

# **APPENDIX G**

## **Public Outreach Meetings**

**PROJECT SCOPE:**

**R. M. Towill Corporation's Scope of Work:**

- Identify path alignment(s) & amenities
- Prepare an Environmental Assessment (EA)
- Prepare land use approval permit applications:
  - Special Management Area Permit (SMA)
  - Shoreline Certification
  - Shoreline Setback Variance (SSV)
  - Conservation District Use Application (CDUA)
- Prepare a Scope of Work for the design phase:
  - Prepare conceptual plans for engineering, architectural, and landscape work.
  - Prepare a map of the preferred path route(s) with existing conditions and constraints.
  - Prepare a maintenance and management plan report.

**Basis for Selection of Bike and Pedestrian Path Alignment:**

- Site opportunities and constraints
- Public input and preferences
- Land owner participation (Private, County, State, Federal)
- Draft EA – assessment of impacts of route alternatives
- Regulatory considerations and land use approvals

**CONTACTS:**

**Prime Consultant:**

R. M. Towill Corporation  
Chester Koga  
Jim Niermann  
808-842-1133  
[kauaibikepath@hawaii.rr.com](mailto:kauaibikepath@hawaii.rr.com)

**Public Communication Project Consultant:**

Roxanne MacDougall  
822-5798

**County of Kauai, Building Division:**

Patrick Kaihara  
241-6658  
[pkaihara@kauai.gov](mailto:pkaihara@kauai.gov)

**Public Information Meeting #1**

**Nāwiliwili – Civic Center – Ahukini  
Bike & Pedestrian Path**

Nāwiliwili to Anahola Bike & Pedestrian Path Project  
County of Kaua'i

June 26, 2007, 7:00 – 9:00 PM  
War Memorial Convention Hall

The southernmost phase of the 16-mile Nāwiliwili to Anahola Bike and Pedestrian Path is unique in that it will be more triangular than linear. In addition to connecting Nāwiliwili Park with Ahukini Landing, the path will provide alternative transportation to and from the heart of Lihue by including the County of Kaua'i Civic Center as a primary destination. This approach will enhance non-motorized access to the governmental and business hub of Lihue, as well as provide safe access to the path system for Lihue residents.

**AGENDA:**

- Review the scope of work for the Nāwiliwili – Civic Center – Ahukini phase of the overall Nāwiliwili-Anahola path project.
- Orient meeting participants to the potential routes for the Nāwiliwili – Civic Center – Ahukini bike and pedestrian path.
- Conduct a small-group map exercise to identify:
  - Significant areas / opportunities / constraints
  - Path alignment alternatives
  - Desired amenities
- Address questions and receive comments from community members.







**Nāwiliwili to Anahola  
Bike & Pedestrian Path Project  
County of Kaua'i**

**PHASE**

V. Keālia, Kuna Bay - Anahola

II. Kapa'a - Keālia

III. Lydgate – Kapa'a

I. Lydgate Park

IV. Ahukini – Lydgate

**VI. Nāwiliwili – Civic Center - Ahukini**

# Nāwiliwili – Civic Center – Ahukini Bike & Pedestrian Path



## RMTC Project Role and Scope of Work (SOW)

### Role:

- Coordinate with project participants & guide project progress
- Provide technical expertise
- Serve as a tool for the County and community of Kaua'i
- Foster community participation and input

### Scope of Work:

- Select path alignment & amenities
- Environmental Assessment
- Land use approvals
- Prepare Scope of Work for design phase

# Path Alignment & Amenities

## **Basis for Selection:**

- Site opportunities and constraints
- Public input and preferences
- Land owner participation (Private, County, State, Federal)
- Draft EA – assessment of environmental impacts of route alternatives
- Regulatory considerations and land use approvals

Project Scope

# Environmental Assessment

## **Purpose and Need:**

- Hawai'i Revised Statutes (HRS) Chapter 343
- National Environmental Protection Act (NEPA)

## **Tasks:**

- Data collection and mapping
- Special studies: archaeology, flora, fauna
- Evaluation of project impacts
- Statutory clearances: CWA Section 401, 404; DOT Section 4(f), CZM, ESA, NHPA Section 106.
- Responses to comments from the community, public agencies, and private organizations.

Project Scope

# Land Use Approvals

- Special Management Area Permit (SMA)
- Shoreline Certification
- Shoreline Setback Variance (SSV)
- Conservation District Use Application (CDUA)

Project Scope

## Scope of Work for Design Phase

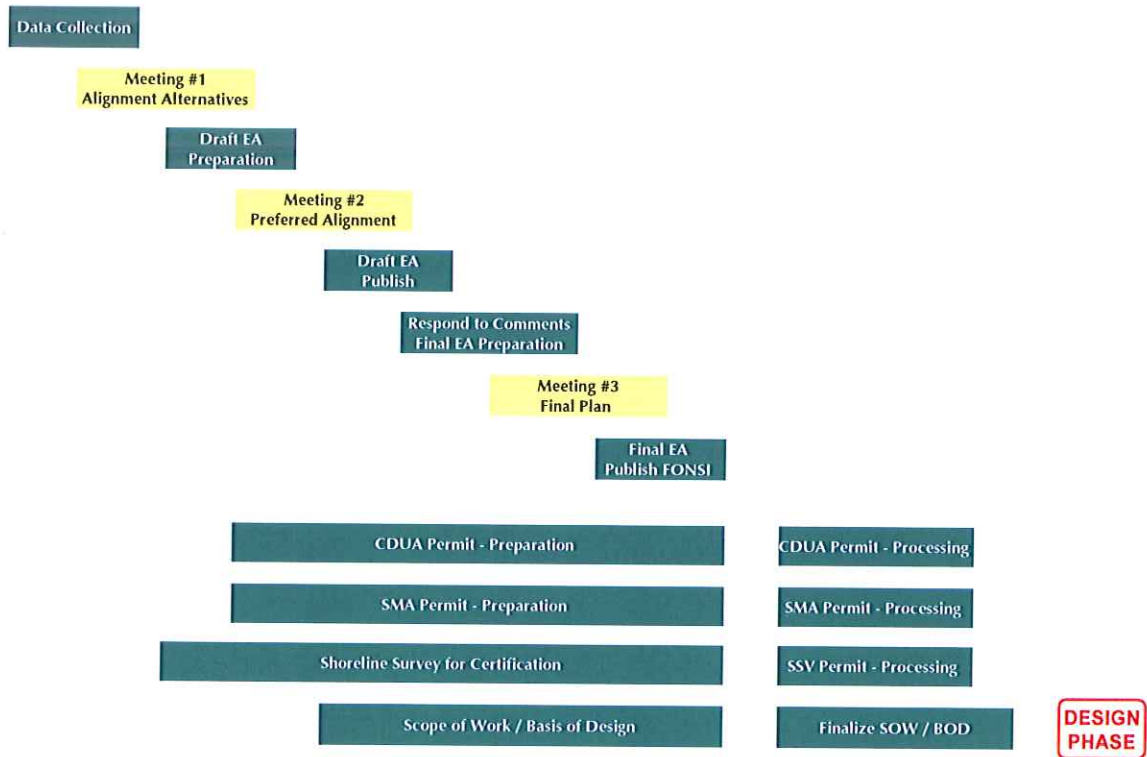
### Tasks:

- Prepare conceptual plans for engineering, architectural, and landscape work.
- Prepare a map of the preferred path route(s) with existing conditions and constraints.
- Prepare a maintenance and management plan report.

Project Scope



# Project Process



## Route Orientation Nāwiliwili – Civic Center - Ahukini







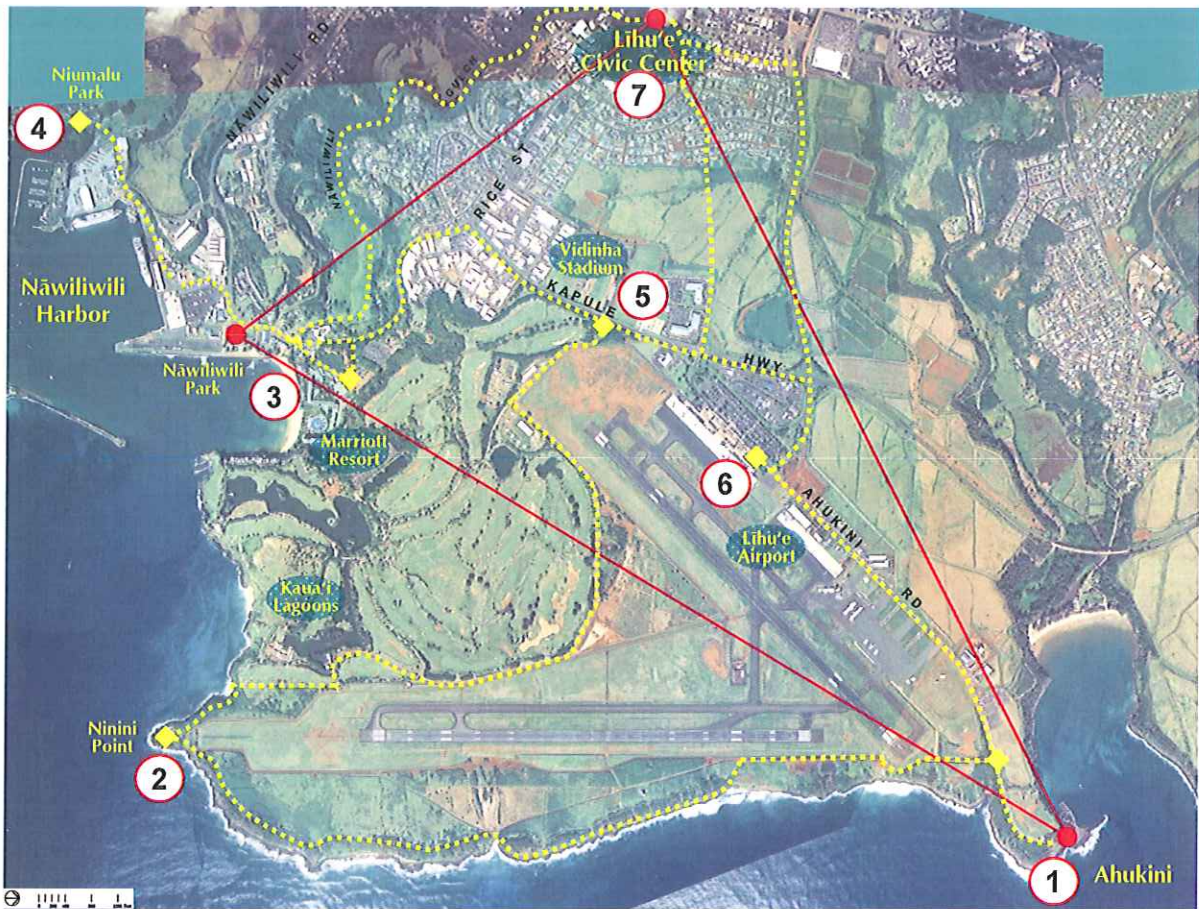
## Ahukini to Ninini Point Lighthouse









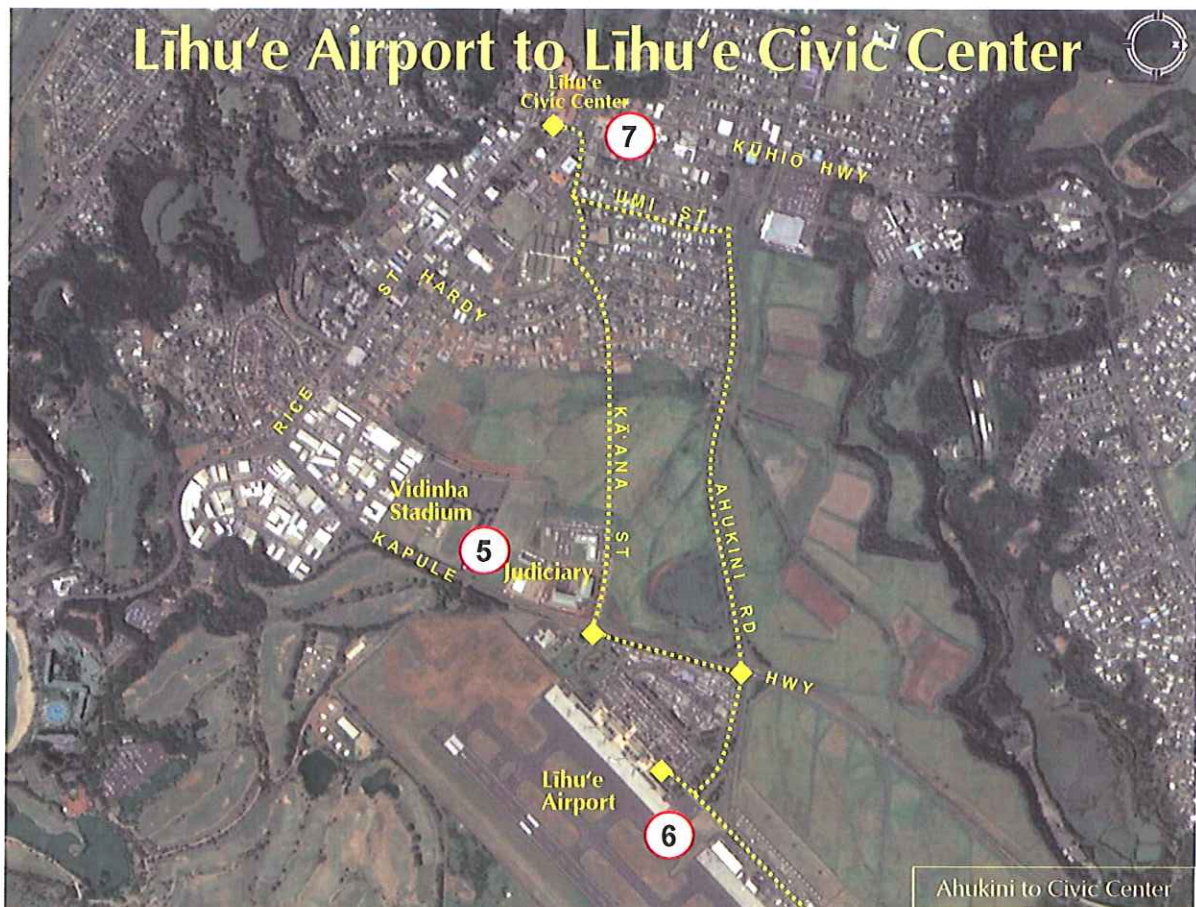




# Nāwiliwili Gulch to Līhu'e Civic Center

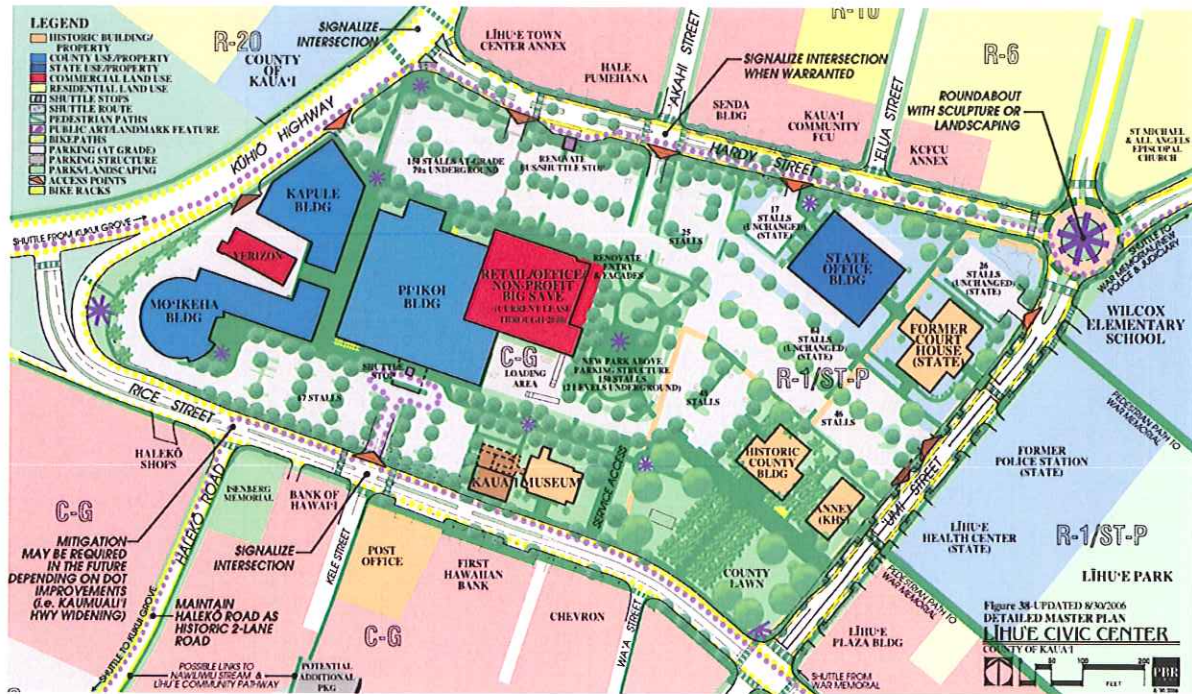








# Līhu'e Civic Center Master Plan



## Questions and Answers



# Small Group Exercise

- Breakout into small groups.
- Mark-up maps to identify:
  - Significant areas / opportunities / constraints
  - Suggested alignments
  - Desired amenities

## Next Steps

1. Meeting notes will be published on Bike Path Project website:  
[www.kauai.gov/Government/Departments/PublicWorks/BuildingDivision/BuildingDivisionProjects/BikePathProject](http://www.kauai.gov/Government/Departments/PublicWorks/BuildingDivision/BuildingDivisionProjects/BikePathProject)
2. RMTC will use meeting input to develop alignment alternatives for preparation of the Draft EA and presentation to the community.
3. Preferred alignment(s) will be selected based on criteria previously presented.

# Contacts

**Prime Consultant:**

R. M. Towill Corporation  
Chester Koga  
Jim Niermann  
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[kauaibikepath@hawaii.rr.com](mailto:kauaibikepath@hawaii.rr.com)

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[www.kauai.gov](http://www.kauai.gov)

## NAWILIWILI-CIVIC CENTER-AHUKINI BIKE & PEDESTRIAN PATH

### Meeting Minutes

#### Environmental Assessment Public Meeting #1

Tuesday, June 26, 2007

7:00 PM to 9:00 PM

Kaua'i War Memorial Convention Hall

#### MEETING OVERVIEW

Facilitator Roxanne MacDougall called the meeting to order and welcomed the group of over 50 attendees. She reviewed the meeting objectives, agenda and guidelines, as follows:

#### Objectives

- Review the project scope and process
- Present a visual tour of the potential alignments for the Nawiliwili-Civic Center-Ahukini path and related opportunities/challenges.
- Generate public input via questions and comments, as well as a small group exercise using maps

#### Agenda

- Meeting overview
- Update on the overall Nawiliwili-Anahola bike and pedestrian path project
- Presentation/visual tour for Nawiliwili-Civic Center-Ahukini
- Questions, answers, comments
- Group activity with maps
- Close, next steps

#### Meeting Guidelines

- Focus on Nawiliwili-Civic Center-Ahukini phase only
- One speaker at a time, to facilitate listening and respect for others.

- Use the microphone for questions and comments, so that all can be heard and Hoike Public Television can record the meeting
- Get to the point in questions and comments, for time efficiency
- Send written input to:  
Roxanne MacDougall  
Box 328  
Kapaa, HI 96746

Roxanne MacDougall introduced R. M. Towill Corporation (RMTC) consultant Jim Niemann, who then introduced consultants Chester Koga and Mike Okamoto from RMTC. Jim invited Doug Haigh, Chief of the Building Division in the Kaua'i Department of Public Works, to provide an update on the overall bike and pedestrian path project.

#### PRESENTATION ON NAWILIWILI-ANAHOLA BIKE AND PEDESTRIAN PATH

Before starting his presentation, Doug Haigh welcomed Councilman Tim Bynum and noted that Mayor Brian Baptiste was off-island and unable to attend. He expressed that the path project was a high priority for the Mayor.

Haigh, supported by a PowerPoint presentation, made the following points:

The Nawiliwili-Anahola path vision was first identified in the 1980's and was incorporated into the Hawai'i bike plan in the 1990's. Mayor Baptiste stresses that Kaua'i's path project is in part driven by the need for preserving and protecting shoreline access forever. Lands that had been open to the public during the days of the plantations had been sold and many were being closed off. Haigh showed several photos of the beautiful and varied terrain along Kaua'i's eastern shore.

Haigh gave a synopsis of the phases of the Kaua'i project:

**Phase I** Lydgate Park, 2.5 miles. The community effort in building the Kamalani Bridge served to provide the first path funding, via a match for volunteer labor.

An abused area was restored and access for fishermen was preserved.

**Phase II** Kapa'a to Kealia, 4.3 miles, including bridges and road amenities. Today the Planning Commission approved all 5 rest areas under controversy, so the project can be completed, hopefully this year.

**Phase III** Lydgate Park to Lihī Boat Ramp, 2 miles. The Environmental Assessment was completed April of this year. SMA permit requests will be submitted soon, after the completion of the Findings Of No Significant Impact (FONSI).

**Phase IV** This phase will include a connector path up Kawaihau Road. Ahukini Landing to Lydgate Park, 5 miles. The Environmental Assessment is ongoing. Permitting will follow. A special fourth public meeting addressed issues related to the preferred alignment along the Wailua Golf Course, next to

Kuhio Highway.

**Phase V** Kuna Bay to Anahola, 3 miles. The Environmental Assessment started in 2006. A first public meeting was held in 2006, which raised community concerns.





Department of Hawaiian Homelands incorporated public comment in their planning and is preparing for a second public meeting.

Phase VI  
Nawiliwili Park-Lihue Civic Center – Ahukini Landing, 8 miles. The Environmental Assessment process has begun. This meeting is part of that process.

Haigh pointed out that although this meeting is focused on phase VI, he is available to answer any questions on the overall project.

#### PRESENTATION ON THE NAWILIWILI-CIVIC CENTER-AHUKINI BIKE AND PEDESTRIAN PATH ENVIRONMENTAL ASSESSMENT SCOPE, PROCESS AND VISUAL TOUR

Jim Niermann reviewed an aerial map showing the entire path project and where the Nawiliwili-Civic Center-Ahukini path will fit in. He then reviewed a close-up map of that section, with the three destination points highlighted. The following background information was provided:

The consultant role is:

- Coordinate with project participants and guide project progress
- Provide technical expertise
- Serve as a tool for the County and Kaula community
- Foster community participation and input

The consultants are neutral in that they focus on what is best for the path planning from a technical standpoint, but they are not neutral in that they view bike and pedestrian paths as being beneficial to the community and support their development

The scope of work is:

- Select path alignment and amenities
- Prepare an Environmental Assessment
- Prepare applications for land use approvals
- Prepare a scope of work for the design phase

The basis for selection of a preferred alignment and amenities includes:

- Site opportunities and constraints
- Public input and preferences
- Land owner participation (private, county, state, federal) – very important
- Draft EA assessment of environmental inputs of route alternatives
- Regulatory considerations and land use approvals

The purpose and need for an environmental assessment (EA) are driven by:

- Hawai'i Revised Statutes (HRS) Chapter 343
- National Environmental Protection Act (NEPA)

Use of public funds and lands (federal and County funding) triggers the EA requirement. Several of the required environmental permits (Special Management Area permit, Conservation District Use Application) also trigger the EA requirement.

The tasks related to preparing the Environmental Assessment are:

- Data collection and mapping
- Special studies: archaeology, flora, fauna
- Evaluation of project impacts
- Statutory clearances: CWA Section 401, 404, DOT Section 4(f), CZM, ESA, NHPA Section 106
- Responses to comments from the community, public agencies, and private organizations

Land use approvals required:

- Special Management Area permit (SMA)
- Shoreline Certification
- Shoreline Setback Variance (SSV)
- Conservation District Use Application (CDUA)

RMTC prepares the applications, but can not guarantee the approvals.

Tasks for Design Phase scope of work, to be included in the Environmental Assessment:

- Prepare conceptual plans for engineering work.
- Prepare a map of the preferred path route(s) with existing conditions and constraints
- Prepare a maintenance and management plan report

Chart of project process: See **Attachment 1**.

There will be a 30 day comment period between the draft Environmental Assessment and the final Environmental Assessment. Public meeting #2 will be in late August, to review the draft. Public meeting #3 will be in October or November, to review the final. Permits will take 4-6 months after attaining the Finding of No Significant Impact (FONSI). The project is scheduled for completion March 2008.

Mr. Niermann then reviewed several aerial maps showing a variety of potential routes, adding the following comments:

- Alternatives to consider include routes on or along existing streets, through undeveloped areas such as the lands makai of the airport, and the Nawiliwili stream valley.
- One objective of the plan is to ensure that the path meets accessibility standards of the Americans with Disabilities Act (ADA) which allows a maximum slope of 8.33%.
- The alignment from the Ninini Point lighthouse to Ahukini Landing appears simple to achieve, but there are many issues that require consideration, including four major landowners: DLNR, DOT, Kaula i Lagoons, and the Coast Guard; and existing uses, including fishing, grazing, construction activities, off-roading, ATV and motorcycle use, illegal dumping, and other activities.
- The path from the lighthouse to Nawiliwili Park will present challenges, including a steep grade and traffic, as well as landowner participation.
- Rice Street is problematic due to the steep grades and narrow corridor.

- A master plan is currently being developed by the County for the Lihue Civic Center. A separate project is also being undertaken to develop urban design guidelines. The path project will be coordinated with these efforts.

**QUESTIONS AND ANSWERS, COMMENTS** (some quoted, some paraphrased)

**Q/C** I am glad we have the ability to provide early input. Regarding Ka'ana Road and the Gulch, who owns them? What are the issues? The gulch looks like a nice option.

**A** Ka'ana Road is on Grove Farm land. The design standards are already in an ordinance. The bike and pedestrian pathways will be governed by that. We initially envisioned extending the path along the street, with a four foot sidewalk, but the Grove Farm section has a different design proposal. That road is going through and will be a logical extension of the path. Nawiliwili Gulch has several landowners and we are now contacting them.

**Q/C** There is an old railroad line through the gulch. Is the plan to follow that line?

**A** The plan has not progressed to that level. We are aware of the railroad easement and grade. From the mill we can trace it back to Kalena Street. Rails to trails is a good concept.

**C** Some of it still has old tracks, or new tracks have been added. The rails are there.

**Q/C** When you follow an existing public road that doesn't have a lot of space on it, what would the plan be? Would you actually look to widen the road and add a bike lane or is it going to be one of those little lines with signs, going through what is now parking?

**A** There are a lot of different possible treatments and it comes down to choices that are very apparent, such as Rice Street. The only way to put a real bike path on that road is to condemn land and widen the right way. But consider the intense development along there. Just putting up signage is not an effective route. We have to take all of this into consideration when picking a route. We need to look at creative alternatives on other streets. We also need to be realistic when there is only so much space.

**Q/C** I am curious about widening the road. Is that considered ADA compliant for wheel chairs to go on a road?

**A** No. Not to go on the road. They would be on sidewalks or a path only. Then you are talking about grades, certain minimum width, to allow for wheelchairs and two way Traffic.

**Q/C** After you start developing the plans, please indicate the areas for comfort stations and hales. Then the public would know ahead of time where you are going to have it and would not be surprised. Put it on your maps.

**A** We would like you to help us put it on the maps tonight and then the subsequent maps will show it. Absolutely yes, we can learn from past issues.

**C** My family are longtime residents of this area and I am very concerned about it.

**Q/C** From Thomas Noyes, Chairman of the Kauai Path Committee Related to the build out of Phase II and the shoreline permit issues, there is a window of opportunity between shoreline permitting and building. Is this in your scope of work?

**A** Shoreline certification is good for one year. Then you need to re-certify. Within that window you have to get a shoreline setback variance for improvements within 40 feet of the shoreline. Building permits are not within our scope, but would also have to happen within that time period.

**C** From Doug Haigh, Chief of the Building Division  
Shoreline certification is necessary for a Special Management Area permit, which is managed by the Planning Department and Planning Commission. They put conditions on it and it is up to them as to whether shoreline is to be recertified during the building process. We rely on them to make those conditions. So the permit that specifically triggered the shoreline survey is the SMA use permit. It is the conditions put on the use permit which will trigger whether or not we re-certify prior to actual building permits. (at this time, Haigh introduced Patrick Kaihara, Department of Public Works construction manager who will be very much involved in this phase of the path.)

**Q/C** In regard to the Gulch, I think it would be helpful to get maps from the Kauai Historical Society. I would be willing to help with this. They have a lot of old maps.

**A** That would be great. It would show us old routes. We'll exchange contact information.

**Q/C** The gulch route sounds like a really cool and beautiful recreational path, but I live right on Rice Street and I think it is more practical or useful for all of us right there in the center of Lihue to be connected to the path, like is being done with Kawaihau Road. The sidewalks on Rice street are too small, narrow. Parking lanes are on both sides. Let shoppers park in parking lots. Would you consider using the street better, on one side?

**A** Absolutely. We have right of way. It is a tradeoff. A collective decision. A viable Treatment alternative.

**Q/C** Go further to Chiefess Middle School, the shopping area. Roads are wide and workable.

**A** The larger vision for the overall path is that it would continue to link all sides of Lihue and form networks that meet transportation needs.

**Q/C** From the airport to the Civic Center, have you considered going through that neighborhood in back?

**A** Yes, we looked at it. It is on our map. Please add your comments. We need your input.



Q/C Get it done now! A 1990 National Geographic magazine has a good article about bike paths. I recommend it to all doubters. This path is going to be one of the most wonderful things that have ever happened to this island, bar none. Our young people will go "wow, those folks had vision. They did the right thing." Get it done.

Q/C There are a lot of fishermen at Ahukini. Will this path eliminate vehicular access for them? If the path is multi use for animals and not vehicles, what will be the impact? Was thought given the a route by the Menehune Fish Pond? I live in Nawiliwili Gulch. The road barely has room for one vehicle, no parking, a challenge. If you follow the stream, you are in a flood plain. Have you considered these costs?

A Fishing access is important to preserve. We will address use conflicts. In shared use, different segments will have different users, maybe separate paths in places. Safety is the priority, along with liability, health and wellness. These are all very important elements. The narrow road is an issue. It may not work. We will look at it.

Q/C Thomas Noyes

At a Phase III meeting, Wailua Houselots residents voiced concerns about not being informed early enough. Councilman Rapozo recommended mailing to all residences and businesses within 500 feet of any potential alignment.

A We are aware of this. For this meeting we mailed out over 100 letters to addresses within 300 feet. We will work with the County on this. The goal is to get as many people out as soon as possible. Please tell people you know.

Q/C I am an advocate of the gulch route. I walked the whole trail. Building in flood plains is common. There is an opportunity to go through wonderful 12 foot culverts. Low cost, with drop dead beauty. An attraction for community and visitors.

A There definitely are examples of working with floodways. There are additional costs. Safety is the main concern, as well as not exacerbating more flooding.

Q/C What is the mileage from the lighthouse to Ahukini? Will each end be accessible for Parking?

A It's about 2 miles. There is parking at Ahukini. The lighthouse is controlled by the Coast Guard, so we would need to discuss this with them.

Q/C Is Kaua'i Lagoons on board to allow parking?

A It is too early to say. We have had only general discussions with them.

Q/C Please consider providing dog waste bags and trash cans.

A This is certainly something to consider. We have not gotten that far yet. Please add it to the amenities on the maps. There are maintenance considerations.

#### **SMALL GROUP MAPPING EXERCISE**

Attendees broke into self-selected groups at tables provided with large color aerial maps, colored markers and Post-it notes. The assignment was:

- Mark special and significant places in green
- Mark preferred trail alignments in blue
- Mark desired amenities and locations in red
- Use post-it notes to provide more detail

Approximately 45 minutes were provided for this exercise. Consultants worked with table groups to get input and answer questions. The maps were collected and will be used in developing the Environmental Assessment.

#### **CLOSE, ADJOURNMENT**

An announcement was made thanking attendees for their active participation and valuable input. They were reminded of the contact information for RMTc and Roxanne MacDougall, via a PowerPoint slide.

#### **CONTACTS:**

##### **Prime Consultant:**

R. M. Towill Corporation  
Chester Koga  
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kauaibikepath@hawaii.rr.com

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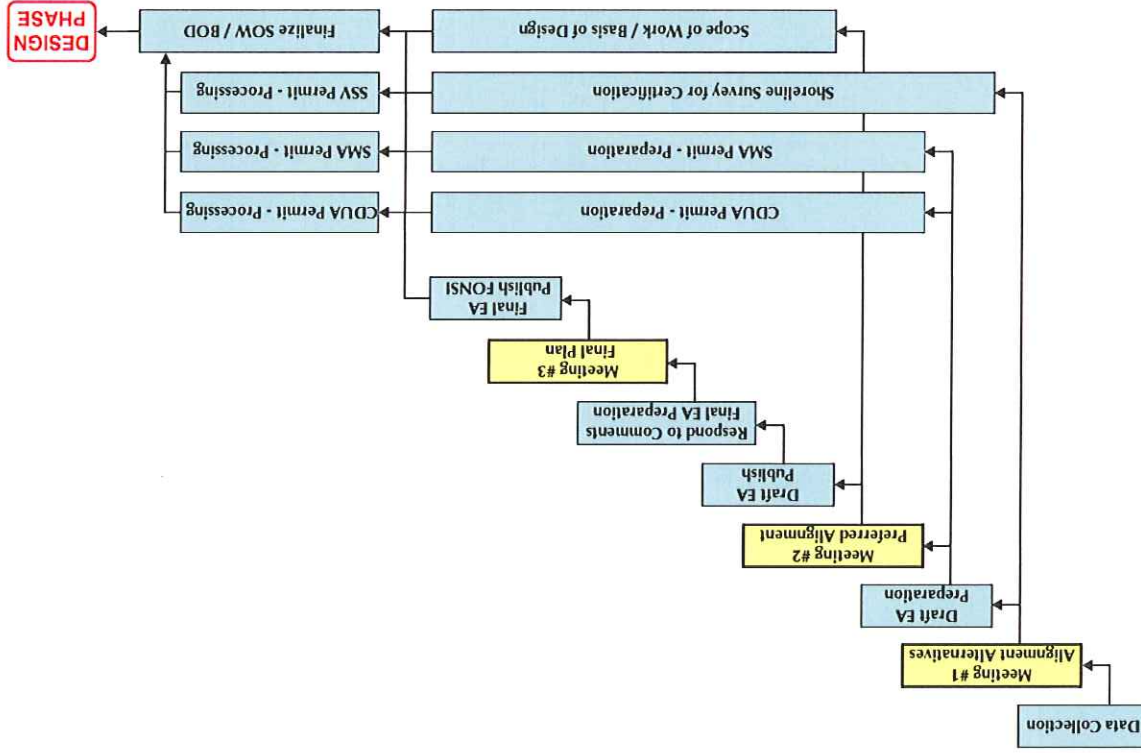
##### **County of Kauai, Building Division:**

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pkalhara@kauai.gov



# PROJECT PROCESS

## Nāwiliwili-Civic Center-Ahukini Bike and Pedestrian Path



### ATTACHMENT 2

#### Map Mark-Up Comments – Transcription of comments recorded on maps:

##### Map 1

- Opposed to eliminating parking on Rice Street. Provide several off-street parking lots for Rice Street businesses before eliminating any street parking.
- Ninini Point is a popular fishing spot – allowing bike/peds to park in area will limit fisher's access.
- Keep bike/ped path on Mauka side of access roads – keep makai side for fishermen/vehicles (lands makai of airport).
- Keep access road between Ninini Point – Ahukini open to vehicular access.
- Provide restroom / trash receptacle at Ahukini Landing.

##### Map 2

- Selected Nawiliwili Stream route and partner with Grove Farm Homestead railway concept.
- Use existing Kauai Lagoons roads to Ninini Point then to Ahukini – allow fishermen access (share the road)
- Connect Civic Center via Kaana so there are more ways to the airport.
- Suggest all paths have plenty of trash cans and dog dropping bag dispensers.
- Art / poetry on pathway (e.g. Tacoma Parks, Sydney-Paramatta)
- Fruit trees along pathway.
- Create trail head / provide amenities at Ninini Point Lighthouse.
- Keep area between Ninini Point and Ahukini rural.
- No picnic pavilions along shore anywhere. (Response: "Why?" marked on map).
- Mauka gravel road for fishermen.
- Makai path for bike / pedestrian / vehicles cross (path) to fishing spots.
- No picnic pavilions.

##### Map 3

- Key is to work with Kauai Lagoons on integrating with their project.
- How to get up here? (Nawiliwili Stream alignment).
- Is Nawiliwili Road a safe route?
- Opportunity to improve Nawiliwili Park.
- (Re: coastal pedestrian path at Kauai Lagoons) Don't have to be right on the coast. Can be up higher so its easier. Make the path a condition of private permit.
- Kaana Road is preferred route between Ahukini / Airport and Civic Center.

##### Map 4

- Shut down one uphill lane on Rice Street.
- Avoid Rice Street. (Additional note of agreement)
- Consider accessing Nawiliwili Stream gulch through Kapena Street.

##### Map 5

- No comments.

##### Map 6 (Redline of various alternative routes)

- No Picnic pavilions on the shore.
- Keep bike/ped on mauka side of access road. Leave makai side for fishers/vehicles.





SIERRA KAUAI Group of the Hawai'i Chapter  
Post Office Box 3412, Lihue, Kauai, Hawaii 96766

July 7, 2007

Chester Koga / Jim Niernann  
R. M. Towill Corp.  
420 Waiakamilo Rd., Suite 411  
Honolulu, HI 96817

Dear Sirs:

After attending the first information meeting on the Nawiliwili-Ahukini phase of THE KAUAI PATH, we wish to make a few comments on behalf of the Sierra Club, Kauai Group pertaining to the coastal portion between Ninini Point and Ahukini Landing.

We urge the county to follow the intent of HRS205 and use a valid current shoreline certification from which the bike path setback will be determined. This will help ensure that the path is located safely from the shore and increase the life of this public structure. Ideally, an erosion-based setback would be used to increase both the safety and lifespan of the path and other proposed structures.

This undeveloped section of coastline has lovely views and the natural character of the landscape has remained preserved. We recommend that nothing be done to change this environment with the exception of the concrete path.

We hope that the intent of this phase of the project is to protect the wild feel of this beautiful coastal area. We do not support the development of any structures along this path -- in other words, no picnic pavilions, picnic tables or bathrooms. Providing bike racks should only be considered if they can be sited on the mauka side of the path or in discrete locations that do not interfere with views.

Furthermore, it is our recommendation that any spurs leading from the path to shore (beach or rocky coast) should remain unpaved.

Regarding landscaping, we recommend that no landscape improvements, new plantings or cutting of trees be allowed. Grass adjacent to the path can be mowed but not extending further than the width of the mower (ideally, no more than 2 feet).

R.M. Towill Corp.  
July 7, 2007  
Page 2

The Nawiliwili-Ahukini section is only about 2 miles and no amenities are needed in so short a section. Restroom facilities and picnic tables could be placed at the Ahukini Camp area which is already developed. Beyond Ninini Lighthouse, similar amenities could be provided by Kauai Lagoons on its property.

It is important to keep some of the more undeveloped areas of the path untouched and natural looking. Since many segments of the path are landscaped and have amenities, we should strive to keep this coastal corridor as undeveloped as possible. Think "nature preserve" not "recreational attraction" to protect and perpetuate this area as an environmental resource.

Please consider these comments as you plan for the Nawiliwili-Ahukini section of THE PATH.

Sincerely,

Marge Freeman and Rayne Regush  
Sierra Club Executive Committee, Kauai Group, Hawaii Chapter

**BASIS FOR SELECTION OF BIKE AND PEDESTRIAN PATH ALIGNMENT:**

- Site opportunities and constraints
- Meets design objectives for safety and access
- Stakeholder interests – community, private landowners, government
- Engineering considerations - coastal erosion, drainage, grades, soils
- Construction costs
- Assessment of other environmental impacts of route alternatives:
  - Archaeological resources
  - Cultural resources and practices
  - Plants and animals
  - Social and economic factors
- Regulatory clearances

**CONTACTS:**

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## Public Information Meeting #2

### Nāwiliwili – Civic Center – Ahukini Bike & Pedestrian Path

Nāwiliwili to Anahola Bike & Pedestrian Path Project  
County of Kaua'i

October 23, 2007, 7:00 – 9:00 PM  
War Memorial Convention Hall

The southernmost phase of the 16-mile Nāwiliwili to Anahola Bike and Pedestrian Path is unique in that it will be more triangular than linear. In addition to connecting Nāwiliwili Park with Ahukini Landing, the path will provide alternative transportation to and from the heart of Lihue by including the County of Kaua'i Civic Center as a primary destination. This approach will enhance non-motorized access to the governmental and business hub of Lihue, as well as provide safe access to the path system for Lihue residents.

The first public meeting, held June 26, included a review of the scope of work, a visual tour of potential routes, a mapping exercise for participants and an opportunity to address questions and receive comments from community members.

The agenda for public meeting #2, October 23, 2007 is:

**AGENDA:**

- Report on project status
- Review alignment assessment criteria
- Review route options and related issues for the Nāwiliwili – Civic Center – Ahukini bike and pedestrian path
- Address questions and receive comments from community members



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**Nāwiliwili to Anahola  
Bike & Pedestrian Path Project  
County of Kaua'i**

**PHASE**

V. Keālia, Kuna Bay - Anahola

II. Kapa'a - Keālia

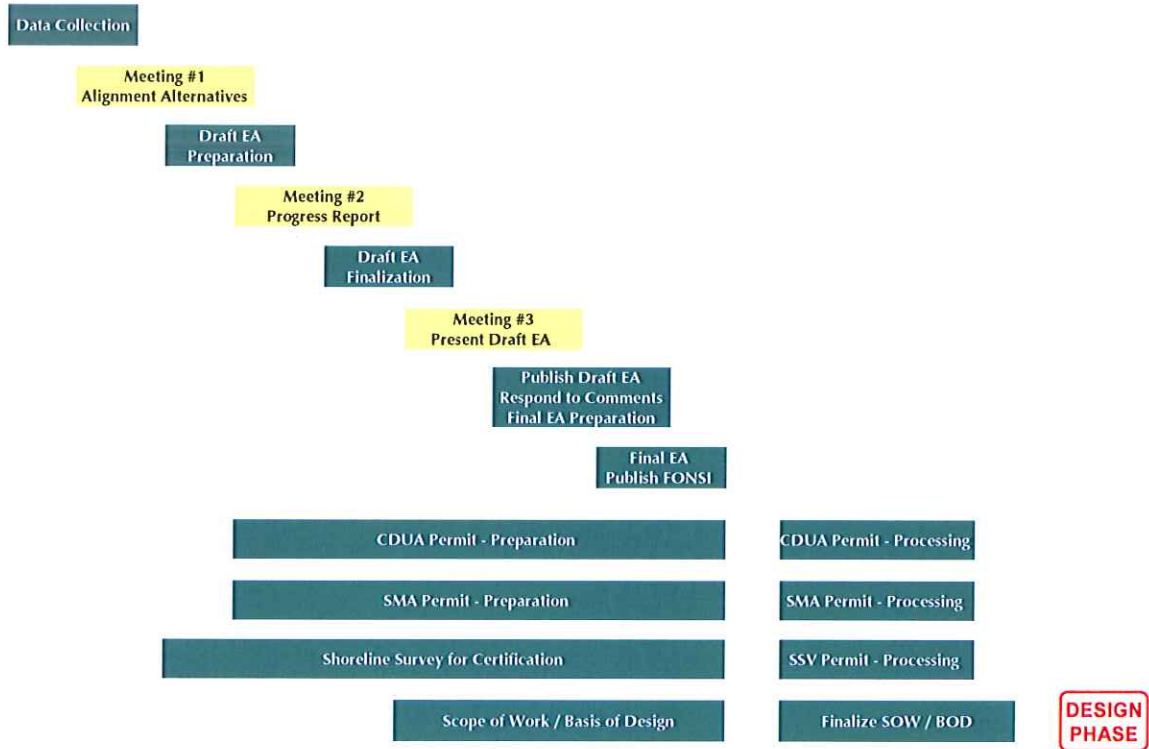
III. Lydgate – Kapa'a

I. Lydgate Park

IV. Ahukini – Lydgate

**VI. Nāwiliwili – Civic Center - Ahukini**

# Project Process



## Nāwiliwili – Civic Center – Ahukini Bike & Pedestrian Path







## Assessment Criteria

- Site opportunities and constraints
- Meets design objectives for safety and access
- Stakeholder interests – community, private landowners, government
- Engineering considerations - coastal erosion, drainage, grades, soils
- Construction costs
- Assessment of other environmental impacts of route alternatives:
  - archaeological resources
  - cultural resources and practices
  - plants and animals
  - social and economic factors
- Regulatory clearances



# Alignment Options

1. Ahukini to Ninini Point (Lighthouse)
2. Ninini Point to Kapule Highway
3. Ahukini to Lihue Airport
4. Lihue Airport to Lihue Civic Center
  - Ahukini Street and Kapule Highway
  - Ka'ana and Hoolako Street Extensions
  - Umi Street to Hardy Street
5. Ninini Point (Lighthouse) to Nawiliwili Park
6. Nawiliwili Park
7. Nawiliwili Park to Niumalu Park
8. Nawiliwili Stream Gulch to Lihue Civic Center





# Ahukini to Ninini Point



## Ahukini to Ninini Point

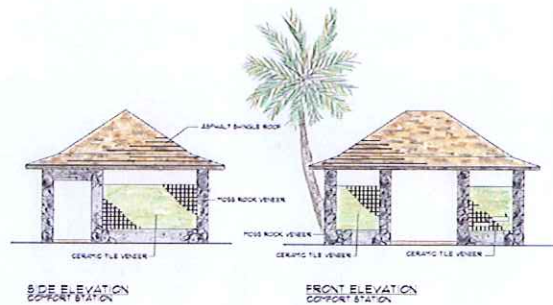
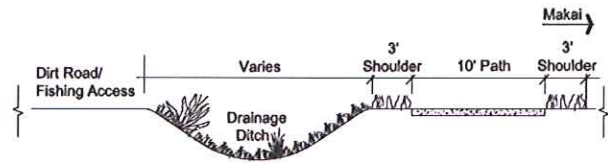
### Shared Use Road (Existing Access Easement)

- Cheaper to construct
- Traffic calming required to mitigate use conflicts
- Mauka alignment diminishes coastal experience
- Mauka alignment has greater impact on future land uses

### Separate Makai Path

- Exclusive use by pedestrians and bicycles is safer
- Makai alignment is best for coastal experience
- Requires designated crossing points for fishing access
- Greater cost due to steeper grades and drainage crossings.

# Ahukini to Ninini Point

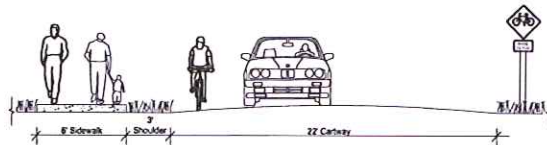
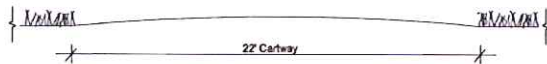




# Ninini Point to Kapule Highway

## Shared-Use Road with Pedestrian Path

- Existing public access easement
- Low-traffic road
- Wide shoulders
- Future construction traffic
- Presence of endangered birds



- Shared use with Airport perimeter security road
- Shared use with Kauai Marriott recreational path





# Ahukini to Līhu'e Airport

## Paved Multi-use Path

## Existing 7'-wide Sidewalk and Shared-Use Road

## "Bike Depot" at Airport Terminal

- Utilize Existing street improvements on Ahukini
- Mauka alignment minimizes conflicts with airport traffic
- High volume traffic at terminal
- Airport security
- "End of ride" facilities to accommodate bike commuters





# Līhu'e Airport to Līhu'e Civic Center

## Ahukini Street and Kapule Highway

### Multi-use path separated from motor vehicle traffic

- Safety
- Connection to major access points and public centers
- Reserve right-of-way for future road expansion
- Coordinate design with DOT-Highway plans
- Coordinate design with County Planning Department's Urban Design Guideline project and Civic Center Master Plan

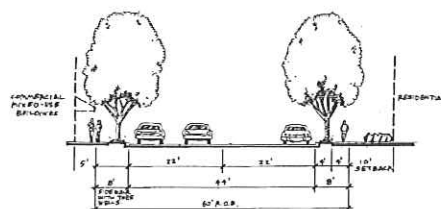
### 10'-wide Shoulder Bike Lane

- Not suitable for pedestrian use

# Līhu'e Airport to Līhu'e Civic Center

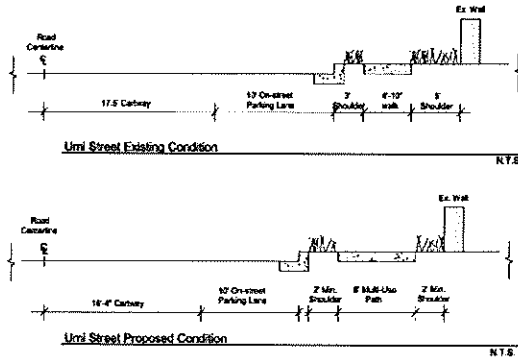
## Kaana Street and Hoolako Street Extensions

- 60' right-of-way
- Continue existing road section adjacent to Judiciary
- Future Residential and Commercial Mixed-Use corridor
- Coordinate improvements with Grove Farms
- Accommodate peak traffic conditions



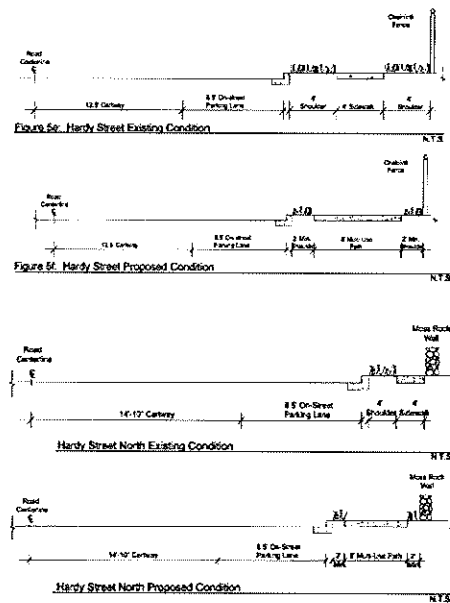
# Līhu'e Airport to Līhu'e Civic Center

## Umi Street and Hardy Street



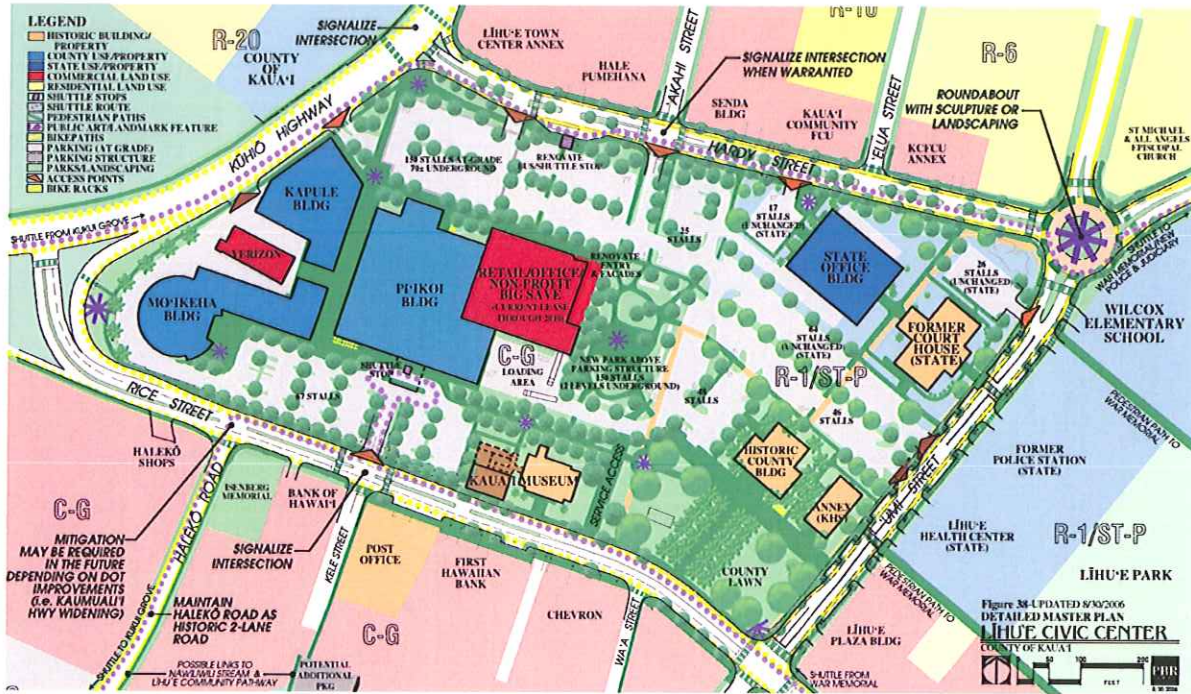
# Līhu'e Airport to Līhu'e Civic Center

## Hardy Street





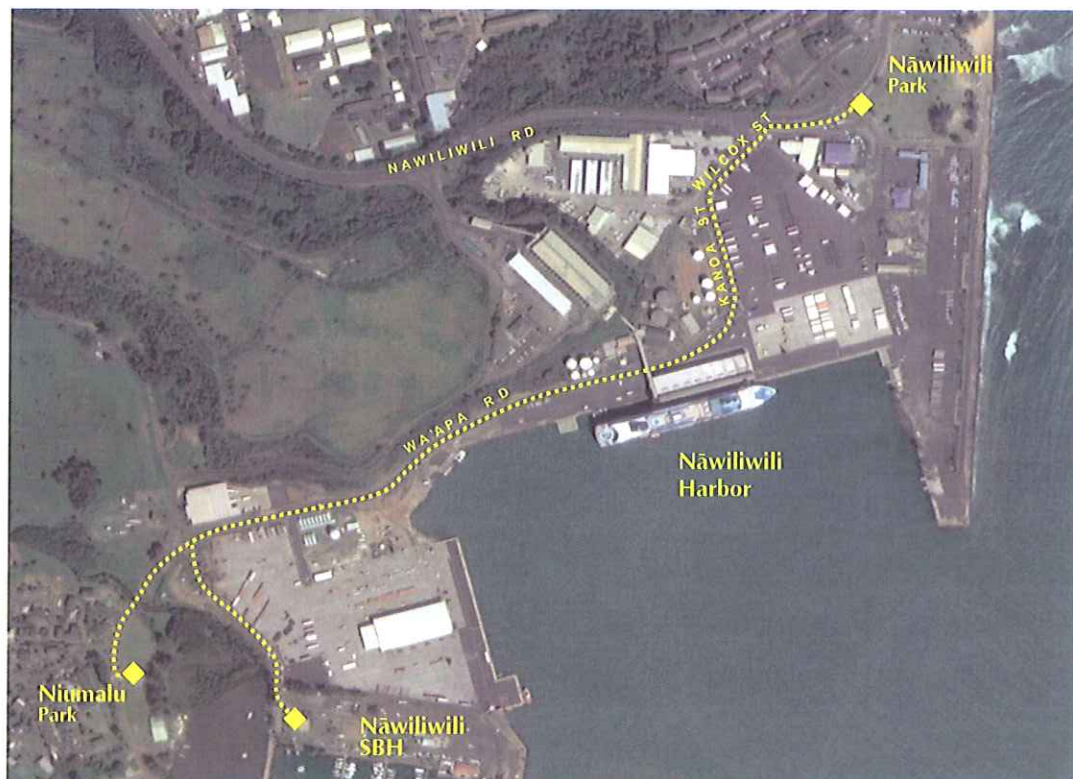
# Līhu'e Civic Center Master Plan







## Nāwiliwili Park to Niumalu Park





# Nāwiliwili Park to Niumalu Park

## Pedestrian Sidewalk and On-Street Bike Lane

- Link recreation centers of Nawiliwili Park, Nawiliwili SBH, and Niumalu Park
- Improve safety of bike and pedestrian access through harbor industrial corridor



# Questions and Answers

## Next Steps

1. Meeting notes will be published on Bike Path Project website:  
[www.kauai.gov/Government/Departments/PublicWorks/BuildingDivision/BuildingDivisionProjects/BikePathProject](http://www.kauai.gov/Government/Departments/PublicWorks/BuildingDivision/BuildingDivisionProjects/BikePathProject)
2. RMTC will continue to work with the County and private land owners to assess alternatives at Kauai Marriott, Nawiliwili Stream Gulch, and Nawiliwili Park.
3. RMTC will use meeting input to refine alignment alternatives for completion of the Draft EA.



# Contacts

**Prime Consultant:**

R. M. Towill Corporation  
Chester Koga  
Jim Niermann  
808-842-1133  
kuaibikepath@hawaii.rr.com

**Public Communication Project Consultant:**

Roxanne MacDougall  
822-5798

**County of Kauai, Building Division:**

Patrick Kaihara  
241-6658  
pkaihara@kauai.gov

[www.kauai.gov](http://www.kauai.gov)

# NAWILIWILI-CIVIC CENTER-AHUKINI BIKE & PEDESTRIAN PATH

## Environmental Assessment Public Meeting #2

Tuesday, October 23, 2007

7:00 PM to 9:00 PM

Kaunāʻi War Memorial Convention Hall

### Meeting Minutes

#### MEETING OVERVIEW

Facilitator Roxanne MacDougall called the meeting to order and welcomed the group of over 40 attendees, including Councilman Tim Bynum. Also present were Doug Haigh, Chief of the Building Division, Department of Public Works and Patrick Kaihara of the Building Division.

The meeting objectives, agenda and guidelines were reviewed, as follows:

#### Objectives

- Review progress on the Draft Environmental Assessment
- Present an updated visual tour of the potential alignments for the Nawiliwili- Civic Center - Ahukini path and related opportunities/challenges.
- Generate public input via questions and comments.

#### Agenda

- Meeting overview
- Review of progress on the Draft Environmental Assessment, supported by a PowerPoint presentation/visual tour
- Questions, answers, comments
- Close, next steps

#### Meeting Guidelines

- Focus on Nawiliwili-Civic Center-Ahukini phase only
- One speaker at a time, to facilitate listening and respect for others.

- Use the microphone for questions and comments, so that all can be heard and Hoike Public Television can record the meeting
- Get to the point in questions and comments, for time efficiency
- Send written input to:  
Roxanne MacDougall  
Box 328  
Kapaʻa, HI 96746

Roxanne MacDougall introduced R. M. Towill Corporation consultant Jim Niermann, who then introduced consultants Mike Okamoto and Lehua Kauhane from R. M. Towill.

**PRESENTATION: PROGRESS UPDATE ON THE NAWILIWILI-CIVIC CENTER-AHUKINI BIKE AND PEDESTRIAN PATH DRAFT ENVIRONMENTAL ASSESSMENT**  
Jim Niermann reviewed an aerial map showing the entire path project and where the Nawiliwili-Civic Center- Ahukini path will fit in. He then reviewed a close-up map of that section, with the three destination points highlighted. The following information was provided in the PowerPoint presentation, supported by aerial maps, photos and graphics.

#### PROJECT PROCESS:

- Public meeting #1-alignment alternatives – June 23, 2007
- Data collection continued
- Draft EA preparation
- Public meeting #2 - progress report - October 23, 2007
- Continued data collection and Draft EA completion
- Meeting #3 – present Draft EA - date to be determined
- Publish Draft EA
- Respond to comments (30 days)
- Final EA preparation
- Final EA published
- Publish FONSI – Findings of No Significant Impact
- CDUA Permit - processing
- Scope of Work / Basis of Design
- CDUA permit - preparation
- SMA permit - preparation
- Shoreline survey for certification
- SMA permit - processing
- Finalize SOW / BOD
- SSV permit - processing

#### ALIGNMENT ASSESSMENT CRITERIA

- Site opportunities and constraints
- Meets design objectives for safety and access
- Stakeholder interests – community, private landowners, government
- Engineering considerations - coastal erosion, drainage, grades, soils





- Construction costs
- Assessment of other environmental impacts of route alternatives:
  - archaeological resources
  - cultural resources and practices
  - plants and animals
  - social and economic factors
- Regulatory clearances

#### ALIGNMENT OPTIONS TO BE DISCUSSED THIS EVENING

1. Ahukini to Ninini Point (Lighthouse)
2. Ninini Point to Kapule Highway
3. Ahukini to Lihue Airport
  - Lihue Airport to Lihue Civic Center
  - Ahukini Street and Kapule Highway
  - Ka'ana and Hoolako Street Extensions
  - Umi Street to Hardy Street
5. Ninini Point (Lighthouse) to Nawiliwili Park
6. Nawiliwili Park
7. Nawiliwili Park to Niualu Park
8. Nawiliwili Stream Gulch to Lihue Civic Center

#### AHUKINI TO NININI POINT (LIGHTHOUSE)

- Shared Use Road (Existing Access Easement)
- Cheaper to construct
  - Traffic calming required to mitigate use conflicts
  - Mauka alignment diminishes coastal experience
  - Mauka alignment has greater impact on future land uses

#### Separate Makai Path

- Exclusive use by pedestrians and bicycles is safer
- Makai alignment is best for coastal experience
- Requires designated crossing points for fishing access
- Greater cost due to steeper grades and drainage crossings.

#### NININI POINT TO KAPULE HIGHWAY

- Shared-use road with pedestrian path
- Existing public access easement
  - Low-traffic road
  - Wide shoulders
  - Future construction traffic
  - Presence of endangered birds
  - Shared use with airport perimeter security road
  - Shared use with Kauai Marriott recreational path

#### AHUKINI TO LIHU'E AIRPORT

Paved multi-use path

Existing 7' -wide sidewalk and shared-use road  
"Bike depot" at airport terminal

- Utilize existing street improvements on Ahukini
- Mauka alignment minimizes conflicts with airport traffic
- High volume traffic at terminal
- Airport security
- "End of ride" facilities to accommodate bike commuters

#### LIHU'E AIRPORT TO LIHU'E CIVIC CENTER

- Ahukini Street and Kapule Highway  
Multi-use path separated from motor vehicle traffic
- Safety
  - Connection to major access points and public centers
  - Reserve right-of-way for future road expansion
  - Coordinate design with DOT highway plans
  - Coordinate design with County Planning Department's Urban Design Guideline project and Civic Center Master Plan
- 10' -wide Shoulder Bike Lane
- Not suitable for pedestrian use

Kaana street and hoolako street extensions

- 60' right-of-way
- Continue existing road section adjacent to Judiciary
- Future residential and commercial mixed-use corridor
- Coordinate improvements with Grove Farm
- Accommodate peak traffic conditions

Umi Street and Hardy Street

#### NĀWILIWILI PARK TO NIUMALU PARK

- Pedestrian sidewalk and on-street bike lane
- Link recreation centers of Nawiliwili Park, Nawiliwili SBH, and Niualu Park
  - Improve safety of bike and pedestrian access through harbor industrial Corridor

#### NAWILIWILI GULCH TO LIHUE CIVIC CENTER

Will be considered, meetings with landowners to be scheduled.

#### QUESTIONS AND ANSWERS, COMMENTS (some quoted, some paraphrased)

Q/C

I am familiar with dual use roads that we have here on Kaua'i. When I see it come up in a planning meeting, I see it as a last resort. Debris always gets kicked onto the shoulders of the road by vehicles and growth from the other side often covers the shoulders, so much that sometimes you have to actually go into the traffic lane to get around it. I think you should have a separate path for the bikes, or if it's on the shoulder, use poles with a raised barrier to block the debris and growth.



For Ho'olako and peak traffic use, we will provide passage during peak traffic times. This will not be sacrificed. We will find another way to get through. Maybe widen the sidewalk or add a bike lane.

Q/C

On the wild portions of the path, could you use something other than concrete? It is so nice now at Kealia, gravel. We need a surface that is more forgiving than concrete.

A

There are alternatives to concrete. The reason for using it is durability and low maintenance. It is not a cost issue. I understand the attraction of using soil binders. The decision on the material will be in the design phase, although we will include some design guidelines in the Environmental Assessment. We do have to address this.

Q/C

I am glad you have not eliminated Nawiliwili Gulch. The road into Lihue is dangerous.

Q/C

I represent the Kapa'a Business Association. We have supported this project for over 10 years. It is nice to see elements coming into fruition. It is a utility that increases transportation options. The more it gets pieced together, the better for the community. I am very excited about it.

A

I personally support the vision of multimodal transportation and am glad to be on this project.

Q/C

You just said you are selling the big picture. We are trying to save the picture. We don't like you guys coming in to do this project. Will you still allow motor vehicles access to the fishing sites?

A

Yes, we will. That is the plan. The cattle gate at Ahukini will still be closed at night. Shared road or not. Fishing access will not be curtailed. You may not have every turnout to the ocean that is used now. We want to talk to fishermen to learn what access points to preserve. We will be meeting with fishermen about this.

C/Q

Young people now use this area near the fishing sites for 4 wheel drive riding. I know this is not legal, but they do it. You will take another place away from them, which now does not bother anyone. Also, there are a lot of homeless people living along there. What will happen to them? Have you thought about this? They have been there many years. They don't bother the local people. How will they respond to this?

The Environmental Assessment is the first step. There will be design and construction contracts which will include further public meetings and input gathering.

A

A You want some physical indicator of separation. From the airport to the Lihue town center, we are looking at multiple routes. In some cases they may be shared and in other cases, Hopefully. We can achieve a dedicated path. A path separated from vehicular traffic.

Q/C

I also bicycle the roads and I see the debris problem. There needs to be some physical separation, not just indicator. Bottles, cans and other debris get pushed in the shoulder. A line is not enough. We need a physical barrier to stop the debris. Regarding fishing makai of the airport, I also have fished there. I am not sure we want to encourage a lot of people to go near all the inlets, build pavilions, etc., right next to the fishermen. This might not be the best thing to do.

A

The turnouts and pavilions originally on the map are now not being included. There will be a coastal path from Ahukini Landing to the lighthouse at Ninini Point. Only those two areas will have facilities.

Q/C

You say you plan to keep it a wild coastal area. It is already this way. The path will not keep it wild. We have fished there for many years. With the path, it will be wild no more. Why do we need to change this?

A

The overall objective of the whole bike and pedestrian path project is to preserve coastal access. This is the inspiration for this project. This is important to the Mayor. Many former coastal access routes through cane fields are now shut off due to development. Houses threaten continued access. "Pristine" and "wild" have different definitions to different people. The object is to keep it unspoiled and accessible for existing practices, including fishing.

C

Thank you for all the work on this project. I love the bike path idea and to be able to ride my bike from Lihue to Kapaa safely. I hope that the bathroom near the lighthouse will be hard to see and not negatively impact the area there. I am also concerned for the homeowners on Umi Street. It is now very busy. How can any more go on it? Also, the 4 lane extension on Ka'ana and Ho'olako to accommodate peak traffic. In those times the bikes have to give way to cars? Bikes can't use the path? What does that do to people who will use it as transportation to and from work?

A

There will be an archeological and cultural study done of the area, including Ninini. We do not want to put a comfort station anywhere near any heiau. This is also in the Special Management Area and the project will be subject to the SMA permit process. It will all be scrutinized with sensitivity to this special place. Regarding Umi Street, the work was done in the Lihue Urban Design Guidelines project. And also, maybe in the Civic Center Master Plan. They did talk to the Umi residents. The plans are in review at the Planning Department now.





We have no response to that issue now, but we will have to comment on it in the Environmental Assessment in the Sociological Issues section. It will shake up their world. Some will leave. This has been an issue for the County.

**Comment from Councilman Bynum**

Thanks for this meeting. Keep the dirt road from Ahukini to Ninini, along with a separate path. Let the fishermen's trucks go where they have always gone. Keep it just a simple path. For Nawiliwili Gulch, check out the possibilities. Talk with landowners and help them to understand the positives of the path. Safe, beneficial, special.

**Comment from Doug Haigh, Building Division Chief**

I want to clarify that the land from Ahukini to Ninini is mostly private, with public dirt road access which is not along the coast. There is future potential that private lands can be fenced off. This is an opportunity for true shoreline access, which the current easements do not provide. The challenge for fishing access points is that they currently cross over private property. We hope to work well with the landowners.

**Q/C**

I want to clarify that Kealia Kai is not private. It is Hawaiian homeland. It might be private land by the airport, but Hawaiians have rights to go here. Gathering rights. Stuff like this stops the Hawaiians from access. Where does the money come from for this?

**A**

Federal funds.

**C**

There is a rumor that Linda Lingle funded it with stolen money from the Hawaiians.

**A**

I have not heard this rumor. As far as I know, this is federal money to be used only for multimodal transportation like bike and pedestrian paths.

**Q/C**

Will there be a way to get to Kukui Grove shopping center on the path? It seems like you will be almost there. Try to get the shopping center connection in the plan. The gulch path to Kukui Grove.

**A**

The Nawiliwili Gulch does run to the old sugar mill, not far from Kukui Grove. The grade is too steep for the ADA for that section to the mall.

**Q/C**

There are no trash cans along the path. We need them now. Also could use signage telling how far the next rest room is. At Nawiliwili Park, the path runs through cars and picnickers. How about a park and walk to the pier? We don't need so much more concrete around the park.

**A**

Point well taken. We do want to designate space that is not competing with cars. Signs are a Trade-off. Too many vs ones that are needed. Our goal is unobtrusive signs where needed.

**Q/C**

We need places to get away and be alone. Not with lots of walkers coming by. Have the path not always go by the water, by these places. Don't hug the shore.

**Q/C**

Is it possible to ask DOT to add lanes, not county roads? Keep the path more low key/

**A**

We are working with DOT to the path in state right-of-ways. A negotiated discussion. The EA will not make a strong statement on this, but will refer to the state bike path plan and recommend better access on Kapule Highway and Ahukini Road in this project

**NEXT STEPS**

- Meeting notes will be published on Bike Path Project website:

[www.kauai.gov/Government/Departments/PublicWorks/BuildingDivision/BuildingDivisionProjects/BikePathProject](http://www.kauai.gov/Government/Departments/PublicWorks/BuildingDivision/BuildingDivisionProjects/BikePathProject)

- RMTC will continue to work with the County and private land owners to Assess alternatives at Kauai Marriott, Nawiliwili Stream Gulch, and Nawiliwili Park.
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**CONTACT INFORMATION**

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Community organization: [kauaibikepath@hawaii.rr.com](mailto:kauaibikepath@hawaii.rr.com)

Public Communication Project Consultant: Roxanne MacDougall, 808-822-5798

County of Kauai, Building Division: Patrick Kaihara, 241-6658, [pkaihara@kauai.gov](mailto:pkaihara@kauai.gov)

**CLOSE, ADJOURNMENT**

An announcement was made thanking attendees for their active participation and valuable input. They were reminded of the contact information for R. M. Towill Corporation and Roxanne MacDougall, via a PowerPoint slide. The date for meeting 3 will be announced at some time in the future, using the media on Kauai.

