans, displayed on long tables. The purpose of the "open house" format was to give attendees a chance to familiarize themselves with the proposed routes. The consultants felt that a preview, followed by a more systematic presentation, would help attendees absorb the large amount of information on tap for the evening.

With the concurrence of meeting participants, Jimmy Torio offered a pule at the start of the regular meeting.

Doug Haigh set the context of this project (the Lydgate Park to Kapa'a segment of the bike/pedestrian path) by reviewing the other segments and phases of the overall path network. With completion of the path at Lydgate Park, and the imminent start of the Kapa'a to Keālia segment, the County has nine miles of paths well underway. He noted, in particular, the importance of land donations that have enabled the County to satisfy the local match that is needed to obtain federal funds.

Glenn Kimura presented a Powerpoint slideshow which gave an overview of the project and reviewed the alternative routes in detail (*see printout of slideshow*):

- Project overview
- Update project schedule
- Review findings from first meeting
- Review alternative alignments
- Discuss advantages and disadvantages
- Request feedback on the alternatives

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 period.

- Why not put the path on the mauka side of Moanakai Road?

Response: That option is being considered; we would like to find a solution that minimizes the impact on parking and allows safe movement of cars, bikes, and pedestrians.

- Who will maintain the path?

Response: The County, primarily by the Parks Division. Funds are allocated yearly for the maintenance of the paths at Lydgate Park and Keālia Kai.

- Are the owners of Coco Palms going to redevelop the Seashell Restaurant? It's an eyesore.

Response: There are preliminary plans to redevelop the restaurant property.

- Road maintenance in the Wailua area is poor—a street cleaner would make it easier to clean.

Response (D. Haigh): The County is looking at acquiring a path cleaner, we're doing the research.

- What criteria will be used to better define the heiau?

Response: Right now, Kukui Heiau doesn't have a buffer and the beach access leads right into the heiau. We intend to work with Hawaiian groups and cultural practitioners to identify appropriate boundaries. We've also consulted the State archaeologist.

- It's not good to go right through the Midler wetlands. The path should stay on the perimeter, maybe add observation decks.

- A year and a half ago, the County began improving the sidewalks on Papaloa Road, and it seemed like they were going to put in sidewalks (the entire way). Couldn't the sidewalk be put in with the path? It would be a good opportunity to combine projects.

Response: If the path goes on Papaloa Road, it would be available for pedestrians and other users. In that case, there wouldn't be separate sidewalks.

- Please respect our culture. Kukui Heiau was a navigational heiau. The entire Wailua area is a special place.

- What is the projected budget and is the money available?

Response (D. Haigh): The County currently has \$2 million in FHWA funds. Is it adequate? Well, it won't build everything you see (on the maps). We estimated \$1 million per mile. We'll probably need to adjust the budget as we get better idea of the alignment and fine tune the design.

- How do you address safety on a multi-use path? Don't address safety after the fact.

Response: The American Association of State Highway Transportation Officials (AASHTO) has developed guidelines for safe design that the path will follow. Safety will also come from an education program, appropriate signs, and people using their common sense.

- How much load can a boardwalk take?

Response: It won't support horses. It will be difficult for paths in urban areas to accommodate horses.

- Any coordination between this plan and the State's plan for a bypass highway? Why is the path coming before the highway?

Response: Some of the same consultants are working on this project and the highway project, so there is coordination.

- Why not do a study on how many people really want the path, especially if it's taking more shoreline? Only four informants participated in the cultural impact assessment for the Kapa'a-Keālia path.

Response: Please let us know if there are groups or individuals we should talk to.

- For the Kapa'a-Keālia path, the County Council stipulated that small electric golf carts be allowed for use by handicapped and elderly people.

- Can some dollars be used to dredge the canals?

Response: If it can be justified as being directly related to the bike/pedestrian path system.

- There's lots of evidence that paths can be successful. There's a two-mile path in Princeville that's less than four feet wide, but it gets used daily by lots of people. A 10-foot wide path should be safe if people use a modicum of common sense. This path could become a legacy for our children, so that they understand the environment. Walking and biking allow people to experience the environment directly and to appreciate it.

- Whatever alternative is selected, you shouldn't put the path near the highway because motor vehicles endanger cyclists.

- Be sure to connect the path to the bus system. For example, by installing bike racks at bus stops. Bike paths and buses provide needed transportation for young people.

- Add a two-foot gravel path for joggers. Concrete is a tough material for jogging.

- Concrete isn't good for rollerblading. Why are you using concrete rather than asphalt?

Response (D. Haigh): The County made a choice with the Lydgate Park path. The alternatives were improved gravel, asphalt, and concrete. We want to minimize maintenance and for gravel, we're looking at replacement possibly every other year, asphalt lasts 5-15 years, while concrete has a life of 50+ years. The paths are typically designed with shoulders so there will be some soft surfaces for joggers.

- How long before the County puts the path in?

Response: The EA will be done in August. Optimistically, construction could start sometime between the spring and fall of next year.

- There are stakes outside my living room and I don't want people going by and interfering with my privacy.

Response: Your concerns are definitely as important as anybody else's. There is room for more communication.

The draft environmental assessment will discuss the impacts of all alternatives. The County will make its decision on a final alignment after taking into consideration all of the impacts and the public comments.

Even after the environmental review process has ended, there will be other opportunities for the public to provide input, for example at public hearings associated with the Special Management Area (SMA) permit and public meetings held to refine the design-build plan.

Herb Lee concluded the formal portion of the meeting by inviting participants to write their comments post-it notes and place them on maps of the three alternatives.

## **Verbatim Comments on Alternative Plans**

### **Alternative 1**

- Papaloa Rd. will preserve sea turtle cove site
- Papaloa Road only
- Papaloa Rd will help improve sidewalks in need
- Papaloa Rd is better than along shoreline
- Unacceptable how path is right outside our condos. You take away our views.
- We are for the Papaloa Rd path
- Lanikai owners are very worried about path in front of view and pool areas. Also maintaining will be expensive and difficult.

### **Alternative 2**

- Eventually the whole cane haul road can be used for bikes (after new bridge is built)
- Coordinate: what about planning and designing NOW for future Kuamoo route to homesteads?
- Is a path to park considered on the north side? Is feasible? (from placement of post-it on south side of Wailua House Lots and hand-drawn arrows, writer might have intended to ask about an alternative alignment along the south (not, north) side)
- Use Papalio (sic) Road
- Prefer this path to any other (on Papaloa Road)
- This path is better than on the shoreline since it doesn't interfere w/ condos (on Papaloa Road)
- Keep off the shoreline (pointing to shoreline next to Hale Awapuhi)
- This path seems more economical & practical to waterfront
- Please use Papaloa Rd. It can be cost effective and help improve sidewalks
- Papaloa Rd is best way
- Significant cost savings using Papaloa Rd

- I favor this solution (Papaloa Rd) by far! Most cost effective!
- Papaloa Road is the best route
- Environmental concerns—cutting down ironwood trees and other vegetation along Wailua Bay
- Concern about sacred burial ground in front of Lanikai
- Papaloa Bay is a sanctuary for turtle and monk seals and night-flying birds. Please consider!
- Avoid heiau by using Papalina (sic)
- This is the route I choose; Respect the Hawaiian Culture
- Please use Papaloa Road
- Route along mauka side of Papaloa?
- Bend path; eliminate mid-block crossing (referring to path along canals, bend path as it approaches Temporary Bypass Road so users cross at the intersection)
- Perhaps it would be wise to move path north along access here (cross out beach access along Lae Nani, map shows possible access between Kauai Sands and Islander on the Beach)
- Pedestrians 65 year old get run over by 15 year old bikers!
- Use wet land route (only)
- Stay off the highway
- Why not put path on mauka side? (of Moanakai Rd)
- Eliminate “dipsy doo” and go straight to the bridge (across Waikaea Canal)
- Consideration for future Olahena shoulder improvements and bike upgrade
- Path option north of Kapaa Park to soccer field
- (Need for a more direct) access (between) future soccer field and the coastal bike route
- Wide serpentine switchbacks following contours (Kawaihau path)
- Connect the 2 drainage canals (where there is a perpendicular convergence of canals)
- Put bike path along this area (pointing inside the NRCS conservation easement)
- Keep pathways away from Kuhio Hwy (where possible) (pointing to highway fronting Waipouli complex)
- Connect drainage canal so boating people can use; put bike path along it
- Recommend avoiding driveways @ most cost, so choose perimeter (around Wailua House Lots)
- Make pathway to Sleeping Giant hiking trail head
- Connect canal to Opaeka (sic) Stream for boating

### **Alternative 3**

- Building a new bridge is foolish and cost prohibitive (at Wailua River)
- Safety! Based on common sense of 13 to 15 year old bike riders vs. 65 year old pedestrians will not work! (along Wailua Beach Park)
- Build path lower so that railings won't block views of condo owners if path goes on oceanside.
- Stay on the coast all the way!
- Papaloa Rd will keep the costs down
- Too close to condos (pointing to Hale Awapuhi Condos)



- Along here too close to condos—very invasive (near Hale Awapuhi and Kapaa Sands)
- Boardwalk in cove will destroy the quiet cove for fishing (cove off Lae Nani)
- Keep away from heiau
- Must provide protection and maintenance \$ for heiaus
- Can you cut through here instead of going up the (Haleilio) road (pointing to residential lots) above canal
- Here cross behind the Family Restaurant
- This is unacceptable to have our shoreline ruined and then change Papaloa Rd too.
- Papaloa Rd seems to be a cost effective way of having a sidewalk
- This area has a narrow walk that is heavily used by the condo/visitors (Islander on the Beach)
- Make access to Foodland and Safeway, etc.
- Keep pathways away from Kuhio Hwy (specifically pointing to area in front of All Saints Church)
- Horse trails! w/ a place to park a few (4) trailers (in Midler wetland area)
- Picnic tables; hitching rails for horses; trash cans next to picnic tables
- Survey of Kauaians NOT only for Kauaians but for VISITORS too
- Beautiful maps! Keep up the good work
- Keep the VISION! An emerald lei of GREEN access around the coast!
- Motorized vehicles? Golf carts, emergency vehicles, motorized wheelchairs

### **Map Comments submitted by the Kapa‘a Business Association**

1. Keep path continuous
  2. Keep along ocean if possible
- New path (along south side of Wailua River, makai of Kuhio Highway to marina)
  - Good! (pointing to bridge across Wailua River)
  - Good! (pointing to path through Wailua Beach Park)
  - 6’-8’ preferred on grass only (makai of condos). Keep path away (no boardwork) from the beach
  - Reclaim County land from the private users
  - New sidewalk (along Kuhio Highway fronting Coconut Marketplace and Plantation Hale)
  - Good (boardwalk makai of Mokihana and Bull Shed)
  - New lookout (extensions from Uhelekawawa Canal)
  - Good (path around Singleton property)
  - Good solution (Niulani Street and Moanakai Rd)
  - New sidewalk to access town (through residential area between Kauai Village Shopping Center and Kapaa Shopping Center)
  - Switchback design for Kawaihau path
  - Both sides if possible (path along Waikaea Canal)
  - Wonderful! Paths around canals!

Attendance Sheet  
**Public Information Meeting #2**  
 Lydgate Park-Kapa'a Bike/Pedestrian Path  
 Wednesday, March 10, 2004  
 Kapa'a Middle School  
 7:00 - 9:00 pm

Name	Affiliation
Myrtle Ann Knafelc	Lae nani
Dalton Hung	
Norman + Kathleen Persons	wailua Bay view
Leila Reid	Have horse will ride
Dan + Carol Teter	
Ingrid Scherrer	Kapa'a Sands
Winston K. Kawemoto	S. Otsuka Estates
Marge Freeman	
Laurie Otto	Garden Island Res/D
James Sone	
Ewa Davis	Lae nani Resort
Jeanne M. Ross	Lae nani Resort
Bonnie Kiggins	Lae nani Resorts
BERNARDO GONZALEZ	-

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Name	Affiliation
DAVE WRIGHT	LAE NANI
Doris Asle	Lae nani
Melinda O'Donnell	Lae Nani
Janice Lupton	
Chris Bituli	Lani Kai
E. Robinson	"
Fred Boes	WAIWA (MBD) PAPUIEW
Ganga King	Lae Nani
Hanna King	LAE Nani
Cindy Plerner	Lanikai
Richard Sugiyama	none
Jane Spurgeon	
Candace Kepley	Have horses like to ride!
Klaus Harver	Kapa'a Falls
Patricia Swaney	Kapa'a Sands
Roxanne Madgall	self

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Name	Affiliation
MATTHEW HONLIYO	HOMEOWNER
Blake Rafael	Anahola Resident
Cavin Fujita	WAILUA
Terry K. KUHUNA	Hilo
Dana Belcart	Kapa'i
LARRY CHAFFIN	PLANNING COMMISSION
Jon Schlegel	
PAT V. PHUNG	FEDERAL HIGHWAY ADMINISTRATION
Vicki Valenciano	Employee Lae Nani
Bill Taiipo Asinga	
Rayne Regush	—
Robert McLeod	
J. FURFARO	Council
JoAnn Yukimura	Council
Steven Kyono	DOT-Hwy

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Name	Affiliation
WAYNE THRIFT	HALE AWAPUHI
JACK STAHLEY	HALE AWAPUHI
JOHN HERCEG	LAE NANI
LINDA HERCEG	LAE NANI
FRANK J. KNAFELC	LAE nani
FORREST FIRTH	wailua Bay View
Rhodie Firth	wailua Bay View
Bonnie Shannon	Lae nani
GARY HENNIGH	County of Kauai Deputy Planning
AL PATERSON	FUTURE OF KAUAI
DRUSILLA GARLAND	—
SHARON EDWARDS	Kapa'a Sands
DEBBIE STRUDLER	HALE AWAPUHI
LYNNERLION	
Catherine A. Shining Star	Lae nani

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Name	Affiliation
Neill Sams	KAPAA BUS ASSOCIATION
Jimmy Trojillo	
Jimmy Tokio	SELF
<del>John Lydgate</del>	KCC
Jack MANDT	Lani Kai
Thomas Noyes	Friends of Kamalani + Lydgate Park
Jerry Hirata	

**Lydgate Park – Kapa‘a**  
***Bike/Pedestrian Path***

**2nd**  
***Public Information Meeting***

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***March 10, 2004***

***Kapa‘a Middle School***

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

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***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***

## **Purpose of Today's Meeting**

*Second of three planned meetings*

- *Project overview*
- *Update project schedule*
- *Review findings from the first meeting*
- *Review alternative alignments*
- *Discuss advantages and disadvantages*
- *Give us feedback on the alternatives*

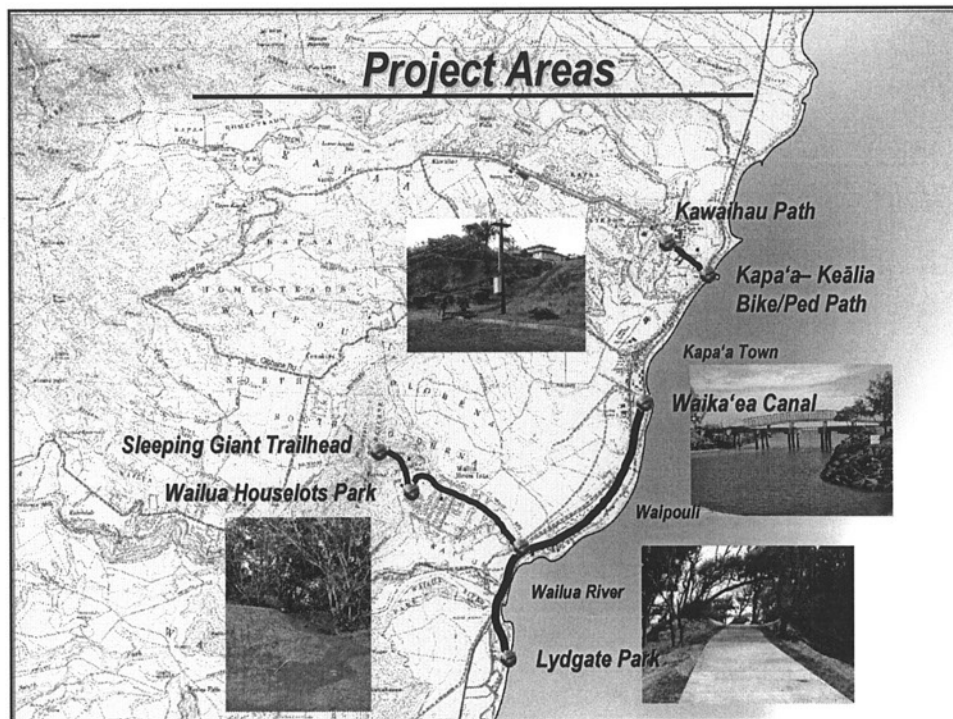
## **Scope of Work**

- *Planning study – identify alternatives, evaluate, recommend a preferred route*
- *Prepare environmental assessment*
- *Obtain permits*
- *Prepare “Basis of Design” for design-build project*



## Project Schedule

January 29	<b>FIRST PUBLIC MEETING</b> <ul style="list-style-type: none"> <li>● Input used to develop three alternatives</li> <li>● Complete preliminary assessment</li> <li>● Preferred alternative selected by County</li> </ul>
Early March	<b>SECOND PUBLIC MEETING</b> <ul style="list-style-type: none"> <li>● Summarize outcome of first meeting</li> <li>● Review alternatives</li> <li>● Get feedback</li> </ul>
March - April	<ul style="list-style-type: none"> <li>● Prepare Draft Environmental Assessment (DEA)</li> <li>● Study issues of concern to the community</li> </ul>
Late May	<ul style="list-style-type: none"> <li>● Submit Draft Environmental Assessment (DEA)</li> <li>● 30-day public review period</li> </ul>
June	<b>THIRD PUBLIC MEETING</b> <ul style="list-style-type: none"> <li>● Solicit comments on the Draft EA</li> </ul>
July	<ul style="list-style-type: none"> <li>● Prepare Final Environmental Assessment (FEA)</li> <li>● Respond to comments</li> </ul>



## Public Input and Scoping Meeting

January 29, 2004

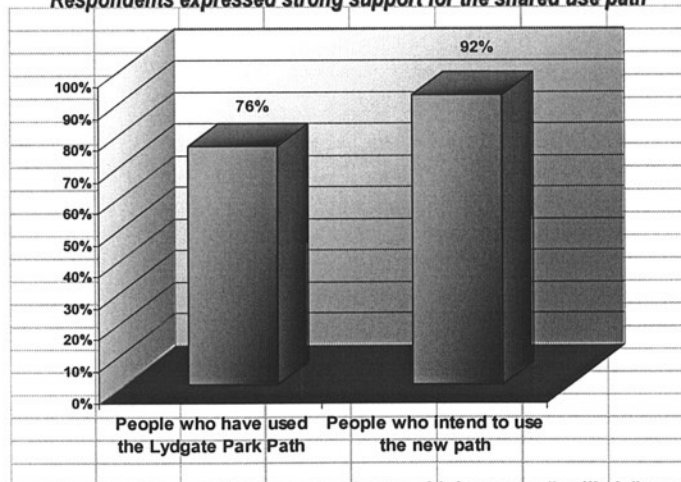


- **More than 50 people attended**
- **Dozens of comments and suggestions received through the mapping exercise**
- **Completed questionnaires received from more than 70% of participants**



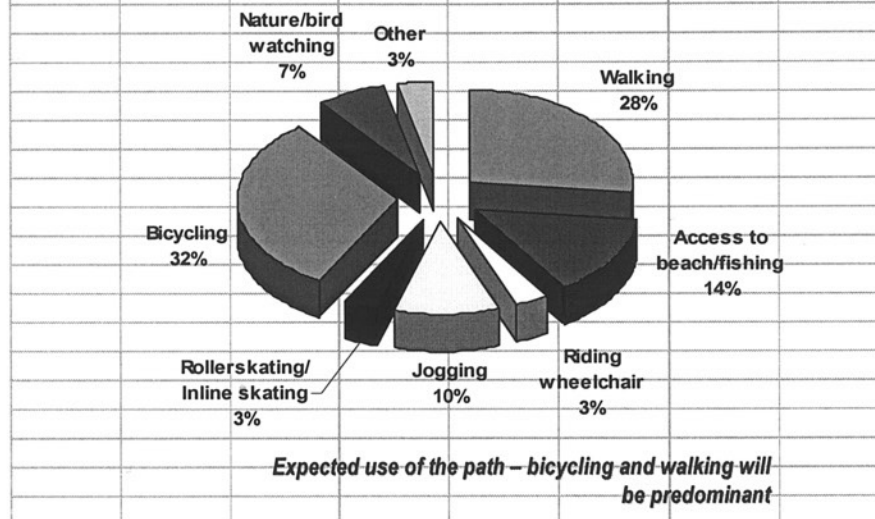
## What we heard from the first meeting

*Respondents expressed strong support for the shared use path*



*Three respondents said they were "unlikely" to use the Lydgate-Kapa'a shared use path*

## Path needs to accommodate a wide range of activities



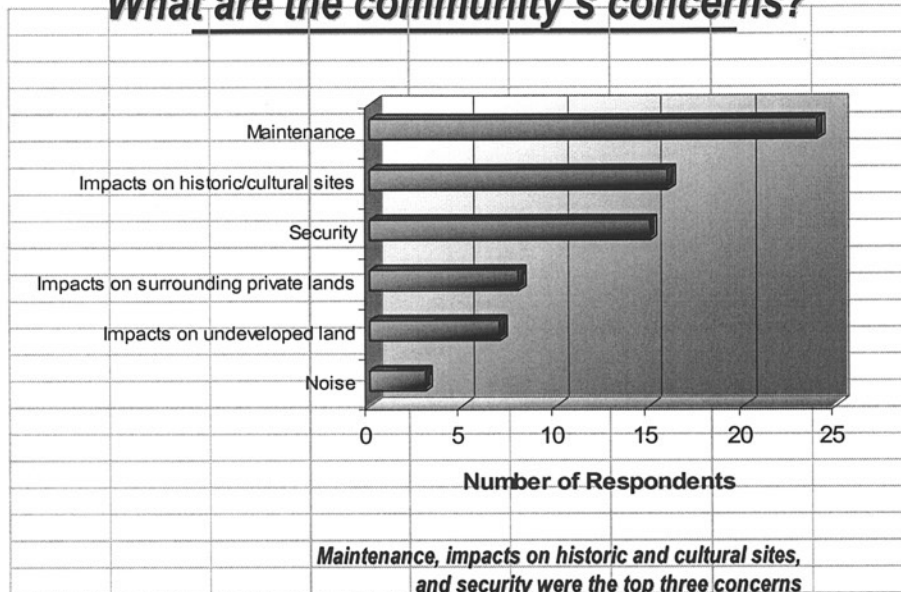
## Describing the “ideal path”

### ***These characteristics were mentioned:***

*(in order of frequency)*

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

## What are the community's concerns?



## Alternative Evaluation

### **Criteria to evaluate alternatives**

- **Based on community and agency concerns**
- **Public feedback, technical feasibility studies, and operational issues will also be considered**

### **Location Factors**

- **Is the route along the coast – consistent with the original vision for the project?**
- **Does the alternative offer scenic views?**
- **What kinds of impacts on archaeological or cultural sites?**