
SITE ANALYSIS & PLANNING ISSUES

This section of the report describes key site characteristics both internal and external to the Civic Center site that affect the design, function, and development of the master plan. A graphic site analysis is presented in Figure 10.

LĪHU‘E CIVIC CENTER PROJECT AREA

The Līhu‘e Civic Center project site is a seventeen-acre, two-block area within Līhu‘e Town. It is bounded by Rice Street, ‘Umi Street, Hardy



Street, and Kūhiō Highway (see Figure 2). Its location marks the historic center of town and serves as the hub of government and business activity.

Figure 3: Historic County Building

The Civic Center is comprised of county and state government office buildings, the Kaua‘i Museum, two commercial uses (Big Save and Hawaiian Telcom), the County Lawn, parking lots, and a transit stop. The County is the fee owner of the majority of the site (TMKs 3-6-5:02, 03, 06, 27, and 28). However, the State owns the three parcels in the northeast corner of the site (TMKs 3-6-5:01, 11, and 30) and Kaua‘i Museum and Hawaiian Telcom own their respective parcels on which their buildings sit.

Figure 4: County Annex



Several of the structures within the Civic Center are considered historically significant, such as the

Historic County Building (see Figure 3), the State Courthouse and County Annex. The Historic County Building was built in 1912 and is the longest continuously operating county building in the state. The other two structures were built in the 1930s. The County Annex Building (see Figure 4) was designed by Hart Wood, a local architectural icon. It is currently vacant.

Much of the eastern block of the project site (identified by TMKs 3-6-5:01, 02, 03) is recognized as the Līhu‘e Civic Center Historic District on both the State and National Registers of Historic Places. The Historic District is outlined in yellow in Figure 10. It includes the Courthouse, Historic County Building, the County Annex and the County Lawn that fronts the Historic County Building. A dirt road once circled the Historic County Building with a central road leading to the front entry of the building.

TOPOGRAPHY

A topographic survey for the existing project site was performed by M&E Pacific, Inc. The topography of the Līhu‘e Civic Center project site is relatively flat, ranging from 196 feet above mean sea level (msl) at the intersection of Rice Street and Kūhiō Highway, to 208 feet above msl at the intersection of Hardy Street and ‘Umi Street.

The greatest topographic change occurs along Kūhiō Highway where the topography rises from a low of 196 feet above msl near Rice Street to a high of 206 feet above msl at Hardy Street (roughly five percent). Rice Street has a six percent slope between Kūhiō Highway and Halekō Road and then plateaus at 204 feet above msl from Halekō Road to ‘Umi Street. Hardy Street runs flat at 208 feet above msl from Kūhiō Highway to ‘Umi Street. Both ‘Eiwa Street and ‘Umi Street have a slight elevation change of four feet (204 to 208 feet above msl) as the streets go north from Rice Street to Hardy Street (less than one percent slope).

Figure 5: Historic Līhu‘e Post Office



SURROUNDING LAND USES

The Līhu‘e Civic Center Site Improvements project is located within a two-block area between Kūhiō Highway, Rice Street, Hardy Street, and ‘Umi Street. Surrounding land uses include commercial, public, and residential buildings, and public park space. (See Figure 10.)

Commercial buildings off Rice Street south of the project site include the Halekō Shops, Bank of Hawai‘i, First Hawaiian Bank, Līhu‘e Credit Union and Chevron gas station. Also on Rice Street are the historic Līhu‘e Post Office (see Figure 5) and the Isenberg Memorial (Figure 6).

Figure 6: Isenberg Memorial



On the eastern side of the project site, opposite ‘Umi Street, are the Līhu‘e Plaza Building, State Health Center, Wilcox Elementary School, and the former police station. Figure 7 shows ‘Umi Street with the State Courthouse on the left side of the photo and the old Police Station on the right. Figure 8 shows the southern part of ‘Umi Street adjacent to the Civic Center. The Līhu‘e Plaza Building is on the left side of the street with the County Annex in the foreground to the right. Līhu‘e Park and the Kaua‘i War Memorial Convention Hall are further east on the interior of the neighboring block.



Figure 7: View of ‘Umi Street, Looking Northeast from the Civic Center



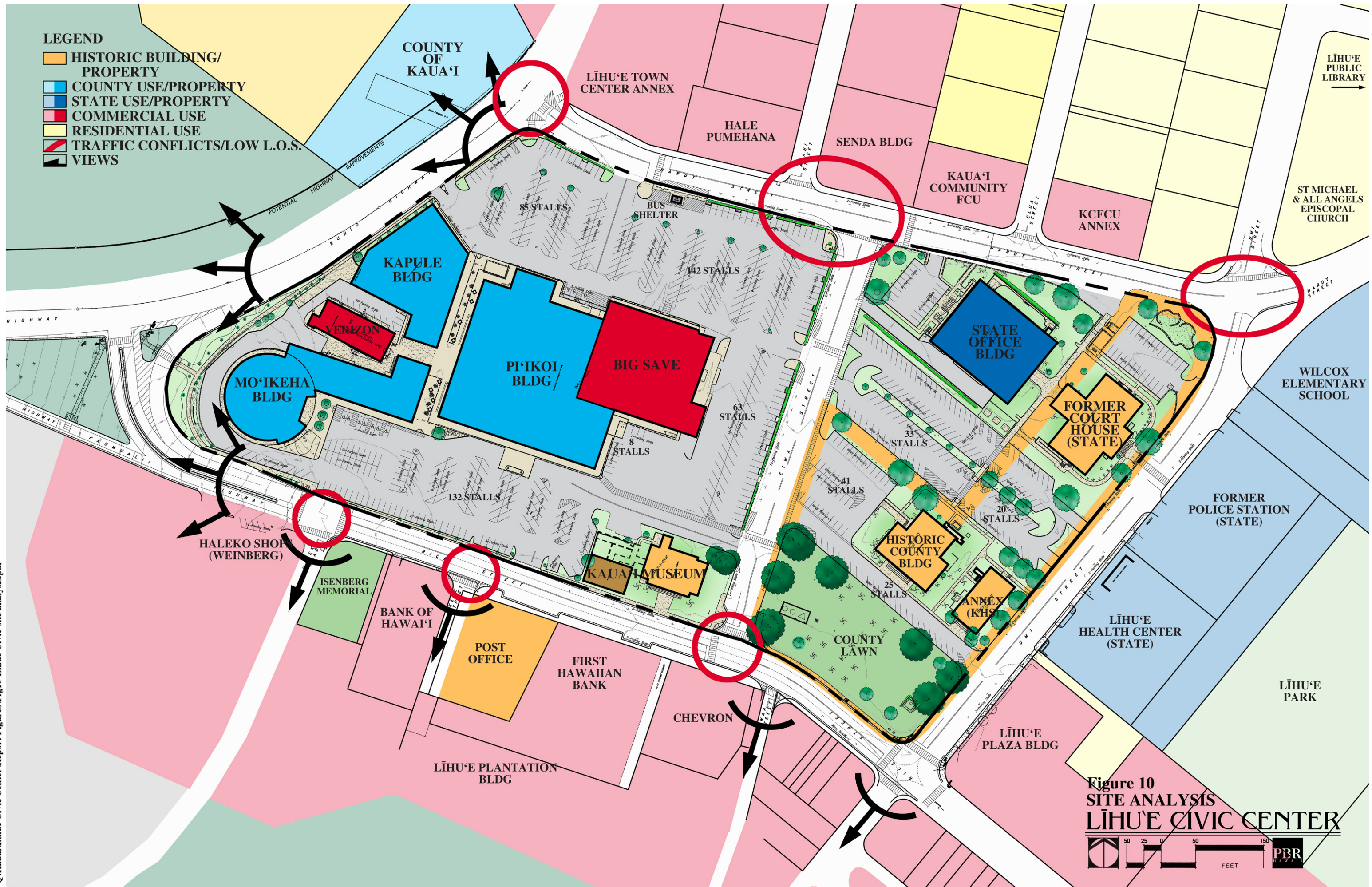
Figure 8: View of 'Umi Street, Looking Southeast from the Civic Center

To the north, the project site is bounded by Hardy Street. On the northern side of Hardy Street are Līhu'e Town Center Annex (retail shops), Hale Pumehana, the Senda Building, Kaua'i Community Federal Credit Union Building and its Annex, and a single-family residential house lot. Kitty corner to the project site at the intersection of Hardy and 'Umi Streets are the Līhu'e Public Library and St. Michaels and All Angels Episcopal Church.



Figure 9: View of Hardy Street, Looking Northwest near 'Elua Street

To the west of the project site, opposite Kūhiō Highway is a large drainageway on Amfac/Līhu'e Plantation and Kaua'i County property. The drainageway connects under the highway to the old mill site and to Nāwiliwili Stream.



EXISTING BUILDINGS

Historic County Building

As noted earlier, the Historic County Building was built in 1912 and is the longest operating county building in the State of Hawai'i. A historic photo of the building shows it standing alone amid open fields (see Figure 11).

Figure 11: View of the Historic County Building, circa 1912

The surroundings have changed dramatically since then, undergoing a series of transformations as a community and civic center have developed around it (see Figure 3 for a recent photo).



The Historic County Building is located at 4396 Rice Street and currently houses the County Clerk office, Councilmember offices and Council Services, and Elections Division. The building is also home to the Kauai Historical Society, which provides guided history tours and educational programs. The Historical Society also holds a vast collection of historic Hawaiian books, maps, photographs, drawings, and plantation records.

Figure 12: View of the Pi'ikoi Building from the Pedestrian Mall near the Kapule Building



Other County Buildings

Most of the County of Kaua'i agency offices are located in the core of the Lihue Civic Center at 4444 Rice Street in the Mo'ikeha, Pi'ikoi, and Kapule Buildings. These buildings were originally built in 1966 as part of the Lihue Shopping Center. In 1989, the County purchased the property

and has been renovating the interiors into office space in phases. There are portions of the Pi'ikoi Building that are currently vacant and available for future offices. A summary of the County buildings within the project site is provided in Table 1.



Figure 13: County Mo'ikeha Building, from Kūhiō Highway

Table 1: County Buildings

BUILDING	AREA (SF)
Historic County Building	11,419
County Annex I	7,774
Kapule Building	21,590
Mo'ikeha Building	47,460
Pi'ikoi Building (full build-out)*	42,076
*Note: Current occupation of Pi'ikoi Building is roughly 27,000 SF. Source: County of Kaua'i, Department of Public Works and Planning Department, 2004	

State of Hawai'i Civic Office Buildings

Several Kaua'i branch offices for the state, such as the Governor's Liason, Departments of Budget and Finance, Commerce and Consumer Affairs, Education, Hawaiian Home Lands, Taxation, Land and Natural Resources, Labor and Industrial Relations and the University of Hawai'i's College of Tropical Agriculture and Human Resources Extension Office, are located in the State Office Building at 3060 'Eiwa Street (see Figure 14). The State Office Building has three stories of office space with underground parking. There is also a video conference room, equipment room, and an office in the basement. The State Office Building houses roughly a total of 47,600 SF of space.

Figure 14: State Office Building

The historic Līhu'e Courthouse is located 3059 'Umi Street. The State Judiciary will be moving their offices from the Courthouse to the new facility on Kapule Highway opposite the airport.



The State also owns a few civic properties outside but adjacent to the project site. The State Department of Health's Kauai District Office, also known as the Līhu'e Health Center, is located in two buildings opposite 'Umi Street from the project area. The County's former Līhu'e Police Station is just north of the Līhu'e Health Center. The building may be demolished to make space for parking or additional office space for the State. Plans for the site at this time are unknown. A summary of the State's civic office buildings within or adjacent to the Līhu'e Civic Center is provided in Table 2.

Table 2: State Buildings

BUILDING	AREA (SF)
<i>Within Project Site</i>	
Lihue State Office Building	47,614
Lihue Courthouse	20,167
<i>Outside Project Site (opposite 'Umi Street from Civic Center)</i>	
Līhu'e Health Center*	7,365
Līhu'e Health Center Annex*	6,378
Former Police Station (expected to be demolished)	14,636
Source: State DAGS, Kaua'i Branch, 2004, 2005	

Kaua'i Museum

The Kauai Museum is a local history and art museum for the islands of Kaua'i and Ni'ihau featuring a permanent exhibit of geology, flora, fauna, pre-contact Hawaiiana, and artifacts from the missionary and plantation periods. The museum is located at 4428 Rice Street at the intersection of Rice and 'Eiwa Streets and owns the parcel on which it sits. It is comprised of two buildings, the Albert Spencer Wilcox Memorial Building (Hart Wood, 1924) and the William Hyde Rice Building (Kenneth Roehrig,

1960). (See Figure 15, Wilcox Building to the right, and Rice Building to the left of photo.)



Figure 15: View of the Kaua'i Museum

The older Wilcox Memorial Building, which holds the core of the museum's collection, has a lava rock exterior, sloped roof, barrel vaulted ceilings, original antique light fixtures, and a mezzanine with a balcony overlooking the first floor. The Wilcox building was placed on both the State and National Registers of Historic Places in 1979 (Site Number: 30-11-9344). The Rice Building is a boxy modernist structure, two-stories in height and clad with lava rock, adjacent to the Wilcox building. It was designed by architect Kenneth Roehrig and built between 1958 and 1960.



*Figure 16: View of
Hawaiian Telcom Building,
from the corner of Rice
Street and Kūhiō Highway*

Commercial Buildings

There are two commercial buildings in the Līhu'e Civic Center project area. Hawaiian Telcom, the local telephone company, owns the parcel (TMK: 3-6-5:21)

and two-story building between the County's Mo'ikeha and Kapule Buildings (see Figure 16).

When the old government road used to cut through the project site, the Hawaiian Telephone Company (now Hawaiian Telcom) Building fronted the road next to the old Tip Top Hotel. As seen in Figure 17, the structure was originally built as a classically-styled building like the Līhu'e Store

and Tip Top but later added the coral façade and metal siding to match the architectural style popular in Hawai‘i during the 1960s.

To provide some orientation, the shopping center in the foreground of the photograph is now the Pi‘ikoi Building and Big Save. The circular portion of the Mo‘ikeha Building currently stands where Tip Top is at the corner of Rice Street and Kūhiō Highway.



Figure 17: Oblique Aerial Photograph of the Līhu‘e Shopping Center, circa 1966

The second commercial use within the Civic Center is Big Save Market (see Figure 18). It is adjacent to the Pi‘ikoi Building and has been at this location since 1987. It occupies roughly 16,900 gross square feet and has roughly

85 employees.¹ Big Save currently leases the space from the County and has chosen to extend its lease until 2010.

Figure 18: Current View of Big Save Market, from ‘Eiwa Street



¹ Email communication with Big Save, Inc., April 2005.

CIRCULATION

Roadways

A road map of Līhu'e Town from the County of Kaua'i Department of Public Works is shown in Figure 19. Access to the Līhu'e Civic Center is from Kūhiō and Kaumuali'i Highways on the north and west, respectively. Access from the southeast is by Rice Street, which also serves as the main road through Līhu'e Town. Kūhiō and Kaumuali'i Highways change names at the signalized intersection with Rice Street with Kaumuali'i turning to meet with Rice Street at Halekō Road. These roadways, together with Hardy Street on the north and 'Umi Street on the east, border the project site. 'Eiwa Street bisects the Civic Center into an east block that includes the Historic County Building and State buildings, and a west block with the renovated County buildings, Hawaiian Telcom, and Big Save. There are twenty parallel parking stalls on 'Eiwa Street but no sidewalks.

Kūhiō Highway is a four-lane highway north of its intersection with Rice Street. Kaumuali'i Highway is a two-lane highway south of the intersection with Rice Street. The two highways provide regional north-south access through Līhu'e from the rest of the island. There is no on-street parking permitted on either highway within the study area. At the time of this report, the State Department of Transportation (DOT) was in the design stage to widen Kaumuali'i Highway to four lanes between Līhu'e and Puhi.

Rice Street was recently widened to a four-lane roadway providing east-west access along the southern boundary of the Civic Center. The eastbound direction has six parallel parking stalls that are recessed and do not block traffic flow between Halekō Road and 'Eiwa Street, and three on-street stalls between 'Eiwa Street and 'Umi Street. The westbound direction has six on-street stalls west of 'Eiwa Street. Street parking is permitted during off peak periods effectively limiting Rice Street to one lane in each direction. Peak parking bans are in effect from 7:00 to 9:00 A.M. and from 3:00 to 5:00 P.M., which allow two lanes of travel in each direction during rush hour. Plastic delineators were installed in October 2003 on the center line of Rice Street between 'Eiwa Street and Halekō Street to prevent left turns into the County driveway from Rice Street.

Hardy Street is a two-lane roadway that provides east-west access on the north boundary of the Civic Center. On-street parking is permitted on both sides of the street. There is also a bus stop and shelter on the Civic Center side of Hardy Street.



Figure 19
ROAD MAP OF LIHUE
LIHUE CIVIC CENTER

County of Kauai
 DEPARTMENT OF PUBLIC WORKS

ROAD MAP OF
LIHUE
 District of Lihue

Scale : 1" = 1000' (APPROXIMATE)
 Date : July 11, 1996
 REVISED : FEB 14, 2001

Sheet II of 35 Shts

Q:\Kauai\Liue Civic Center\Report Figures\Fig19-Kauai Road Map-Lihue014-revised.pdf

‘Umi Street and ‘Eiwa Street are two-lane local roads that provide north-south access between Rice Street and Hardy Street, and access to the Civic Center parking lots. Parallel street parking is permitted on both sides of ‘Umi Street and on the west side of ‘Eiwa Street. Street parking on the east side of ‘Eiwa Street is only allowed next to the County Lawn.

Within the immediate vicinity of the project area, the Kūhiō/Kaumuali‘i Highway/Rice Street intersection is controlled by traffic signals as well as the Rice Street/‘Umi Street intersection. All other intersections and driveways in the study area are stop sign controlled in favor of Hardy and Rice Streets.

Pedestrian Environment

The pedestrian environment around the Civic Center varies from adequate to dangerous and does not offer clear, comfortable paths to walk between the various uses. There is also a concern about complying with ADA (Americans with Disabilities Act) accessibility requirements as there are few continuous sidewalks within the Civic Center. As a result, pedestrians and vehicles including large delivery trucks can come into conflict.

The streets surrounding the Civic Center also pose challenges for pedestrians. Kūhiō Highway has a narrow sidewalk on the west side of the highway that terminates at the intersection of Hardy Street. On the east side, the sidewalk is narrow as well, but landscaping buffers the pedestrian from the passing cars (see Figure 20).

On the portion of Rice Street between Kūhiō Highway and ‘Eiwa Street, the sidewalks on the north side of the street are very narrow and the kou trees located in the planting strip between the parking lot and roadway crowd pedestrians toward the travel lanes (Figure 21). The sidewalks on the south side of Rice Street vary in width and comfort. There are no sidewalks or curbs along portions of the Halekō Shops and a narrow sidewalk in front of the Isenberg Memorial and Bank of Hawai‘i. Further east, the sidewalk opens up in front of the Post Office and remains relatively wide (over ten feet) up to and beyond ‘Umi Street. However, portions of the sidewalks cross-sections are uneven and sloping.

‘Eiwa Street has a 50-60 foot right-of-way and does not have any curbs or gutters. (See Figure 23 and Figure 24.) On the east side of the street, there is a painted pedestrian route in the roadway with plastic delineators. They were installed as ADA improvements in 2001.



*Figure 20: View
of the Sidewalk
on the East Side
of Kūhiō
Highway Near
Hardy Street,
Looking South*



*Figure 21: View
of the Sidewalk
on the North Side
of Rice Street
Adjacent to
Project Site*



*Figure 22: View
of Hardy Street,
Looking East at
Bus Stop*



*Figure 23: View of
'Eiwa Street and
the Painted
Pedestrian Route,
Looking North
towards Hardy
Street*



*Figure 24: View of
'Eiwa Street
Looking South
towards Rice
Street*



*Figure 25: Elderly
Pedestrian
Crossing Where
the Old
Crosswalk was
Located, near Kele
Street and the
Līhu'e Post Office*

Hardy Street has sidewalks on the north curb but none on the south side of the street. There is on-street parallel parking with painted shoulders and an asphalt berm on the southern edge of the right-of-way. The bus stop is located on the south side of Hardy Street with a convenient crosswalk. However there are no sidewalks on the south side of the street that connect to the bus stop (see Figure 22). Drainage is poor on the south side of Hardy since there are no gutters and the area puddles when it rains.

Several community members have voiced the concern that the pedestrian environment around the Civic Center is hazardous, particularly on Rice Street when it was widened to four lanes. Some avoid crossing Rice Street on foot and prefer to drive between the two sides. In addition, many feel that the new crosswalks on Rice Street are in the wrong locations. The crosswalk closest to the post office was removed and two new ones were installed by the Chevron Gas Station and Halekō Road. Due to the left turns from Rice Street onto 'Eiwa Street, the four lanes of traffic and on-street parking in front of the Museum, the new crosswalk is perceived as dangerous. The crosswalk at Rice Street and Halekō Road is also perceived as dangerous due to the left turns onto Halekō and the right turns onto Rice Street. Perhaps out of habit and an uneasiness at the new crosswalks, some pedestrians continue to cross where the old crosswalk once was located, causing potentially dangerous situations as shown in Figure 25. As a result, there have been community efforts to relocate the crosswalk back to its original location.

Vehicular Traffic

Existing Conditions

A review of current traffic conditions and a traffic study were prepared for the project by M&E Pacific, Inc and are provided in their entirety in Appendix D. Traffic counts were taken at all major and most minor intersections and driveways around the project site in late September to mid-October 2003. The study analyzed existing traffic as well as ten-year projections of traffic (to the year 2015) with and without the master plan improvements and proposes recommendations to accommodate vehicular traffic around the Civic Center with the proposed improvements. The existing traffic conditions will be summarized in this section. The proposed recommendations will be discussed in subsequent sections in conjunction with the master plan.

According to the traffic analysis, the morning peak hour around the Civic Center was observed to occur between 7:15 and 8:15 AM and the

afternoon peak hour occurs between 4:00 and 5:00 PM. The highest volumes occurred between 7:30-7:45 AM and 4:30-4:45 PM, which coincide with the State and County's official workday start and finish times.

There are other portions of the day when traffic volumes are relatively high within the Civic Center (see Figure 26). This graphic is based on hourly daytime traffic counts taken by the State of Hawai'i Department of Transportation (DOT) in 2001 and summarized by M&E Pacific. Traffic tends to increase around 10:00 AM and remains relatively steady through the afternoon peak hour. However, the peak hours are used as the basis of analysis since they represent the worst case scenarios.

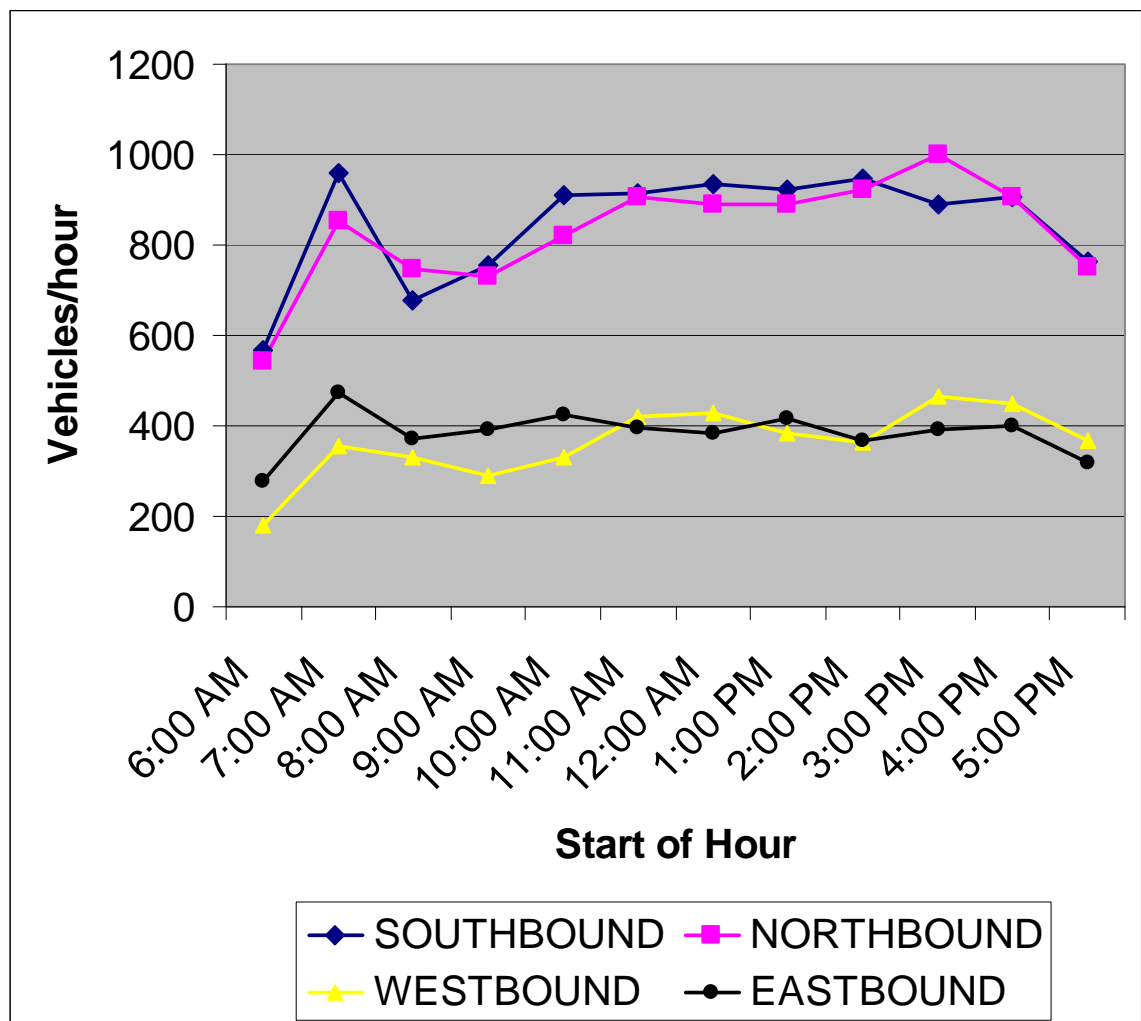


Figure 26: Daytime Traffic on Kūhiō/Kaumuali'i Highway and Rice Street, 2001 (M&E Pacific, State DOT)

As an aside, because traffic is relatively steady during the day from about 10:00 AM till possibly after 5:00 PM on Rice Street (see Figure 26), the County should consider revising the hours of the parking ban and weigh the impact of losing those stalls to nearby businesses that may need them for customer parking. They should consider the businesses' hours of operation and would apply only to those stalls that block traffic lanes, and not the six stalls in front of the Post Office and First Hawaiian Bank that are recessed out of the line of traffic.

Level of Service

The Transportation Research Board (TRB) – one of the six major divisions of the National Research Council – has the mission to promote innovation and progress in transportation through research.² The TRB has developed procedures to quantify the quality of traffic flow on roadways based on a comparison of the roadway's capacity to traffic volume. This measure is called level of service (LOS) and is graded on a scale from A to F. A is the highest LOS with average delays less than 5 seconds. F is the worst with average delays longer than 80 seconds. LOS can be assigned to any movement through a signalized or unsignalized intersection, including turning movements. However, an overall intersection LOS is only given to signalized intersections.

The existing LOS at the intersections around the project site and key movements through the intersections are summarized in Table 3. The movements with significant delays during the peak hours (LOS E or F) are italicized and discussed below.

Table 3: Existing Traffic Level of Service

		AM PEAK		PM PEAK	
	APPROACH*	LOS	Delay	LOS	Delay
SIGNALIZED INTERSECTION ANALYSES					
Rice Street/Kūhiō Highway		B	13.9	B	17.3
	Rice St WB	D	36.9	D	45.7
	Kūhiō Highway SB	A	8.6	A	9.4
	Kaumuali'i Hwy NB	B	13.4	B	15.3
Rice Street/'Umi Street		B	11.2	B	12.8
	Rice St EB	A	9.4	A	9.5
	Rice St WB	A	8.4	A	8.8
	'Umi St NB	B	18.1	C	21.4
	'Umi St SB	C	24.6	C	24.7

² Transportation Research Board website: <http://www4.trb.org/trb/homepage.nsf/web/about>

		AM PEAK		PM PEAK	
	APPROACH*	LOS	Delay	LOS	Delay
UNSIGNALIZED INTERSECTION ANALYSES					
Rice Street/Halekō Road					
	Halekō Rd NB right	E	39.6	E	38.1
	Rice St WB left	B	10.5	C	15.3
Rice Street/'Eiwa Street					
	'Eiwa St SB	C	17.3	C	24.3
	'Eiwa St SB right	B	12.8	C	16.6
	'Eiwa St SB left	E	45.7	F	90.1
	Rice St EB left	B	10.1	B	11.8
Rice Street/Kele Street					
	Kele St NB	C	22.2	F	78.3
	Rice St WB left	A	9.8	A	9.8
Hardy Street/Kūhiō Highway					
	Hardy St WB	F	100+	F	100+
	Hardy St WB right	C	16.9	D	31.7
	Hardy St WB left	F	100+	F	100+
	Kūhiō Hwy SB left	C	15.1	B	14.4
Hardy Street/'Akahi Street					
	'Akahi St SB	A	9.9	B	10.8
	Hardy St EB left	A	7.9	A	8.2
Hardy Street/'Eiwa Street					
	'Eiwa St NB	B	14.5	B	13.9
	Hardy St WB left	A	9.8	A	8.9
Hardy Street/'Umi Street					
	'Umi St NB	F	54.7	E	45.4
	'Umi St NB right	B	11.1	B	10.3
	'Umi St NB left & through	F	78.2	F	54.4
	'Umi St SB	C	25.0	D	25.6
	Hardy St EB left	A	7.8	A	8.0
	Hardy St WB left	A	8.5	A	8.2
CIVIC CENTER DRIVEWAYS					
Rice Street/County Driveway					
	County Driveway SB	B	11.0	B	13.0
	Rice St EB left (eliminated 10/9/03)	A	9.6	B	10.4
Hardy Street/County-Big Save Driveway					
	County-Big Save Driveway NB	C	16.2	C	19.0
	Hardy St WB left	A	8.9	A	8.4

		AM PEAK		PM PEAK	
	APPROACH*	LOS	Delay	LOS	Delay
‘Umi Street/County-State Driveway					
	Driveway EB	B	10.5	B	10.1
*Abbreviations: NB = Northbound; SB = Southbound; WB = Westbound; EB = Eastbound					

Several left turn movements from the side streets show level of service F indicating long delays and the possible need for mitigation. These movements include southbound ‘Eiwa Street onto Rice Street, westbound Hardy Street onto Kūhiō Highway, and northbound ‘Umi Street onto Hardy Street. The left turn from Hardy Street onto Kūhiō Highway is particularly difficult to make and is characterized by delays of over 100 seconds. The left turns from ‘Umi Street onto Hardy Street are made into congested local traffic. Drivers on Hardy Street often let ‘Umi Street drivers make the left turn so their wait time may not be as long as the calculations indicate.

A level of service F not only means long delays but could also indicate a hazardous traffic situation as drivers become impatient, take chances and make turns through smaller than acceptable gaps in the oncoming traffic stream. This is particularly the case with the left turn from Hardy Street onto Kūhiō Highway. To avoid this difficult left, drivers may be taking alternate routes such as ‘Eiwa Street in order to get to a signalized intersection where left turns could be more safely made.

The Halekō Road right turn movement onto Rice Street shows level of service E for both peak periods. This would indicate current minimally acceptable conditions that could require mitigation in the future as traffic on Rice Street increases.

Level of service alone is not sufficient to evaluate the efficiency of left turn movements from major streets, especially when the movement is made from a shared traffic lane. As an example, traffic backups often occur on Rice Street due to vehicles making left turns into ‘Eiwa Street and various businesses’ driveways. The levels of service for the left turn movement from Rice Street into Halekō Road were B and C, which would normally be considered acceptable but does not indicate the traffic queuing that was taking place. Average delays and queue length can give a better indication of the disruption that may be caused to through traffic movements.

Other Traffic Trends

In addition to the traffic study, the State DOT-Highways takes biannual traffic counts at the Kūhiō Highway and Rice Street intersection. M&E Pacific, Inc. also tabulated this information and found that between 1991 and 2003 a proportionate amount of traffic seemed to be shifting from Rice Street to Kūhiō Highway indicating that traffic may be taking alternate east-west routes from Kūhiō/Kaumuali'i Highways such as Ahukini Road or Nāwiliwili Road rather than Rice Street (see Table 4). According to the State DOT-Highways Division Kaua'i District Office, the reductions in traffic volumes on Rice Street between 1993 and 1999 were probably due to the after effects of Hurricane 'Iniki while the drop in volume between 1999 and 2001 is probably due to the reconfigured intersection of Kaumuali'i Highway, Kūhiō Highway, and Rice Street. Prior to 1999, the traffic flow moved directly between Kaumuali'i Highway and Rice Street with Kūhiō Highway intersecting the roads at a T-intersection. Then in 1999, the DOT changed the traffic flow so that Rice Street T's into Kaumuali'i/Kūhiō Highways.

Table 4: Daily Traffic Volumes at Kūhiō Highway and Rice Street

	DAILY TRAFFIC VOLUMES		ANNUAL % GROWTH FROM 1991	
YEAR	KŪHIŌ HIGHWAY	RICE STREET	KŪHIŌ HIGHWAY	RICE STREET
OCT 91	19833	15146	--	--
OCT 93	20726	15135	2.3	0.0
JUNE 95	22084	13087	2.8	-3.4
JULY 97	21324	13185	1.3	-2.2
AUG 99	21956	12871	1.3	-1.9
OCT 01	24512	10763	2.4	-2.9
AUG 03	24919	11613	2.0	-2.3
Source: M&E Pacific, Inc., State DOT-Highways				

The DOT currently has plans to do similar improvements to the intersection of Rice Street and Kapule Highway further east of the project site. It is projected that this may have a similar effect of further reducing daily traffic on Rice Street. At the time of this report, the DOT was in the design phase for this project. The DOT also has plans to widen Kaumuali'i Highway south of Rice Street to four lanes. They are also in the design phase for this project.

Transit

The County of Kaua'i Transportation Agency, under the Offices of Community Assistance, operates The Kauai Bus Monday thru Saturday. The Kaua'i Bus currently serves Līhu'e Town with the Līhu'e Extension (Route 700 – see Figure 28), and provides regular service to Kekaha and Hanalei from Līhu'e. The Kaua'i Transportation Agency has recently added service to the Līhu'e Airport and limited service to Kōloa and Po'ipū.



Bus fares are \$1.50 for adults and 75 cents for seniors and children seven to eighteen years of age. Children six and under are free with an adult. They also offer a frequent rider pass for fifteen dollars per month.

Route 700 runs between Kukui Grove Shopping Center and Wilcox Hospital with several stops around Līhu'e Town including Wal-Mart and the stop at the Civic Center near Big Save on Hardy Street (see Figure 27).

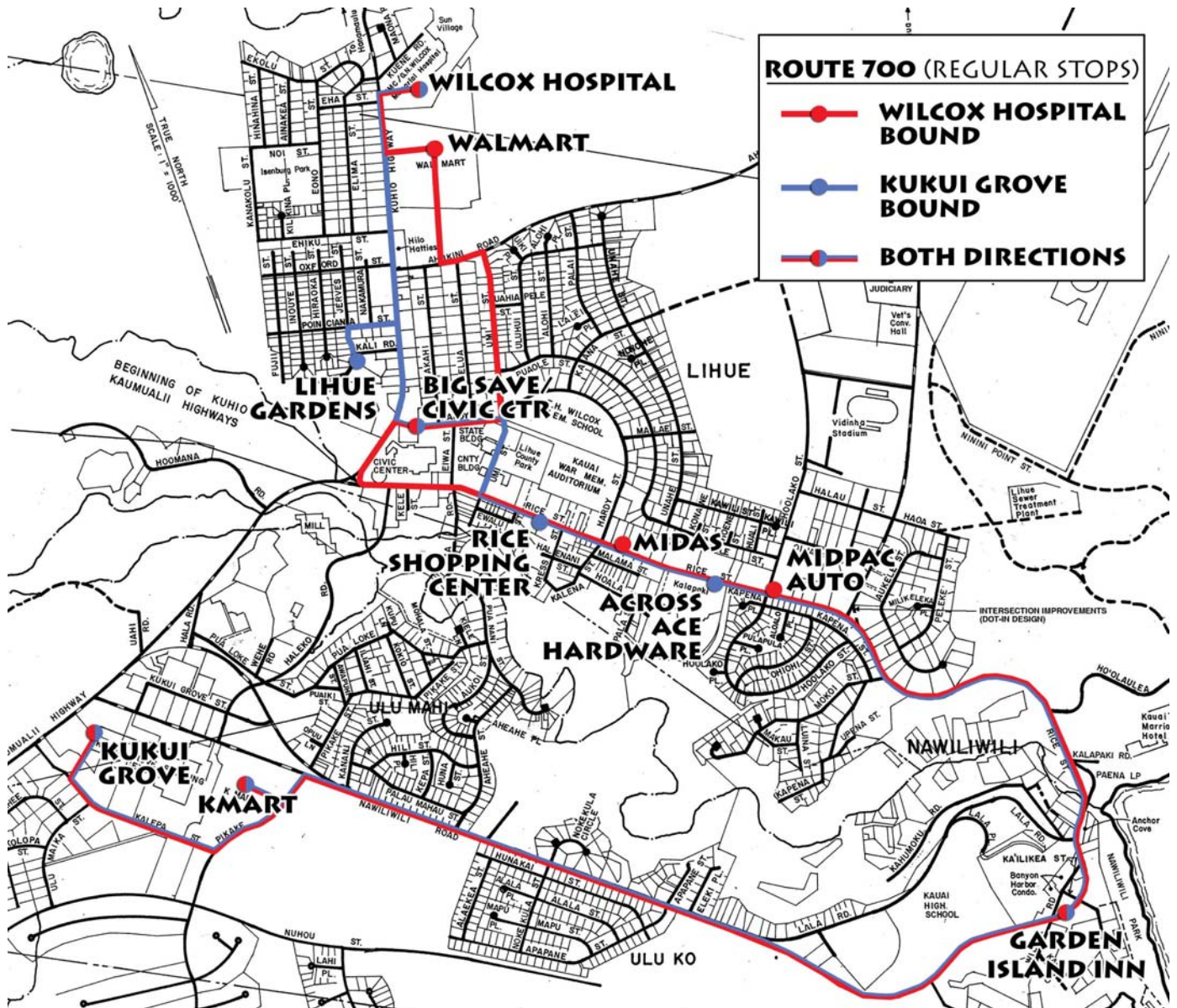
According to Janine Rapozo, Executive of the Transportation Agency, the County is actively working on creative solutions to traffic problems via their bus service. For example, they plan to expand their routes into five districts island-wide to serve youth activities. The service and schedules would be geared towards bringing children to and from after-school activities such as sports and practices. The tentative start date is early next year. Bike racks also have been added to their buses to assist those who bike and ride.

***Figure 27: Bus Stop on
Hardy Street***



Recently, they were also considering a lunchtime shuttle around Līhu'e Town when employee parking was reorganized at the Civic Center, but there have not been any problems. She noted that the Transportation Agency would consider it again if there were enough interest in the service.

Figure 28: The Kaua'i Bus Līhu'e Route 700 Transit Stops



Bicycles

There are currently no bike lanes along the streets within the project area and no bike paths through the Civic Center. However, as noted earlier the County buses are equipped with bike racks to assist multi-modal transport.

Parking

Visually, parking lots dominate the character of the Civic Center. Asphalt covers nearly half of the Civic Center's project area or roughly 7.86 acres.

Onsite Parking

There are 721 parking stalls within the Civic Center including both County and State parking facilities. Surface parking comprises 683 stalls (see Table 5 and Figure 29). Of these, the County has 556 stalls.

Table 5: Existing Onsite Parking Facilities

PARKING FACILITY	NO. OF STALLS
<i>COUNTY PARKING LOTS</i>	<i>556</i>
A. Rice Street Parking Lot	132
B. Hardy Street Parking Lot	234
C. East of Big Save	71
G. South of State Office Building (Southern Half Only)	53
H. Historic County Building	66
<i>STREET PARKING</i>	<i>20</i>
D. 'Eiwa Street	20
<i>STATE PARKING LOTS</i>	<i>145</i>
E. State Office Building	17
F. Courthouse	26
G. South of State Office Building (Northern Half Only)	64
Underground Parking Lot	38
<i>Total Project Site Parking</i>	<i>721</i>

Within the Rice Street parking lot there are 132 stalls, seven of which are designated handicap accessible stalls. The Hardy Street parking lot has 234 stalls, five of which are handicap accessible. On the eastern side of Big Save along 'Eiwa Street, there are 71 stalls; eight are located within the loading area behind Big Save.

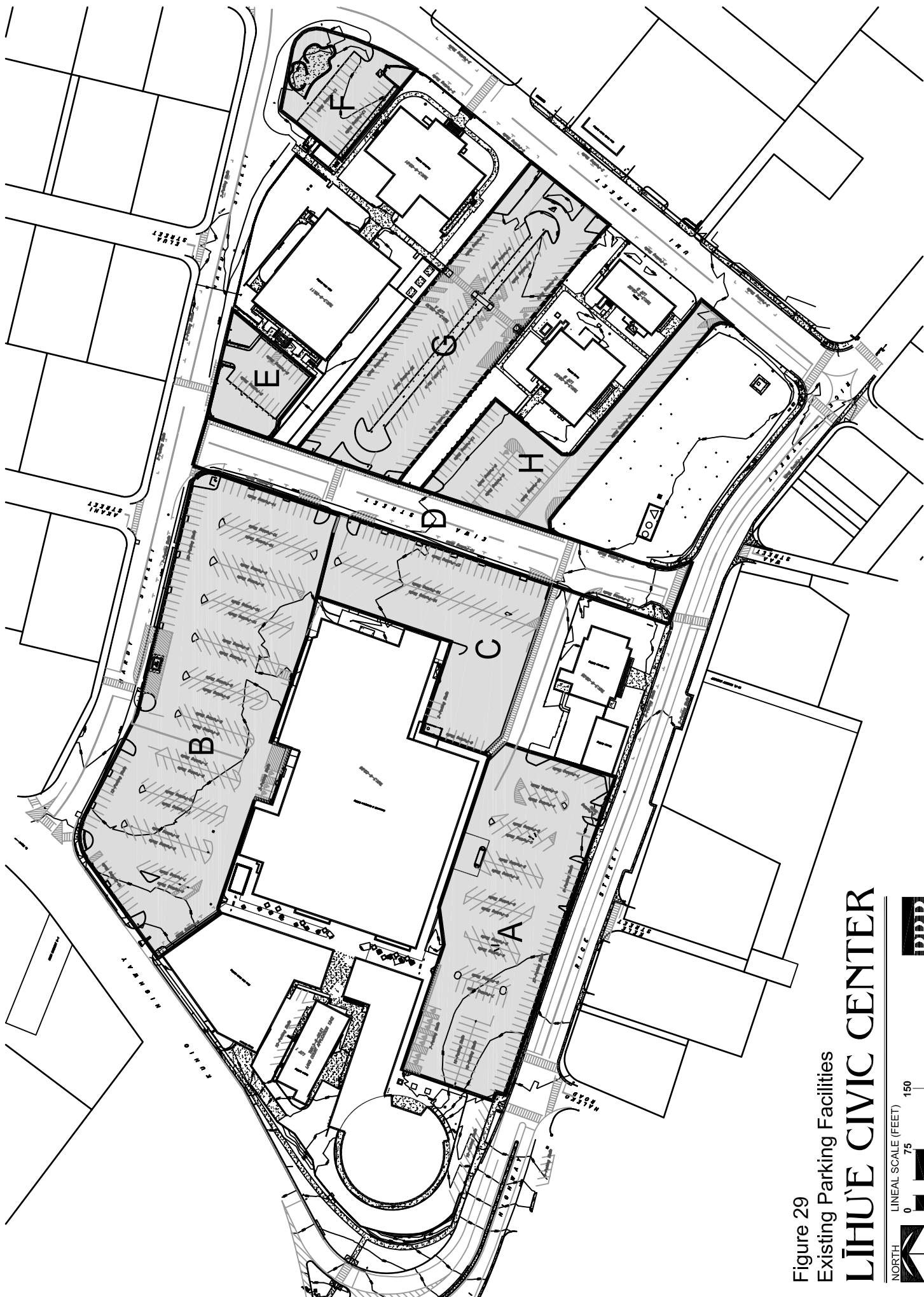
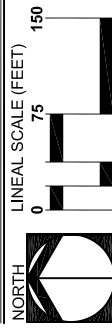


Figure 29
Existing Parking Facilities

LĪHU'E CIVIC CENTER



Opposite 'Eiwa Street in front of the Historic County Building, there are 25 stalls facing the County Lawn. To the west of the Historic County Building along 'Eiwa Street, there is a 41-stall parking lot, with one handicap accessible stall. 'Eiwa Street itself has 20 parallel stalls.

The State controls 145 parking stalls onsite with 38 of these located underground below the State Office Building. All of the State parking lots are paid parking lots. The staff members who park onsite pay a monthly fee and all customer stalls are metered. It is a statewide policy to charge for all parking facilities, whether for staff or the public.

The looped parking lot south of the State Office Building and Courthouse is split between the State and the County. It contains 117 total parking stalls with ten striped as handicap accessible. The parking stalls on the State property are metered while the County stalls are free.



Figure 30: Photo of Cars Parked on the Shoulder of Hardy Street Near the State Office Building (right) and Courthouse (left)

Comments received during the initial planning stages reported a problem with customers and staff from the State parking in the County lots to avoid paying for parking. A recent photo taken at the Civic Center shows that there are several cars parked on roadway shoulders and in unofficial and unstriped areas (see Figure 30). The problem at Hardy Street as shown above is that parked cars block a pedestrian and ADA route to the State buildings and create a cluttered, disorganized view of the Civic Center. The State also uses 141 parking stalls across 'Umi Street at the

Līhu‘e Health Center and former Police Station parking lots. However, State customers and staff continue to park outside of State parking lots to avoid paying for parking.

Offsite Street Parking

Street parking on the perimeter of the Civic Center project site consists of 49 parallel parking stalls on Hardy, ‘Umi, and Rice Streets. There are seventeen stalls on ‘Umi Street, seventeen stalls on Hardy Street, and fifteen stalls on Rice Street. The six stalls in front of the Kaua‘i Museum on Rice Street are regulated during the morning and afternoon rush hours. Parking is not permitted between 7:00 to 9:00 A.M. and from 3:00 to 5:00 P.M. There are no on-street parking stalls on Kūhiō Highway between Hardy and Rice Streets.

Kaua‘i War Memorial Convention Hall Parking

The County also has a large parking lot at the Kaua‘i War Memorial Convention Hall. The War Memorial is located east of the Civic Center near the intersection of Hardy and Rice Streets. It is located outside the project site boundaries, but within walking distance. There are 224 stalls within the main parking lot, 30 angled stalls along the northern driveway

and 24 stalls within the interior fence for employees. Figure 31 shows a view of a portion of the War Memorial parking lot.



Figure 31: War Memorial Parking Lot

The main lot serves the War Memorial facility and once served the County staff and customers of the Housing Agency and Prosecuting Attorney’s

offices which were formerly located in portables on the western side of the parking lot. Since these offices have been moved to the Pi‘ikoi Building, the main parking lot remains underutilized during the day when there are no events scheduled at the War Memorial (see Figure 31). When the traffic engineer from M&E Pacific visited Līhu‘e to perform traffic counts in September and October 2003, he estimated that only about 30 cars were

parked at the War Memorial lot. Also, many parents of children attending Wilcox Elementary use the War Memorial parking lot as a drop off and pick up site to avoid the busy intersection of Hardy and 'Umi Streets. The County used to allow school buses to use the parking lot to avoid blocking traffic at the school's parking lots at 'Umi and Hardy Streets. However, due to liability issues, the State and County no longer allow this.